



City of Naperville

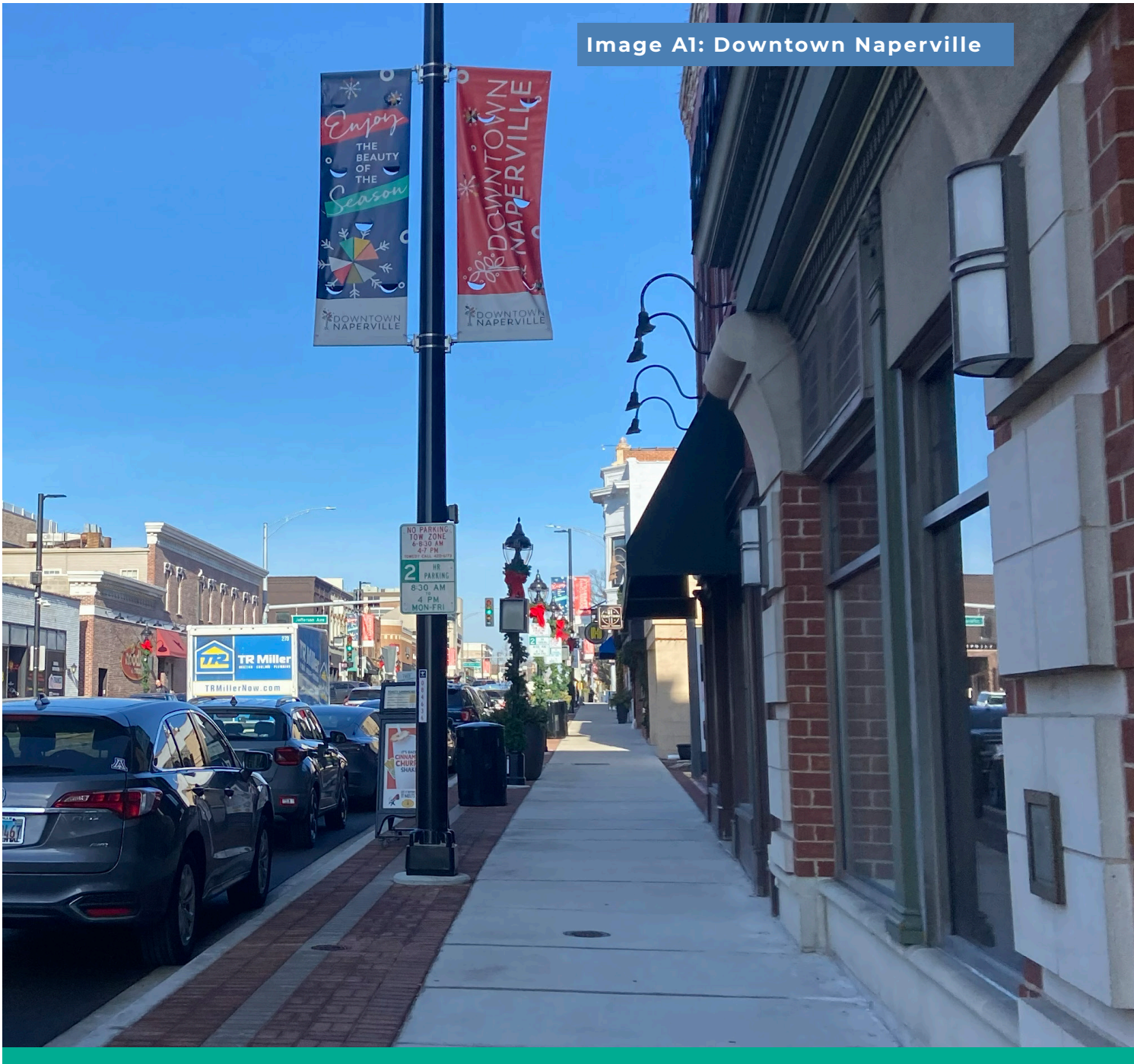
Bicycle and Pedestrian Plan Update

Draft Appendix
August 20, 2026

09

Appendix

Image A1: Downtown Naperville



- A. Interactive Map Summary
- B. Open House Summary
- C. Naperville Pedestrian and Bicycle Survey
- D. BLTS & ILTS
- E. Recommendation Tables
- F. Policy Template
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A Interactive Map Summary

Interactive Map Summary

The interactive map was open on the City of Naperville website from September 2025 until the end of December 2025. The map recorded 520 individual comments across four categories of input, and a total of 853 upvotes across all comments. While some locations and streets received multiple comments regarding their safety or multimodal access improvements, the spread of comments across the map indicates widespread demand for improved biking and walking infrastructure throughout Naperville for a more connected city.

Public comments submitted through the interactive map were grouped geographically to account for multiple comments addressing proximate locations. Locations within 500 feet of one another, a sufficient distance to capture an intersection from all four directions, were aggregated and weighted based on the total number of “likes” received. The most common locations are therefore the result of 1) their “like” count and 2) the number of individual points plotted within the same 500-foot radius. These common locations

and routes are summarized within each category as follows.

Common Walking and Biking Locations

Public comments submitted through the interactive map in the “I often get to this location by walking or biking” category received 141 plotted points and were first spatially clustered to account for multiple comments addressing the same location. This analysis identified several hotspots, with the most prominent location receiving 16 total likes across four closely spaced comments. Other locations received between 8 and 10 likes, supported by multiple comments within the same immediate area, suggesting consistent usage of specific intersections and corridors. These locations are summarized in **Table A1**.

The second phase of analysis for this category highlighted common biking and walking destinations (**Table A2**): these locations were generally pinned the most often.

Table A1. Common Biking and Walking Locations

Total Likes	Location	Comment Feedback
16	Knoch Knolls Road and Ring Road	Residents note that when biking north along Knoch Knolls Road, it’s unclear if westbound traffic on Ring Road turning left can see bicyclists and pedestrians. The bike path crossing at Washington Street and Ring Road is perceived as dangerous by cyclists and drivers, as drivers heading east must look backward over their shoulder as they turn right onto Washington Street.
10	West Branch of DuPage River Trail via Jefferson Avenue	Residents enjoy biking this trail.

Table A1. Common Biking and Walking Locations (cont.)

Total Likes	Location	Comment Feedback
10	West Branch of DuPage River Trail via Gartner Road and Edgewater Drive	Residents enjoy biking this trail and desire this intersection to be safer for cyclists.
9	Downtown Naperville at Aurora Avenue and Eagle Street	Residents bike to the Municipal Center but there is not enough bike parking. They also desire a dedicated green light for cyclists, while motorized traffic is stopped from all directions.
8	Benton Avenue and Jefferson Avenue	Residents note an enjoyable walk from Benton Avenue to Jefferson Avenue nearby at the river.
8	Nichols Public Library	Residents often walk or bike to this library and feel relatively safe biking west on Jackson Avenue.
8	Washington Street and Bailey Road	Residents note signage from the Mobil gas station makes it hard to see bicyclists coming south along the DuPage River Trail. Bicyclists using the path cross Bailey Road east of the intersection, cutting through the Mobil parking lot instead of using the intersection at Washington Street and Bailey Road.

Table A2. Common Biking and Walking Locations

Ranking	Destination	Primary Purpose
1	DuPage River Trail	Regional trail access, commuting, recreation
2	Herrick Lake Forest Preserve	Recreation, longer rides
3	Springbrook Prairie	Trail riding, regional connectivity to other areas
4	Downtown Naperville	Work, errands, dining, attractions
5	Centennial Beach	Recreation / downtown access
6	Naperville Metra Station	Commuting, travel
7	Schools	Daily trips, student access
8	Neighborhood connections, libraries, and grocery stores	Basic mobility and access

Difficult Bicycle/Walk Access

Public comments submitted through the interactive map in the “It is difficult for me to get to this location by walking or biking” category received 73 plotted points, and were spatially clustered to account for multiple comments addressing the same location. This analysis identified several

hotspots, with the most prominent location receiving 25 total likes across several closely spaced comments. Other locations received between 4 and 10 likes, supported by multiple comments within the same immediate area, suggesting commonly desired access where residents feel that a gap or barrier exists. These locations are summarized in **Table A3**.

Table A3. Difficult Bicycle/Walk Access

Total Likes	Location	Comment Feedback
29	DuPage River crossing at 87th Street	Residents want to cross the river at 87th Street to join the DuPage River Trail. They noted it is too far to go bike or walk to Bailey Road or Washington Street when you live in the middle of these two streets. Residents would like to see a bike/walk bridge, which would be especially advantageous for families with younger children who cannot walk as far.
10	Washington Street, Herrick Lake, and the Illinois Prairie Path	Residents desire a better way to connect to the trail system at Herrick Lake, which ultimately connects with the Illinois Prairie Path. Residents suggest treatments along Washington north of Ogden Avenue, such as a three-lane conversion with bike lanes on either side of Washington Street.
10	75th Street from Wehrli Road to Ranchview Drive	Residents report it is difficult to walk from Ranchview Drive to Wehrli Road on 75th Street. There is no path for pedestrians or bicyclists, and 75th Street is busy and dangerous for walking or biking. An improved crossing at 75th Street and Wehrli Road could help families and cyclists reach Ranch View and Meadow Glens elementary schools.
6	Naperville Wheaton Road, Plank Road	Residents note this commercial area has no amenities for walking or biking safely. The sidewalk ends at Plank Road and does not connect to the subdivision sidewalks that are closer to the adjacent shopping plaza. Further north, it is very hard to get to commercial areas as there is no way to cross Naper-Wheaton Road walking along the north side of Ogden Avenue.
4	Downtown Naperville	Residents do not perceive downtown Naperville as bikeable, given that bicycles are not allowed on the Riverwalk, and downtown traffic is very congested. Many people live within easy biking distance of downtown and would like to be able to do so.

Difficult Walking Routes

Public comments submitted through the interactive map in the “It is difficult for me to walk on this route” category received 111 plotted points and were spatially clustered to account for multiple comments addressing the same routes. This analysis identified several hotspots, with the most

prominent routes receiving 45 total likes across closely spaced comments. Other routes received multiple likes, supported by several comments within the same immediate area, suggesting commonly desired routes where residents feel that a gap or barrier exists. These routes are summarized in **Table A4**.

Table A4. Difficult Walking Routes

Total Likes	Location	Comment Feedback
45	Naper Boulevard, Maple Avenue to Ogden Avenue, Train Tracks	Many residents noted that there are limited ways to go from Ogden Avenue to Maple Avenue due to the train line. The existing route has very steep slopes on either side and the general lack of a pedestrian path makes it very dangerous. A shared-use path or sidewalk is requested along Naper Boulevard.
10	Lisson Road	Residents requested additional sidewalk connectivity or roadway widening for a bike lane to provide access to the Whalon Lake area.
9	Washington Street South of Royce Road	Residents regularly walk across the bridge on Washington Street across the East Branch of the DuPage River. A sidewalk or a bike path was suggested because the bridge is narrow and paired with high-speed traffic, people feel unsafe crossing over the river.
7	75th Street and Wehrli Road	Residents request additional sidewalk connectivity on the east side of Wehrli Road for residents on the east side of Wehrli Road to reach 75th Street and cross Wehrli Road.
7	Ranchview Drive and Wehrli Road, 75th Street	Residents in the nearby neighborhood requested a path from Wehrli Road to Ranchview Drive. There is no sidewalk or bike path on 75th Street between Wehrli Road and Ranchview Drive, and residents have to walk or ride a bike on the shoulder of 75th Street from Castle Lawn Court to reach those streets. There is no other path of egress from the neighborhood.
7	BNSF Train Line	Residents request a path east-west along the train tracks from IL Route 59 to Columbia Street, which can leverage the right-of-way and could make it easier to get to train stations on bikes. The path could also extend north through Heritage Woods, and south through Burlington Park.
5	Ogden Avenue and Naperville Wheaton Road	Residents request a crosswalk and ramps east-west across the street, as there is no good way to cross Naperville Wheaton Road north of Ogden Avenue.

Difficult Bicycling Routes

Public comments submitted through the interactive map in the “It is difficult for me to bike on this route” category received 195 plotted points and were spatially clustered to account for multiple comments addressing the same routes. This analysis identified several hotspots, with the most

prominent locations receiving 17 total likes across closely spaced comments. Other locations received multiple likes, supported by several comments within the same immediate area, suggesting commonly desired routes where residents feel that a gap or barrier exists. These common comments are summarized in **Table A5**.

Table A5. Difficult Bicycle Routes

Total Likes	Location	Comment Feedback
17	Plank Road between 5th Avenue and Naper Boulevard, Seager Park	The sidewalk along Plank Road from Marles Court to Leona May Court is too narrow for pedestrian/bike traffic, and there is no shoulder.
16	Gartner Road to Jefferson Avenue Connection, Riverwalk	Residents would like a route from southeast Naperville through downtown to northwest Naperville, especially as biking on the Riverwalk is prohibited. This would connect residents to all the large green spaces in the north (e.g., Danada). Residents would like to see a connection to the DuPage River Trail as part of this feedback.
12	Mill Street between Jefferson Avenue and Ogden Avenue	Residents would like to see a connection between Naperville North High School and downtown, possibly through the old cow tunnel at Webster Street. The narrow sidewalks and street lanes in the Mill Street tunnel are viewed as a major obstacle, as well as traveling on Washington Street or at-grade over the train tracks.
10	City-wide	Residents note that throughout Naperville, designated on-street bicycle routes are perceived as unsafe given sharrow markings wear off or are ignored, and lack of formal street grid results in circuitous and heavy traffic routes.
8	East side of Wehrli Road between E 87th Street and Ranchview Drive	Residents see this stretch of Wehrli Road as an opportunity for a multi-use off-street path, given the road is narrow, not comfortable for cyclists, and Wehrli seems to have significant ROW.
8	Plank Road and Naperville Wheaton Road	Residents note a lack of sidewalks connecting Plank Road and Naperville Wheaton Road, with no crossing lights at Ogden Avenue to get to commercial uses nearby.
8	Washington Street and Bailey Road	Residents note this pedestrian crossing is dangerous; drivers do not look and drive at high speeds in either direction.

Table A5. Difficult Bicycle Routes cont.

Total Likes	Location	Comment Feedback
7	Downtown Naperville (Aurora Avenue, Eagle Street, Jackson Avenue, Jefferson Avenue)	Residents note many people try to access the Riverwalk and downtown but routes into downtown feel unsafe without protected bike lanes.
7	DuPage River Trail and Springbrook Prairie Connection	Residents note the route from the West Branch DuPage River Trail terminus at Jefferson Avenue to Springbrook Prairie requires crossing Aurora Avenue, Oswego Road, and 75th Street along Plainfield-Naperville Road. A safe connection on less busy roads would bridge the gap with other forest preserves.
1	Jackson Avenue and Eagle Street	Residents note the intersection of Jackson Avenue and Eagle Street is unsafe during rush hour and needs a traffic light. Multiple lanes cause blind spots so motorists can't see bicyclists.
3	Washington Street and Royce Road	Residents note the at-grade crossing here is the only stop for bikes for miles in either direction, and it's a congested area where crossing safely is challenging.

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Open House Summary

Open House Summary

As part of the City of Naperville Bicycle and Pedestrian Plan Update, the project team hosted an Open House on April 23, 2026, from 4:30 to 8:00 p.m. at the Municipal Center. The purpose of the Open House was to share general project information (such as the vision, goals, and bicycle facility types), draft recommendations, and gauge preferences for trade-offs. Seventy-six individuals signed in at the welcome table, though because people came in groups, an estimated 90-100 people attended the event.

At the Open House, attendees were greeted at the entrance, asked to sign in, and provided a pamphlet with general project information, as well as a comment card to provide feedback at each board. There were ten boards with consultant and city staff available at each for discussion and to answer any questions. Tables and chairs were located in the middle to allow attendees to sit down and fill out their comment cards. There was also a kids table at the event, featuring custom coloring sheets, stickers, and other giveaways. A total of 69 comment cards were submitted, with at least one answer marked on the card.

Boards 1-3: Project Introduction

Board 1 presented the vision, goals, and objectives of the Bicycle and Pedestrian Plan Update. Board 2 presented the key findings of the existing conditions and public outreach. Board 3 defined different bicycle and pedestrian facility types. There were minimal questions about these boards, though some people asked for more clarification on the differences between bicycle lanes and bicycle boulevards once they viewed the recommendations boards.

Comments are summarized below:

- Suggestion to connect with the Elmhurst Bicycle Club during the design phase of any trail projects.
- RRFBs don't feel safe. Drivers don't know how to react to them, feels they need more signage telling drivers to yield to pedestrians when the light flashes.

- Suggestion to add more signage or flags marking bicycle racks in downtown, they can be difficult to see as you're biking through and people don't always want to check a map to find bicycle rack locations before their trip.

Boards 4-7: Recommendations

Boards 4-7 presented the draft recommendations, separating Naperville into quadrants to give viewers a closer look. Overall, comments were positive about the recommendations.

Comments are summarized below:

Northeast Quadrant

- Likes the Columbia Street idea, people speed more on Loomis Street. Would like to see a 4-way stop at Loomis Street & 8th Street.
- Likes the sign on Jefferson Avenue that lights up when pedestrians are present, would like to see this more elsewhere.
- Ogden Avenue & Naperville-Wheaton Road is impossible to cross. There are no curb-cuts, a vehicle slip lane means cars making right turns don't stop. There are commercial uses nearby.
- Julian Street & Chicago Avenue is difficult to cross as a pedestrian due to a fence on one of the southern corners that obstructs sight lines.
- Two people didn't like the idea of contra-flow bicycle lanes on Columbia Street – they preferred the Loomis Street route.
- Someone thought there had been a previous feasibility study about a road bridge at 87th Street in the past – potential to reuse the hydrology info from that study? Was cost prohibitive for a bridge that could hold vehicle traffic – could a bike/ped only bridge still work? Was supportive of the idea if feasible.
- There is a stop sign on Sleight Street at the bottom of the hill that is very challenging for cyclists – it kills their momentum as they continue south and have to go back up hill.
- Slip lane at Washington Street & Ogden Avenue is very dangerous for pedestrians.

- On Washington Street in downtown, the sidewalk along the business frontages slopes (as a curb cut or parking lot) which makes it easy for people to fall in icy/snowy weather. This person noted the shoveling along Washington Street was significantly better this year than in the past.
- The intersection of Plank Road & Naper Boulevard doesn't have a bicycle sensor to flip the light – need to wait for a car to trigger the light change.
- 87th Street protected bicycle lane and RRFB at 95th Street & 248th Avenue.
- Request for bicycle safety education in school gym classes – “if you make the recommendation, I'll find the funding”.
- How many miles of new bicycle paths are proposed? (positive curiosity).
- Washington Street & Diehl Road intersection is dangerous.
- DuPage River Trail crossing at Hobson Road is on-street, would prefer an underpass.
- Eagle Street is busy, wishes there were a different way to continue on the trail headed north without going through downtown.
- Request to add facility on Charles Avenue – there is a signalized crossing at Chicago Avenue.
- People use dirt path to Lisle by Wehrli Road.
- At least 5 people said they liked the Washington Street shared-use path recommendation towards Danada Forest Preserve – many of them either only bicycle there early in the morning when traffic is low or they ride on the sidewalk, which is very bumpy and uneven.
- Aurora Avenue - want a connection from Eagle Street to West Street or a shared-use path along Aurora Avenue.
- Hobson Road & Washington Street is very scary.
- Hillside Road & Eagle Street, the existing bicycle lanes have frequent conflicts with turning cars – green pavement markings could help.
- Likes the Gartner Road recommendation.
- Jefferson Avenue & Ewing Street – want a crosswalk here, cars on Jefferson Avenue don't stop! There are crosswalks at other intersections along Jefferson Ave, but Ewing Street is the street that's supposed to be part of the bicycle network.
- Would use the proposed routes on West Street, Martin Ave, and Modaff Road regularly.
- All the recommendations feel like they would make the road less safe, and doesn't seem like a good use of taxpayer money.

Northwest Quadrant

- 75th Street, Book Road, & Rickert Drive area has multiple dangerous intersections which are currently a major barrier.
- The Prairie Path on the west side of the map doesn't actually connect through as shown, there are businesses in the way – update map.
- The Prairie Path at Diehl Road needs a wider path or better signage saying cyclists can use the sidewalk to connect to the trail.
- Book Road & Rickert Drive intersection is very dangerous.
- Route 59 under the tracks – the path is very narrow.

Southeast Quadrant

- There's a fence at Washington Street & Bailey Road that is a barrier.
- Washington Street & Bailey Road intersection is very dangerous due to turning cars from Washington Street onto Bailey Road.
- Loves the Knoch Knolls Road recommendation connecting 95th Street to the trail.

Southwest Quadrant

- Loves the recommendations on 111th Street and Book Road.
- Likes the bicycle boulevard recommendations – they make sense for the neighborhood streets.

Summary of Additional Staff Conversations

- General desire for off-street connection in Downtown for DuPage River Trail.
- People don't feel comfortable biking on Eagle Street bicycle lanes.
- Hillside Road and Washington Street/ Aurora Avenue and Eagle Street are difficult intersections for cyclists.

- Several comments about on-street to off-street transitions being difficult and desire for curb cuts for bicycles.
- Navigation is confusing – desire for increased wayfinding signage.
- Hillside Road – desired route but there was general understanding and agreement with the constraints.
- Wehrli Road– positive response to proposed road diet and bicycle facility recommendation, desired route to Green Valley Drive.
- Desired connection to Fort Hill Activity Center and a connection to Fort Hill Drive from Jefferson Avenue.
- Desired route up Naper Boulevard.
- Washington Street & Bailey Road is a difficult intersection for both cyclists and drivers – cyclists make unpredictable movements.
- Concern about Ring Road and Knoch Knolls Road.
- More bicycle racks throughout downtown.
- Requests for better lighting under the rail tracks on Mill Street, while others thought the recent improvements were enough.
- Positive reaction to the recent fences between the road and the sidewalk.
- General frustration that the underpass can't be widened from multiple participants, though most understood the challenges with the railroad.
- Mill Street – most people understood constraints, one resident said “Good luck getting parking removed” for bicycle lane on Mill Street.
- Most people fine with removing parking – some comment about parking negatively impacting Jefferson Avenue/Jackson Avenue/Ewing Street on-street routes in summer for Centennial Beach but didn't think parking should be removed here.

Boards 8-10: Deep Dives

Three different deep dive boards were presented to attendees. The purpose of these boards was to ask attendees' preferences for different trade-offs. At Deep Dive #1 (Board 8), 74% of respondents indicated that the proposed improvements are enough to help them feel comfortable walking and biking on Mill Street regularly. At Deep Dive #2 (Board 9), 70% of respondents indicated that Naperville should remove on-street parking to make room for bicycle lanes on important routes. Respondents' opinions would not change if parking was removed in front of their houses. At Deep Dive #3 (Board 10), 91% of respondents with a preference indicated that they prefer a route on Loomis Street over Columbia Street. See the comment card summary table for more information.

Comments are summarized below:

Deep Dive #1

- Bump-outs are hard for bicyclists.
- Most of downtown is fine for bicyclists.
- Request for river trail connection from Jefferson Avenue to Gartner Road.
- Want a bicycle bridge over the river east of Washington Street.

Deep Dive #2

- Columbia Street vs Loomis Street: concern about two-way biking on a one-way, a comment that Columbia Street is already someone's regular route.

Deep Dive #3

- Naper Boulevard needs a bicycle facility.
- Recommendations should connect to the Illinois Prairie Path.
- Push buttons should be accessible on the street for bicyclists (e.g. Loomis Street and Ogden Avenue.)
- Bicycle repair stations should be present in Naperville (e.g. at the Metra station).
- The sewer grate on Columbia Street may be difficult to navigate with a road bicycle.

Additional Recorded Comments

- Suggestion to engage the Warrentonville Bicyclist & Pedestrian Advisory Commission.
- Northbound on Plainfield-Naperville Road at 75th Street, the west side has no pedestrian button.
- Gartner Road & Edgewater Drive drivers fail to yield to pedestrians.
- Drivers cut through the gas station driveway at Washington Street & Bailey Street.

- Currently walks on Eagle Street instead of using bicycle lane due to lack of comfort.
- Request for bicycle lane on Aurora Avenue to West Street & green paint on lanes.
- Ponding on south side of sidewalk near Portillos on Ogden Avenue.
- River Road & Raymond Drive giant distance for pedestrian crossing.
- Desire for better pavement markings and increased marking maintenance.
- Desire for bike racks, one comment requesting a bike repair station.
- Desire for education.
- Request for flashing signage at Gartner Road & Edgewater Drive crossing.
- Raymond Road & River Road sight obstruction.
- Jefferson Street & Ewing Street crosswalk request.
- Difficulty accessing gas station entrances/ DuPage River Trail just north of Bailey Road & Washington Street.



Deep Dive #1 - Mill Street

What We Heard

- Mill Street was one of the top 3 “difficult to bike” routes through the online map activity.
- Comments demonstrate a strong preference for Mill Street to become a primary bike route, especially for Naperville North students.



Challenges & Constraints

- Underpass at BNSF tracks creates a pinch-point, Naperville does not have authority to widen it.
- Cyclists and pedestrians will still need to share the narrow sidewalk under the tracks.
- Mill St has high traffic volumes but ROW and jurisdiction challenges make it difficult to install a protected or separated lane along the entire length.



Are the proposed improvements enough to help you feel comfortable walking and biking on Mill Street regularly?



Deep Dive #2 - Parking



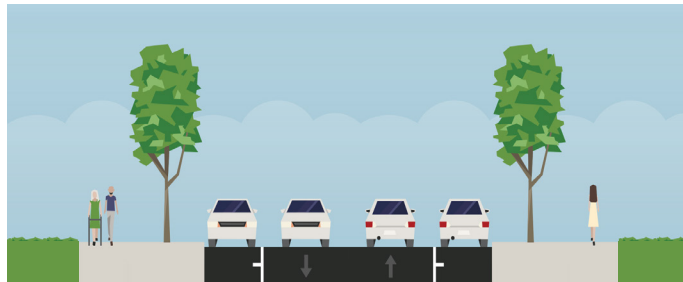
Context

- Jefferson Ave is the only street that crosses the DuPage River in this area, making it critical for the bike network.
- Bike lanes are preferred due to traffic volumes and residential context.
- Road width is too narrow to add bike lanes without removing some parking.

Similar space constraints would require some parking removal on other streets:

- Brookdale Rd
- Columbia St
- Gartner Rd
- Iroquois Ave

Before



After

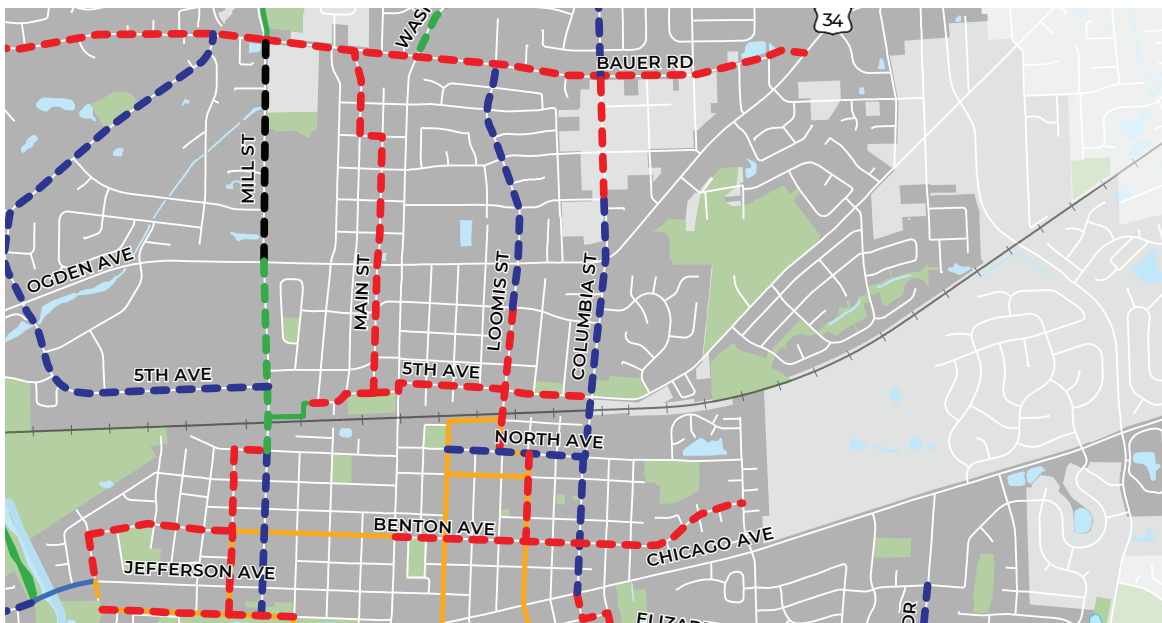


Would you support removal of parking in front of your home to make room for bike lanes on important routes?



Deep Dive #3

Loomis St vs Columbia St



Context

Loomis Street

- Recommendation: Mix of Bike Boulevard and Bike Lane
- Close proximity to North Central College campus as well as several schools throughout Naperville
- High parking demand but low vehicle traffic volumes
- Rail crossing is at grade

Columbia Street

- Recommendation: Mix of Bike Boulevard and Bike Lane
- Less comfortable crossing at Ogden Ave
- Rail crossing is grade separated
- Continues south across Chicago, providing better opportunities for broader network connections

Which route do you prefer?

Comment Card Summary

1. Are the proposed improvements enough to help you feel comfortable walking and biking on Mill Street regularly?	Count	%
Yes	43	74%
No	15	26%
No Answer	11	
2. Jefferson Street/Parking Removal: Should Naperville remove some on-street parking to make room for bicycle lanes on important routes? Would your opinion change if parking was removed in front of your house?	Count	%
Yes; Yes	6	10%
Yes; No	44	70%
No; Yes	0	0%
No; No	10	16%
No; No Answer	2	3%
Yes; No Answer	1	1%
No Answer	6	
3. Loomis Street vs Columbia Street: Which route do you prefer?	Count	%
Loomis Street	29	91%
Columbia Street	12	9%
No Preference	23	
No Answer	5	
Additional Comments General themes: - Traffic on Loomis Street is lower and slower; Traffic on Columbia Street is higher and faster (4) - At-grade crossing via Loomis Street is preferred (3) - Grade-separated crossing via Columbia Street is preferred (2)		
4. Where recommendations have constraints, which do you prefer?	Count	%
The most direct route, even if the infrastructure doesn't feel the most comfortable	9	14%
The most comfortable route, even if the route becomes less direct	55	86%
No Answer	5	
5. If the most direct route feels uncomfortable on a bicycle, how much longer are you willing to make your trip to remain on a more comfortable route, in general?	Count	%
1/4 mile	10	15%
1/2 mile	27	42%
1 mile	25	38%
I'm not willing to take a longer trip and would use a different travel mode	3	5%
No Answer	4	

6. As a pedestrian, where are your top 3 priorities for safer crossings?		
Intersections: • Washington Street and Royce Road (6) • Jefferson Avenue and Ewing Street (3) • Chicago Avenue and parking garage (3) • Book Road and Rickert Drive (2) • Book Road and 75th Street (2) • Julian Street and Gartner Road (2) • Washington Street and Ring Road (2) • Hobson Road and Washington Street (2) Several responses noted preferred infrastructure types: • Pedestrian walk signals (5) • Increased signage (4) • Lighting (3) • No right turn on red (3) Several responses also noted general priorities: • Visibility (7) • Enforcement (4)		
7. Do the recommendations overall meet your expectations for improving the comfort of walking and biking in Naperville?	Count	%
Yes	55	90%
No	6	10%
No Answer	8	
8. Any additional comments about the recommendations?		
• General compliment/support (16) • Connectivity/closing gaps is a priority (7) • Support for the proposed bridge (2) • Education and encouragement is needed to supplement recommendations (2) • Connect the DuPage River Trail (2) • It seems pedestrians are given less priority (2)		

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Naperville Pedestrian and Bicycle Survey

Naperville Pedestrian and Bicycle Survey



NORTH CENTRAL
COLLEGE 1861



Naperville





Naperville

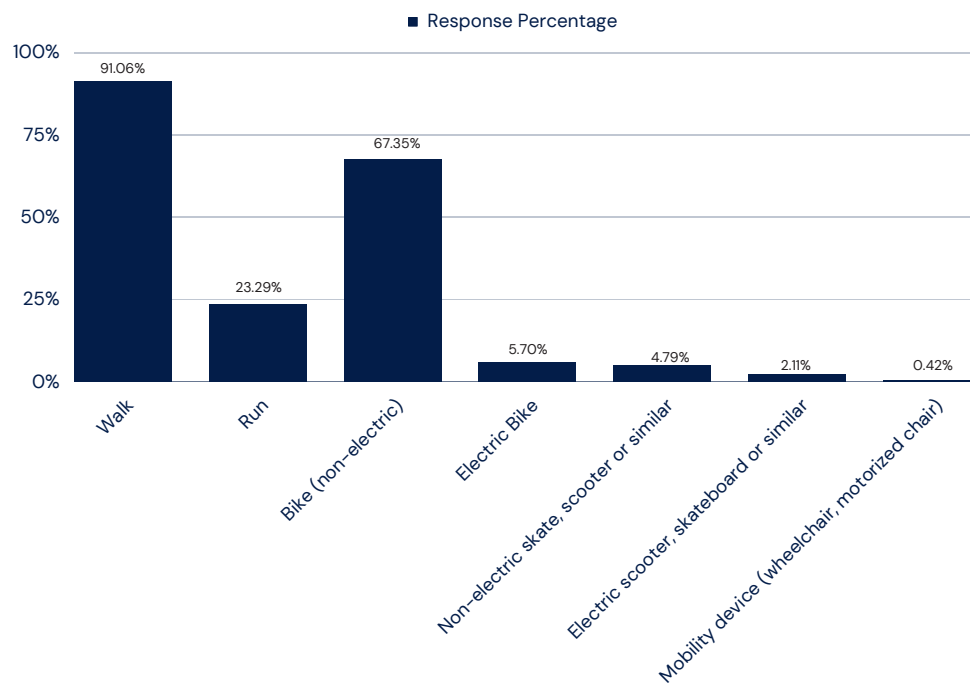
- **Coordinated by the City of Naperville, Transportation Advisory Board (TAB) & Naperville Environment and Sustainability Task Force (NEST)**
- **Partnership with North Central College to distribute doorhangers**
- **Goal: Identify biking and walking patterns, priorities, and needs in Naperville**



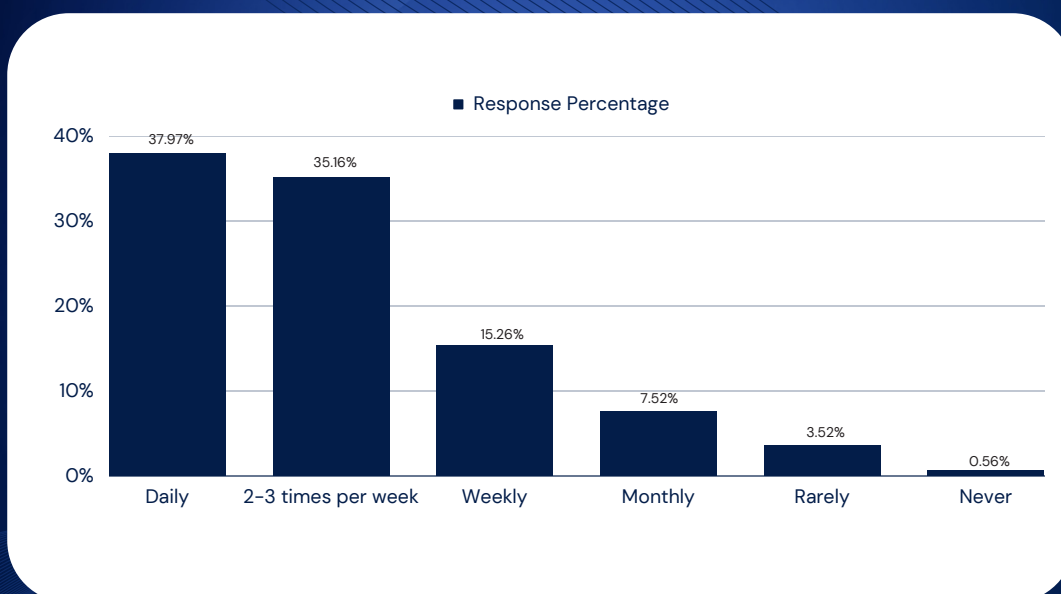
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- **Timeline: March 27 – May 1**
- **Promotion on social media channels, nearly 5,000 doorhangers distributed to 5 Naperville neighborhoods and word of mouth and direct community engagement**
- **A total of 1425 Responses from the Naperville community**

Q1. When not driving, how do you get around Naperville? Choose all that apply.



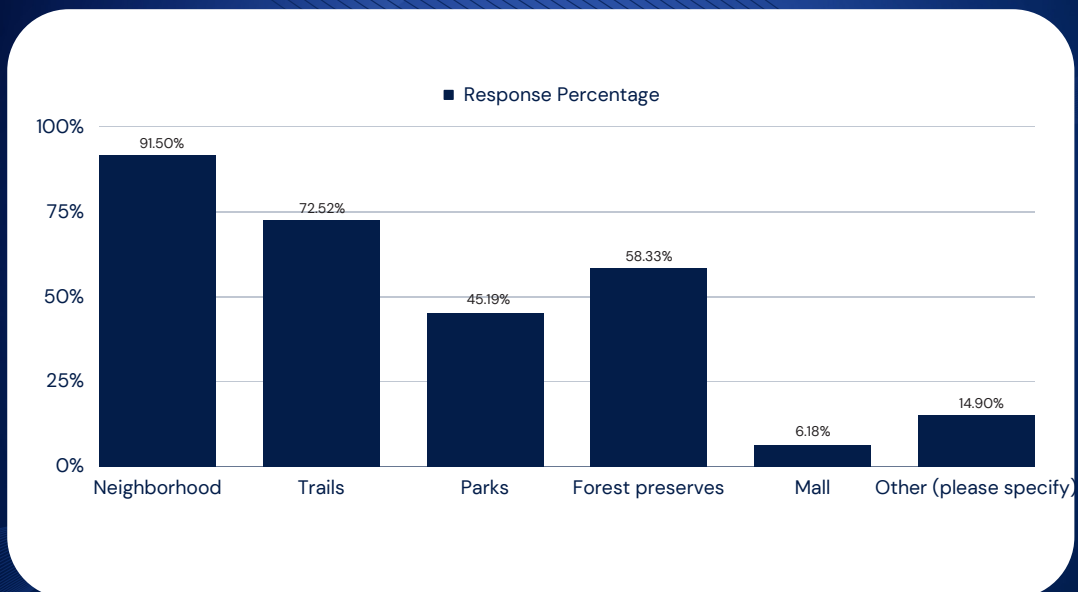
Q2. How often do you walk or bike around Naperville?



Q3. Where do you normally walk or bike? Choose all that apply.



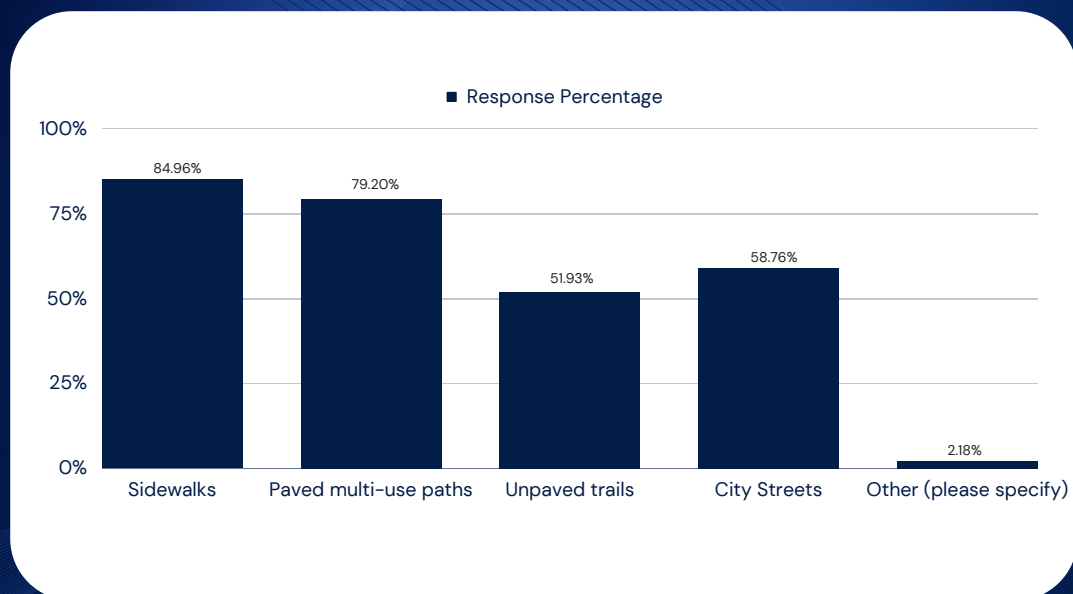
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Q4. What surface do you walk or bike on? Choose all that apply.



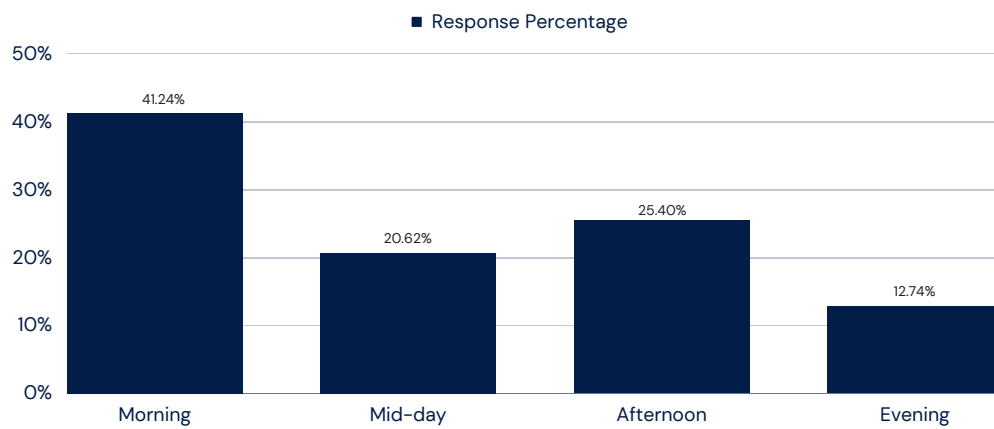
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Q5. What time of day do you normally walk or bike?



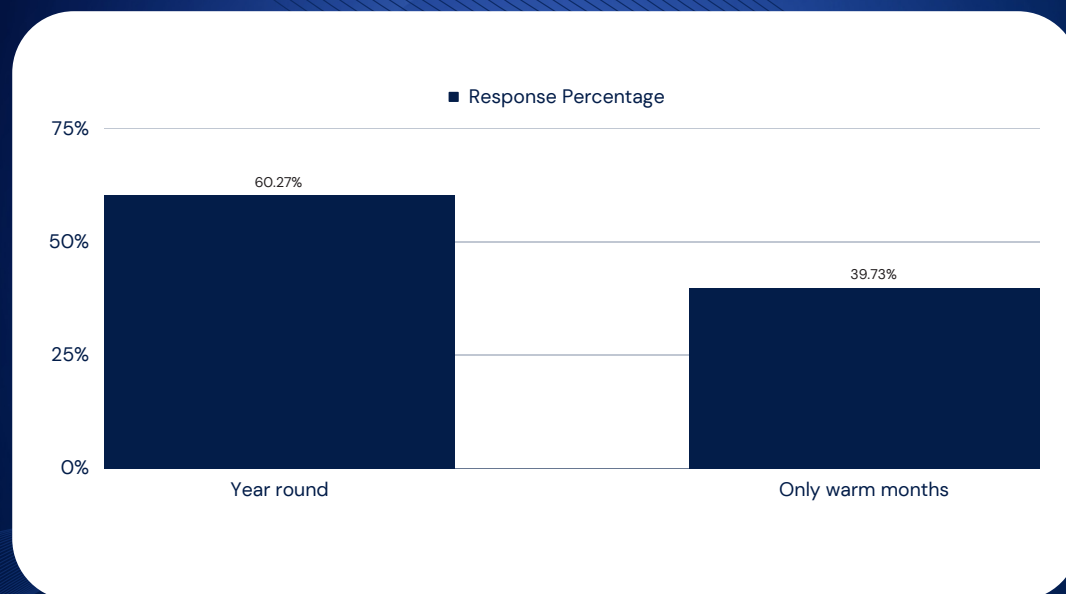
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Q6. Do you walk and bike year round or only in the warm months?



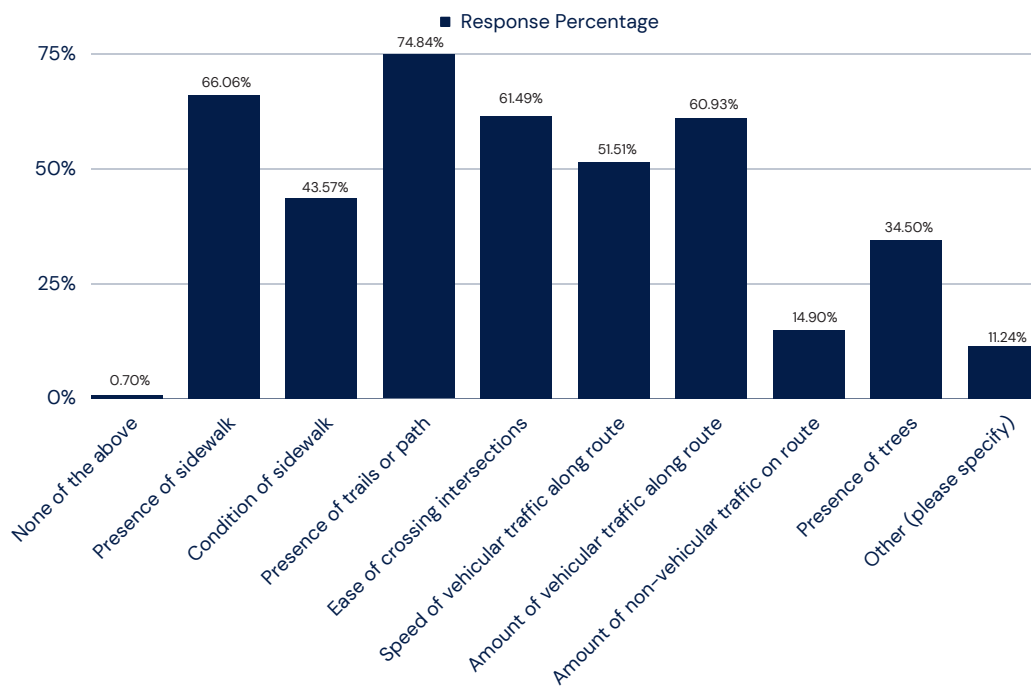
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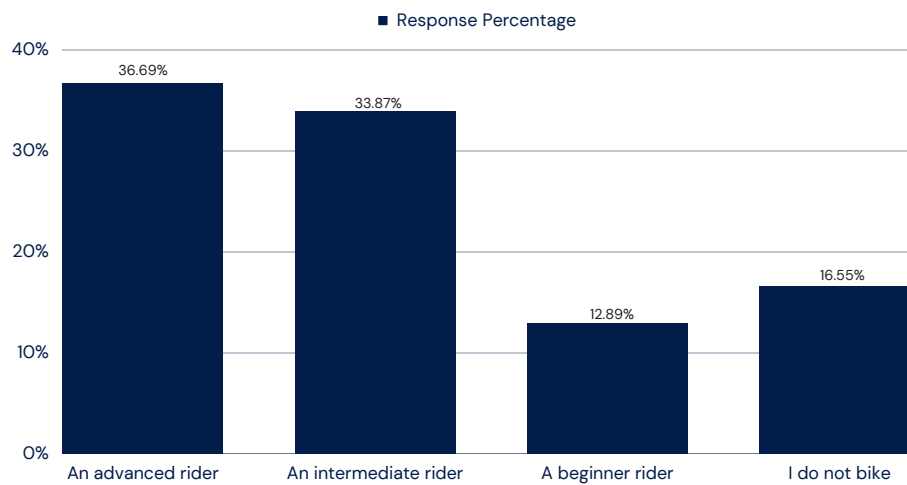
Q7. What influences your decision on where to walk or bike? Select all that apply.



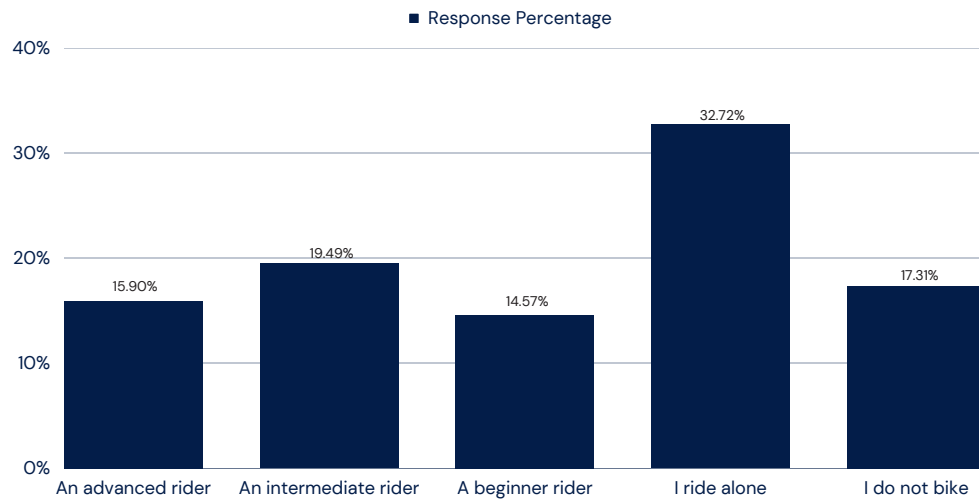
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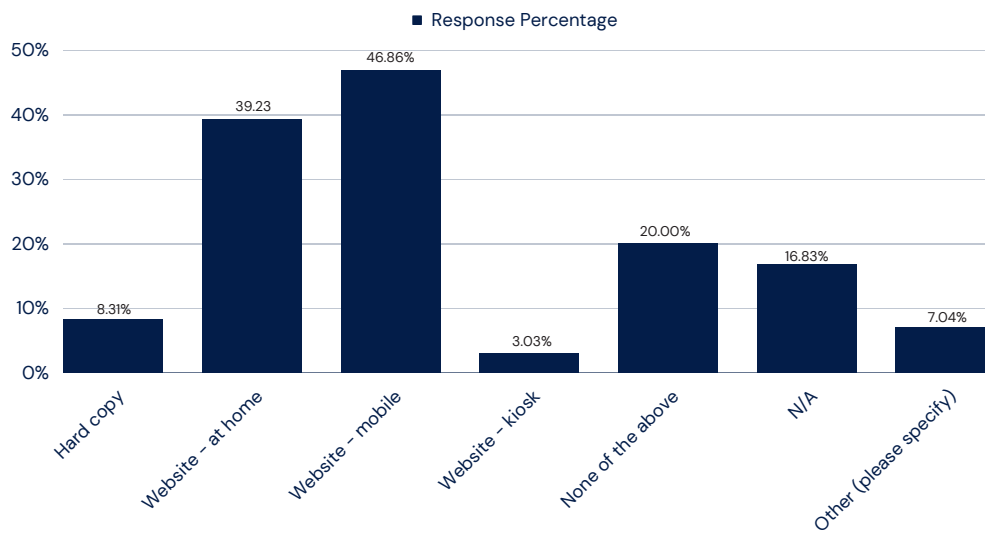
Q8. If you bike, are you....



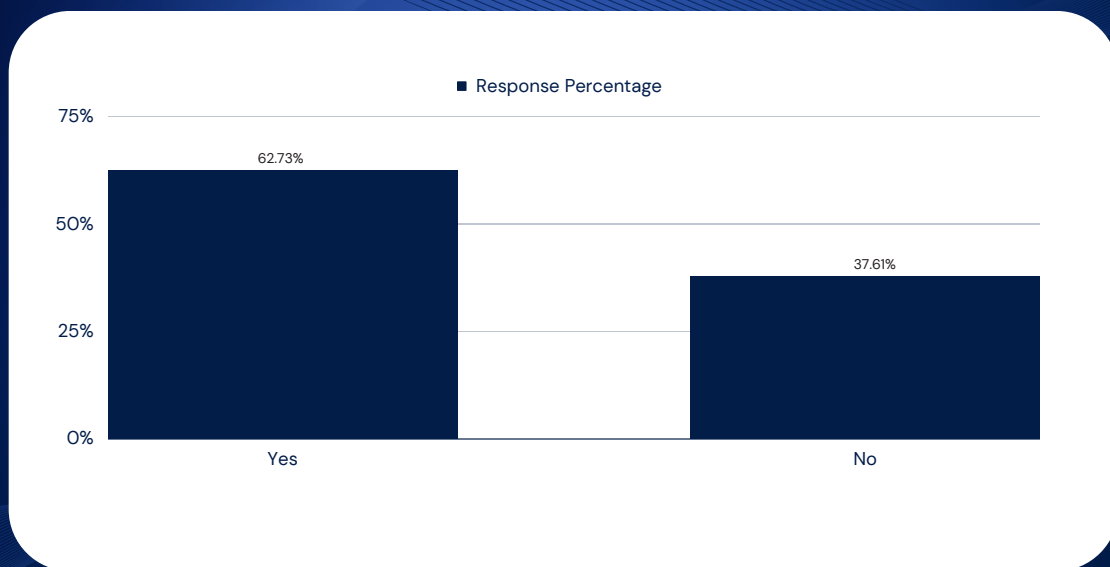
Q9. If you bike, do you ride with



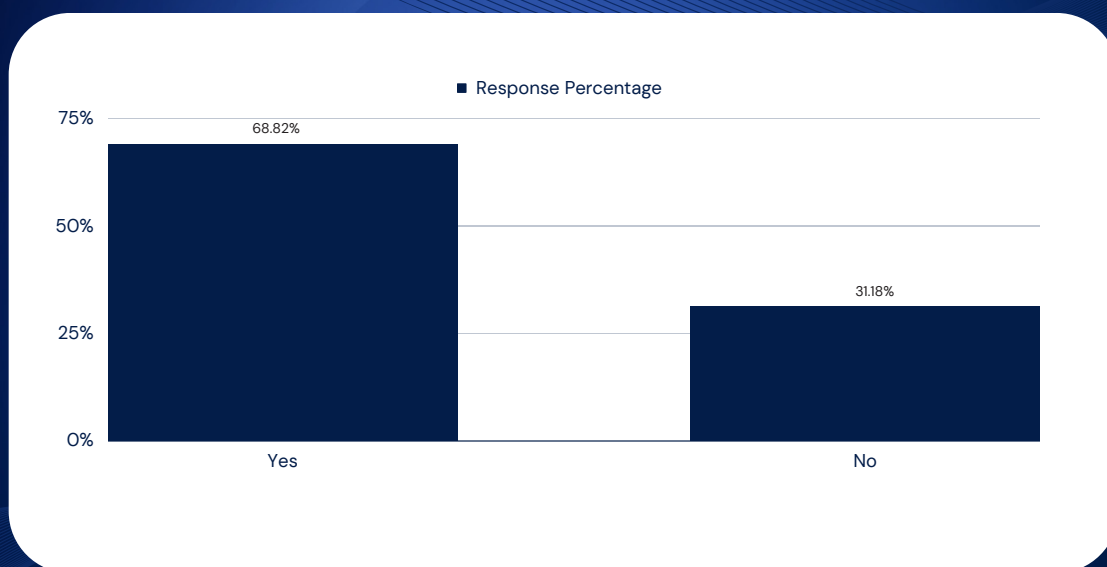
Q10. What sources of information related to biking (maps/regulations) do you consult before taking a bike trip to a new destination? Choose all that apply.



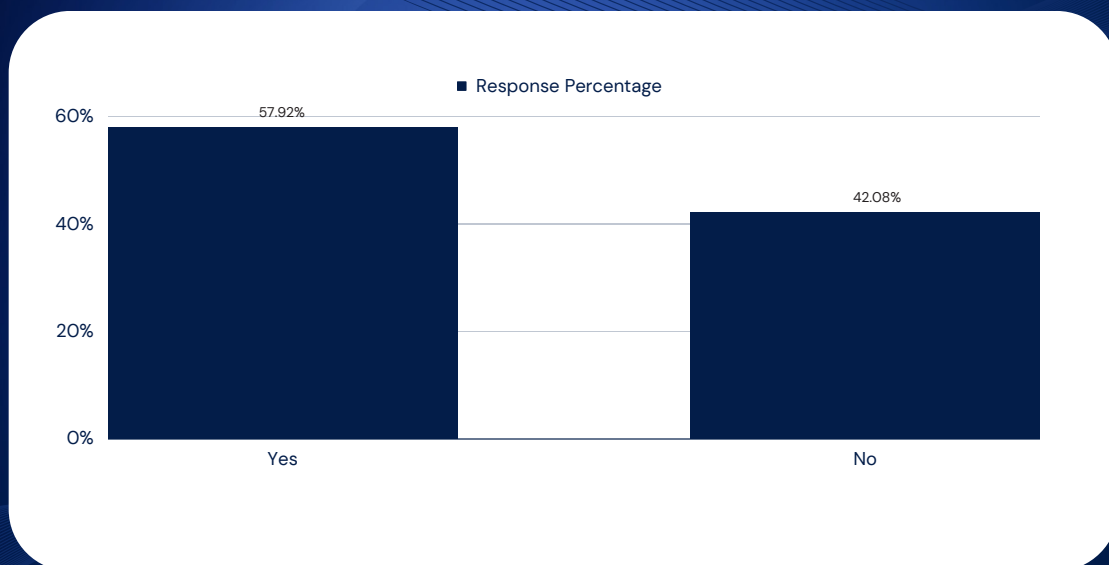
Q11. Are you familiar with the Illinois Bicycle Rules of the Road?



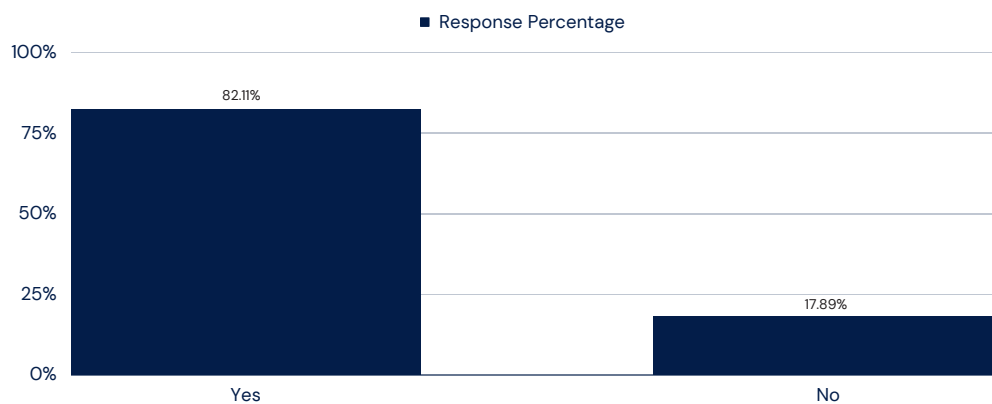
Q12. Did walkability factor into your decision of where to live?



Q13. Do you have reasonable opportunities to walk or bike rather than drive to go to school, commute or run errands?



Q14. Do you feel safe walking or biking in Naperville?



Q15. If you do not feel safe, how can Naperville improve your experience?



Frequent Responses

- Fix specific areas of concern for infrastructure like additional sidewalk or trails, sidewalk replacement, crosswalk markings, pedestrian call buttons
- Add on-road bike lanes
- Add amenities like lighting, call boxes, water stations
- Greater enforcement of rules of the road and etiquette on trails
- Better trail connectivity throughout the City and to other municipalities

Q16. I love walking, biking and rolling in Naperville because...



Naperville

Frequent Responses

- There are well-maintained trails, sidewalks, and Riverwalk
- Personal reasons like exercise, mental health, well-being, and connection to the community
- To reduce impact on the environment
- Naperville is beautiful, lots of green space and natural areas

Q17. I don't like walking, biking and rolling in Naperville because...



Naperville

Frequent Responses

- Distracted and reckless drivers, cyclists and pedestrians
- Unsafe intersections and crossings
- Vehicular speed and traffic on roads and on paths
- Lack of trail connectivity
- Crowds on multi-use paths, not enough paved trails
- Conflict between walkers and bikers
- Lack of bike lanes on major roads
- Added or improved infrastructure

Q18. On a scale of 0-100 how likely are you to recommend Naperville walking and bike paths to a friend.



Total Responses 1389

Average Answer 77.96%

77.96 %

D

BLTS & ILTS

BLTS & ILTS Methodology

Bicycle Level of Traffic Stress (BLTS) – Segments

Bicycle Level of Traffic Stress (BLTS) is a quantitative methodology of assigning numerical ratings to bikeways, trails, and road segments related to the comfort a bicyclist would feel using that facility. There have been several methods for calculating Bicycle Level of Traffic Stress developed by various research organizations. The methodology recommended in the latest (5th Edition) of the AASHTO Guide for the Development of Bicycle Facilities Section 3.9.2.2 is used for this study. The methodology is modeled from Low-Stress Bicycling and Network Connectivity MTI Report 11-19 from the Mineta Transportation Institute. There are four levels of traffic stress intended to correspond to the four types of cyclists described in Chapter 2 of the AASHTO Guide: Strong & Fearless; Enthused & Confident; Interested but Concerned; No Way No How. The target population for this study is Interested but Concerned. These cyclists will feel comfortable riding on a BLTS of 2. The methodology used to calculate BLTS in Naperville followed a step-by-step process using the tables in the MTI.

Step 1

All physically separated bikeways, such as sidepaths adjacent to a roadway and shared-use paths in a park, were assigned a BLTS of 1.

Step 2

All roadways without a painted bicycle lane were assigned a BLTS based on **Table 4** below from the MTI report. Factors are the number of lanes and the speed limit. Roadways with sharrows are in this category as well.

Step 3

Any roadway with a bicycle lane was evaluated with different criteria that considered whether or not parking was present on the roadway, the width of the roadway, and how frequently cars block the bicycle lane. **Tables 2 and 3** on calculating bicycle lanes from the MTI Reports are provided below.

Bicycle Level of Traffic Stress – Intersections (ILTS)

The ILTS methodology used the same MTI research document as BLTS but focused on intersections. Scoring segments and intersections separately is useful for network planning to show where challenging intersections exist on an otherwise low-stress corridor. These types of intersections can create barriers where bikeways cross arterial streets. The factors that affect ILTS include the number of lanes being crossed, presence and width of median, and speed limit of the street being crossed. This calculation was performed at unsignalized intersections and uncontrolled crossing of existing trails. **Tables 7 and 8** on calculating ILTS from the MTI Report are provided below.

Signalized intersections were only assessed if there was a right-turn lane with a pocket bicycle lane, as these lanes negatively impact ILTS. **Table 5** on pocket bicycle lanes from the MTI Report is provided below.

Calibration Step

A map was generated with the scores from the above methodology. The map was reviewed for anomalies that might have high or low scores that don't agree with actual conditions. For any segments and intersections where there was a level difference of two or more, AADT was also analyzed. If a roadway had an AADT of greater than 10,000, the ILTS score increased by one level. For instance, if a roadway segment had a BLTS of 4 and an intersection along the roadway had an ILTS of 2, AADT would be considered. If the AADT on the roadway was greater than 10,000, the ILTS score would increase to 3. If the AADT was less than 10,000, the ILTS would remain the same. This adjustment helped reflect the real-world experiences a bicyclist or pedestrian may feel at an intersection that experiences heavier traffic volumes.

Table 4. Criteria for Level of Traffic Stress in Mixed Traffic

Speed Limit	Street Width		
	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 ^a or 2 ^a	LTS 3	LTS 4
30 mph	LTS 2 ^a or 3 ^a	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Note: ^a Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

Table 2. Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 or 14.5 ft. ^a	13.5 ft. or less	(no effect)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

^a If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2.

Table 3. Criteria for Bike Lanes Not Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	(no effect)	(no effect)
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage (may apply in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

Table 7. Level of Traffic Stress Criteria for Unsignalized Crossings Without a Median Refuge

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Table 8. Level of Traffic Stress Criteria for Unsignalized Crossings With a Median Refuge at Least Six Feet Wide

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Table 5. Level of Traffic Stress Criteria for Pocket Bike Lanes

Configuration	Level of Traffic Stress
Single right-turn lane up to 150 ft. long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single right-turn lane longer than 150 ft. starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 20 mph.	LTS ≥ 3
Single right-turn lane in which the bike lane shifts to the left but the intersection angle and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single right-turn lane with any other configuration; dual right-turn lanes; or right-turn lane along with an option (through-right) lane.	LTS = 4

ILTS 4 Intersections

Table A6. ILTS 4 Intersections

Road	Cross Street	Number of Lanes	Speed Limit
North Aurora Road	Enterprice Court	4	40
Diehl Road	Pebblewood Lane	4	40
Diehl Road	High Point Drive	4	40
Centerpoint Drive	Diehl Road	4	40
Centerpoint Drive	Diehl Road	4	40
Park Street	Diehl Road	4	40
North Aurora Road	Country Glen Drive	4	40
North Aurora Road	Golden Gate Lane	4	40
North Aurora Road	Waterfall Street	4	40
95th Street	Gateshead Drive	4	40
Aurora Avenue	Thornapple Drive	4	40
Aurora Avenue	River Bend Road	4	40
87th Street	Whitchurch Lane	4	40
River Road	Rickert Drive	4	40
Rickert Drive	Lonsdale Avenue	4	40
Rickert Drive	Poplar Street	4	40
Rickert Drive	Sanctuary Lane	4	40
Diehl Road	Country Lakes Drive	4	40
Washington Street	Tamarack Avenue	4	40
Plainfield-Naperville Road	Hamlet Road	4	40
Plainfield-Naperville Road	Breckenridge Lane	4	40
Plainfield-Naperville Road	Hillview Drive	4	40
Plainfield-Naperville Road	Countryview Drive	4	40
Plainfield-Naperville Road	Timber Creek Lane	4	40
Plainfield-Naperville Road	Tramore Court	4	40
Hobson Road	Hobson Oaks Drive	4	40
Diehl Road	Frontenac Road	4	40
87th Street	Foxboro Lane	4	40
87th Street	Skylane Drive	4	40

Table A6. ILTS 4 Intersections cont.

Road	Cross Street	Number of Lanes	Speed Limit
Raymond Drive	Woodchuck Lane	4	40
IL-Rt 59	Odyssey Avenue	4	40
Chicago Avenue	Westmoreland Lane	4	40
Chicago Avenue	Pembroke Road	4	40
Chicago Avenue	Cotswold Drive	4	40
95th Street	Willow Ridge Drive	4	40
Aurora Avenue	Devonshire Avenue	4	40
Washington Street	Foxcroft Road	4	40
IL-Rt 59	Reflection Drive	6	40
Ferry Road	-	4	40
Ferry Road	-	4	40
Ferry Road	Monarch Drive	4	40
Ferry Road	Celebration Drive	4	40
Washington Street	Bunting Lane	4	40
Washington Street	-	4	40
Washington Street	Clyde Drive	4	40
87th Street	Stowe Circle	4	40
87th Street	Stowe Circle	4	40
75th Street	Bell Drive	4	40
Washington Street	Worthing Drive	4	40
IL-Rt 59	Rollingridge Road	4	40
Diehl Road	Shore Road	4	40
Diehl Road	Wall Street	4	40
Diehl Road	Fairway Drive	4	40
Diehl Road	Bond Street	4	40
Diehl Road	West Street	4	40
Ogden Avenue	Webster Street	4	40
Ogden Avenue	Eagle Street	4	40
Wehrli Drive	Chelsea Lane	4	40
IL-Rt 59	Lancelot Lane	4	40
IL-Rt 59	Ace Lane	4	40
Wehrli Drive	Auburn Avenue	4	40
Mill Street	Laura Court	4	40
Raymond Drive	Redfield Road	4	40
Wehrli Drive	Mistwood Court	4	40
Aurora Avenue	Clover Court	4	40

Table A6. ILTS 4 Intersections cont.

Road	Cross Street	Number of Lanes	Speed Limit
95th Street	Brossman Street	4	40
Aurora Avenue	Whispering Hills Drive	4	40
95th Street	Nicole Drive	4	40
Wehrli Drive	-	4	40
Wehrli Drive	Muirhead Avenue	4	40
Wehrli Drive	Bailey Road	4	40
Mill Street	Burning Tree Lane	4	40
Aurora Avenue	Wild Cherry Road	4	40
Aurora Avenue	Village Green Road	4	40
Abriter Court	Diehl Road/Legacy Circle	4	40
North Aurora Road	Railway Dr/Amersale Drive	4	40
Plainfield-Naperville Road	Winners Cup Court/ Conan Doyle Road	4	40
Rickert Drive	Flat Iron Drive	4	40
IL-Rt 59	Crystal Rock Road	4	40
Plainfield-Naperville Road	Bailey Road	4	40
87th Street	Fulham Dr/Waterleaf Drive	4	40
Rickert Drive	Whispering Hills Drive	4	40
Hassert Boulevard	Thatcher Drive	4	40
111th Street	Ace Lane	4	40
87th Street	Beauport Drive	4	40
Plainfield-Naperville Road	Saratoga Road	4	40
Plainfield-Naperville Road	Rock Spring Court	4	40
Plainfield-Naperville Road	Plainview Drive	4	40
Plainfield-Naperville Road	Meadow Drive	4	40
Hobson Road	Market Avenue	4	40
Hobson Road	Johnson Drive	2	40
87th Street	Foxboro Lane	4	40
Raymond Drive	Forest View/ Ivy Lane	4	40
Plainfield-Naperville Road	Maplefield Road	4	40

Table A6. ILTS 4 Intersections cont.

Road	Cross Street	Number of Lanes	Speed Limit
IL-Rt 59	Paxton Drive/Platinum Avenue	4	40
Chicago Avenue	Cornwall Road/ Bridlespur Drive	4	40
Aurora Avenue	Berry Court/Berry Drive	4	40
IL-Rt 59	Leverenz Road/ Showplace Drive	6	40
Washington Street	Bluebird Lane	4	40
87th Street	Stonington Court/ Comstock Lane	4	40
87th Street	Sheehan Drive	4	40
Naperville Road	Lincoln Road	4	40
75th Street	Oxford Lane	4	40
75th Street	Palomino Drive	4	40
Wehrli Drive	77th Street	4	40
Washington Street	Oak Bluff Court/Rock River Court	4	40
Ogden Avenue	Valley Drive	4	40
95th Street	Tall Grass Drive	4	40
248th Avenue	Royal Portrush Drive	4	40
Raymond Drive	Crystal Avenue	4	40
Mill Street	Shuman Boulevard	4	40
95th Street	Long Acre Drive	4	40
IL-Rt 59	Alice Lane	4	40
95th Street	Ashbury Drive	4	40
95th Street	Kilburne Lane	4	40
95th Street	Rosecroft Lane	4	40
248th Avenue	Ashwood Road	4	40
Naperville Road	Fairmeadow Lane	4	40
Eagle Brook Lane	Kings Road	4	40
IL-Rt 59	Pebblewood Drive/ McDowell Road	4	40
Ferry Road	Comfort Drive/ Corporate Lane	4	40
IL-Rt 59	Gowdey Drive	4	40
IL-Rt 59	Macom Drive	6	40
Washington Street	Harbor Court/Redstart Road	4	40

Road	Cross Street	Number of Lanes	Speed Limit
75th Street	College Road	4	40
75th Street	Shepherd Drive	4	45
75th Street	Gartner Road	4	45
75th Street	Clyde Drive	4	45
95th Street	Cheyenne Drive	4	40
Mill Street	Kensington Court	4	40
Ogden Avenue	Main Street	4	40
75th Street	River Drive	6	45
Wehrli Drive	-	4	40

BLTS 4 Roadways

Table A7. BLTS 4 Roadways

[illegible]**Table A7. BLTS 4 Roadways cont.**

Road	Number of Lanes	Speed Limit
248th Avenue	4	45
248th Avenue	4	45
248th Avenue	4	45
248th Avenue	2	45
248th Avenue	2	45
248th Avenue	4	45
75th Street	5	45
75th Street	4	45
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	45
75th Street	4	50
75th Street	4	50
75th Street	4	45
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	45
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	50
75th Street	4	45
75th Street	4	50
83rd Street	3	30
83rd Street	2	40
83rd Street	2	40

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
83rd Street	2	40
83rd Street	3	40
83rd Street	2	40
83rd Street	2	40
83rd Street	2	40
83rd Street	2	40
83rd Street	2	40
83rd Street	2	40
83rd Street	2	40
87th Street	2	35
87th Street	2	35
87th Street	5	40
87th Street	5	40
87th Street	4	35
87th Street	40	35
87th Street	2	35
87th Street	2	35
87th Street	2	35
87th Street	2	35
87th Street	2	35
87th Street	2	35
91st Street	2	35
91st Street	2	35
91st Street	2	35
91st Street	2	35
91st Street	2	35
95th Street	4	45
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
95th Street	4	45
95th Street	4	40
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45
95th Street	4	40
95th Street	4	40
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
95th Street	4	45
Aurora Avenue	4	40
Aurora Avenue	4	30
Aurora Avenue	4	45
Aurora Avenue	4	30
Aurora Avenue	4	50
Aurora Avenue	4	45
Aurora Avenue	4	45
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Aurora Avenue	4	50
Beebe Drive	4	25
Book Road	3	35
Book Road	2	45
Book Road	3	45

Table A7. BLTS 4 Roadways cont.[illegible]

Table A7. BLTS 4 Roadways cont.

[illegible]

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Hassert Boulevard	4	45
Hassert Boulevard	4	45
Herrick Road	2	40
Herrick Road	2	40
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	4	35
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	6	40
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	6	45

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	6	45
IL-Rt 59	6	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
IL-Rt 59	4	45
Jefferson	6	30
Mill Street	4	30
Mill Street	4	35
Mill Street	4	35
Mill Street	4	35
Mill Street	4	35
Mill Street	4	40
Mill Street	4	40
Mill Street	4	40
Mill Street	4	35
Mill Street	4	40
Mill Street	4	35
Mill Street	4	40
Mill Street	4	40
Mill Street	4	40
Mill Street	4	40
Mill Street	4	40
Modaff Road	3	35
Modaff Road	3	35
Modaff Road	2	35
Modaff Road	3	35
Modaff Road	2	35

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Naper Boulevard	4	35
Naper Boulevard	5	45
Naper Boulevard	4	35
Naper Boulevard	4	40
Naper Boulevard	4	35
Naper Boulevard	2	35
Naper Boulevard	4	40
Naper Boulevard	2	35
Naper Boulevard	4	40
Naper Boulevard	4	35
Naper Boulevard	4	35
Naper Boulevard	4	40
Naper Boulevard	4	35
Naper Boulevard	2	35
Naper Boulevard	4	35
Naper Boulevard	4	40
Naper Boulevard	4	35
Naperville Road	4	45
Naperville Road	4	40
Naperville Road	4	40
Naperville Road	4	45
Naperville Road	5	40
Naperville Road	4	40
Naperville Road	5	40
Naperville Road	4	40
Naperville Road	5	40
Naperville Road	4	45
Naperville Road	5	40
Naperville Road	4	40
Naperville Road	5	40
Naperville Road	4	45
Naperville Road	4	40
Naperville Road	5	40
Naperville Road	5	40
Naperville/ Wheaton Road	4	35

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Naperville/ Wheaton Road	4	40
Normantown Road	2	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	45
North Aurora Road	4	45
North Aurora Road	4	45
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	40
North Aurora Road	4	50
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	5	40
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	5	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Ogden Avenue	4	40
Ogden Avenue	5	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	5	40

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	40
Ogden Avenue	4	35
Ogden Avenue	5	40
Ogden Avenue	5	40
Ogden Avenue	4	35
Olesen Drive	2	40
Oswego Road	2	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	40
Plainfield-Naperville Road	4	40
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	40
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	40

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	40
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	45
Plainfield-Naperville Road	4	40
Plank Road	2	35
Plank Road	2	35
Plank Road	2	35
Plank Road	2	35
Plank Road	2	35
Plank Road	2	35
Plank Road	2	35
Raymond Drive	4	45
Raymond Drive	4	40
Raymond Drive	4	45
Raymond Drive	4	45
Raymond Drive	4	45
Raymond Drive	4	40
Raymond Drive	4	45
Raymond Drive	4	45
Raymond Drive	4	40
Raymond Drive	4	45
Raymond Drive	4	45
Raymond Drive	4	40
Raymond Drive	4	45
Raymond Drive	3	45
Raymond Drive	4	40

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Raymond Drive	4	40
Raymond Drive	4	45
Raymond Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	6	40
Rickert Drive	6	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Rickert Drive	4	40
Royce Road	2	45
Royce Road	2	35
Royce Road	2	45
Royce Road	2	45
Royce Road	2	45
Royce Road	2	45
Royce Road	2	45
Royce Road	2	35
Warrenville Road	6	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Warrenville Road	4	40
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	45
Warrenville Road	4	40
Warrenville Road	4	40
Warrenville Road	4	45
Washington Street	4	30
Washington Street	4	45
Washington Street	4	40
Washington Street	4	50
Washington Street	4	50
Washington Street	4	40
Washington Street	4	40
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	4	35

Table A7. BLTS 4 Roadways cont.

Road	Number of Lanes	Speed Limit
Washington Street	4	30
Washington Street	4	30
Washington Street	4	30
Washington Street	6	30
Washington Street	4	30
Washington Street	4	40
Washington Street	4	40
Washington Street	4	40
Washington Street	4	40
Washington Street	4	50
Weber Road	4	35
Wehrli Drive	2	35
Wehrli Drive	4	40
Wehrli Drive	4	40
Wehrli Drive	4	40
Wehrli Drive	4	30
Wehrli Drive	4	30
West Street	4	45
West Street	4	45
West Street	4	45
West Street	4	45

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E

Recommendation Tables

Recommendation Tables

Table A9. Bicycle Boulevard Recommendations

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BB-1	Loomis Street	8th Avenue	North Avenue	Bicycle Boulevard	Naperville	0.4	Medium	Medium	\$12,000
BB-2	Julian Street	Porter Avenue	Gartner Road	Bicycle Boulevard	Naperville	0.7	Low	Short	\$19,000
BB-3	Leverenz Road	Book Road	Plainfield-Naperville Road	Bicycle Boulevard	Naperville; Wheatland Township	1.0	Medium	Short	\$31,000
BB-4	Jackson Avenue	Parkway Drive	Eagle Street	Bicycle Boulevard	Naperville	0.5	High	Short	\$16,000
BB-5	Webster Road	Aurora Avenue	Hillside Road	Bicycle Boulevard	Naperville	0.3	High	Short	\$8,000
BB-6	Sequoia Road	Rickert Drive	River Road	Bicycle Boulevard	Naperville	0.8	Medium	Short	\$23,000
BB-7	Sheehan Drive	87th Street	Leverenz Road	Bicycle Boulevard	Naperville	0.5	Low	Short	\$15,000
BB-8	High Meadow Road	IL Route 59	Coneflower Drive	Bicycle Boulevard	Naperville	0.9	Low	Short	\$27,000
BB-9	Switch Grass Lane	High Meadow Road	Spartina Road	Bicycle Boulevard	Naperville	0.5	Low	Short	\$14,000
BB-10	Wild Timothy Road	Prairie Sage Lane	Riverview Farmstead Preserve Trail	Bicycle Boulevard	Naperville	0.7	Low	Medium	\$20,000
BB-11	Kestral Drive	Mistflower Lane	Rollingridge Road	Bicycle Boulevard	Naperville	0.3	Low	Medium	\$9,000
BB-12	Terrance Drive	75th Street	87th Street	Bicycle Boulevard	Naperville	1.7	Low	Short	\$52,000
BB-13	Olympus Drive	Washington Street	75th Street	Bicycle Boulevard	Naperville	0.7	Low	Short	\$14,000
BB-14	Green Trails Drive	Olssen Drive	Naper Boulevard	Bicycle Boulevard	Naperville; Lisle	0.5	Low	Short	\$14,000
BB-15	Porter Avenue - White Oak Drive - Elizabeth Avenue	Julian Street	Olesen Drive	Bicycle Boulevard	Naperville	0.9	Low	Short	\$27,000
BB-16	Bauer Road	McDowell Grove Forest Preserve	Mill Street	Bicycle Boulevard	Naperville	1.3	Medium	Short	\$40,000
BB-17	Sequoia Road	River Road	Plainfield-Naperville Road	Bicycle Boulevard	Naperville	0.3	Medium	Short	\$9,000
BB-18	Bailey Road	Modaff Road	Washington Street	Bicycle Boulevard	Naperville	1.1	Medium	Short	\$34,000
BB-19	Hidden Spring Drive	River Road	Stauffer Drive	Bicycle Boulevard	Naperville	0.4	Medium	Short	\$10,000

Table A9. Bicycle Boulevard Recommendations cont.

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BB-20	Parkway Avenue	Benton Avenue	Jefferson Avenue	Bicycle Boulevard	Naperville	0.1	Medium	Medium	\$2,000
BB-21	Plainfield-Naperville Road	Oswego Road	West Street	Bicycle Boulevard	Naperville; Naperville Township	1.0	Low	Short	\$21,000
BB-22	Bauer Road	Washington Street	Ogden Avenue	Bicycle Boulevard	Naperville; Lisle Township; Private	1.0	Medium	Medium	\$21,000
BB-23	Emerald Drive/Robinhill Drive/Magnolia Lane	West Street	Gartner Road	Bicycle Boulevard	Naperville	0.9	Low	Short	\$27,000
BB-24	Bauer Road	Mill Street	Washington Street	Bicycle Boulevard	Naperville; Naperville Township	0.4	Medium	Short	\$12,000
BB-25	Danbury Drive	Modaff Road	Ring Road	Bicycle Boulevard	Naperville	0.5	Low	Short	\$14,000
BB-26	Leverenz Road	IL Route 59	Book Road	Bicycle Boulevard	Naperville	1.0	Medium	Short	\$32,000
BB-27	Modaff Road	87th Street	Knoch Knolls Road	Bicycle Boulevard	Naperville	1.0	Medium	Short	\$31,000
BB-28	Gateshead Drive	Plainfield-Naperville Road	Modaff Road	Bicycle Boulevard	Naperville	1.0	Low	Short	\$30,000
BB-29	White Eagle Drive-Deering Bay Drive-Brooksedge Avenue	IL Route 59	Tall Grass Drive	Bicycle Boulevard	Naperville	2.0	Low	Short	\$60,000
BB-30	Deering Bay Drive	Brooksedge Avenue	Wheatland Township Boundary	Bicycle Boulevard	Naperville	0.1	Low	Medium	\$4,000
BB-31	5th Avenue	Main Street	Loomis Street	Bicycle Boulevard	Naperville	0.4	Low	Short	\$11,000
BB-32	Benton Avenue	Washington Street	Charles Avenue	Bicycle Boulevard	Naperville	0.9	High	Short	\$29,000
BB-33	Whispering Hills Drive	Lombardy Lane	River Road	Bicycle Boulevard	Naperville	0.3	Low	Medium	\$8,000
BB-34	Barkdoll Road	Farmington Park	Alexandria Drive	Bicycle Boulevard	Naperville	0.3	Low	Medium	\$10,000
BB-35	Huntleigh Drive	Olesen Drive	Naper Boulevard	Bicycle Boulevard	Naperville	0.6	Low	Short	\$18,000
BB-36	5th Avenue	Existing trail connection to Mill Street	Main Street	Bicycle Boulevard	Naperville	0.2	Low	Medium	\$6,000
BB-37	River Oak Drive - Fair Oak Road - Canyon Run Road	Naper Boulevard	Lisson Road	Bicycle Boulevard	Naperville	1.0	Low	Medium	\$29,000
BB-38	Alexandria Drive - Braddock Drive	Barkdoll Road	Royce Road	Bicycle Boulevard	Naperville	0.2	Low	Medium	\$7,000

Table A9. Bicycle Boulevard Recommendations cont.

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BB-39	Lawrence Drive	ComEd Trail	104th Street	Bicycle Boulevard	Naperville	0.7	High	Short	\$20,000
BB-40	Gartner Road	75th Street	Pecan Court	Bicycle Boulevard	Naperville	0.4	High	Short	\$12,000
BB-41	Bailey Road	Naper Boulevard	Ranchview Drive	Bicycle Boulevard	Naperville	1.2	Low	Short	\$37,000
BB-42	Schillinger Drive - Pradel Drive - Clearwater Lane - Chokeberry Drive	103rd Street	High Meadow Road	Bicycle Boulevard	Naperville	1.5	Low	Medium	\$45,000
BB-43	Benton Avenue	Parkway Drive	Ewing Street	Bicycle Boulevard	Naperville	0.4	High	Medium	\$12,000
BB-44	Spring Avenue - Ewing Street	Mill Street	Jackson Avenue	Bicycle Boulevard	Naperville	0.5	Medium	Medium	\$16,000
BB-45	Dunrobin Road	Olessen Drive	Naper Boulevard	Bicycle Boulevard	Naperville	0.5	Low	Medium	\$15,000
BB-46	Sleight Street	North Avenue	Benton Avenue	Bicycle Boulevard	Naperville	0.2	Medium	Short	\$7,000
Total									\$930,000

Table A10. Bicycle Lane Recommendations

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BL-1	Gartner Road	Washington Street	Naper Boulevard	Bicycle Lane	Naperville	1.2	High	Short	\$65,000
BL-2	North Avenue	Ellsworth Street	Sleight Street	Bicycle Lane	Naperville	0.2	Medium	Medium	\$11,000
BL-3	Tall Grass Road	95th Street	103rd Street	Bicycle Lane	Naperville	1.1	Medium	Short	\$53,000
BL-4	Brookdale Road	IL Route 59	Raymond Drive	Bicycle Lane	Naperville	1.6	Low	Short	\$81,000
BL-5	Iroquois Avenue	Washington Street	Ogden Avenue	Bicycle Lane	Naperville	1.0	Medium	Short	\$50,000
BL-6	Gartner Road	West Street	Gartner Road	Bicycle Lane	Naperville	0.4	High	Short	\$22,000
BL-7	Royal Street. George Drive - 5th Ave	Bauer Road	Mill Street	Bicycle Lane	Naperville	1.8	Low	Long	\$90,000
BL-8	Loomis Street	Bauer Road	8th Ave	Bicycle Lane	Naperville	0.7	Medium	Long	\$34,000
BL-9	Modaff Road	Gartner Road	75th Street	Bicycle Lane	Naperville	0.3	Medium	Long	\$17,000
BL-10	Bailey Road	Plainfield-Naperville Road	Modaff Road	Bicycle Lane	Naperville	1.1	High	Short	\$55,000
Total									\$478,000

Table A10. Buffered Bike Lane Recommendations

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BBL-1	Gartner Road	Pecan Court	Washington Street	Buffered Bicycle Lane	Naperville	0.7	High	Medium	\$80,000
BBL-2	Jefferson Avenue	Birchwood Drive	W Branch DuPage River Trail	Buffered Bicycle Lane	Naperville	0.6	Medium	Medium	\$76,000
BBL-3	River Road	Whispering Hills Drive	Jefferson Avenue	Buffered Bicycle Lane	Naperville	0.5	High	Short	\$55,000
BBL-4	Olesen Drive	Jane Lane	Huntleigh Drive	Buffered Bicycle Lane	Naperville	0.8	Medium	Medium	\$95,000
BBL-5	River Road	Jefferson Avenue	Oswego Road	Buffered Bicycle Lane	Naperville	0.6	High	Medium	\$71,000
Total									\$377,000

Table A10. Protected Bike Lane Recommendations

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
PBL-1	87th Street	IL Route 59	Book Road	Protected Bicycle Lane	Naperville; Wheatland Township	1.2	Medium	Long	\$293,000
PBL-2	Wehrli Road	75th Street	Lisson Road	Protected Bicycle Lane	Naperville	0.9	High	Long	\$229,000
PBL-3	Hillside Road	Webster Street	Willow Road	Protected Bicycle Lane	Naperville	0.3	High	Medium	\$75,000
Total									\$597,000

Table A11. Sidepath Recommendations

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
SP-2	Washington Street	Warrenville Road	Bauer Road	Sidepath	Naperville	1.2	High	Medium	\$1,516,000
SP-4	87th Street	Modaff Road	DuPage River Trail	Sidepath	Naperville	1.0	Medium	Medium	\$1,458,000
SP-5	Modaff Road	Bailey Road	87th Street	Sidepath	Naperville	1.0	High	Long	\$1,746,000
SP-6	West Street	Aurora Avenue	Gartner Avenue	Sidepath	Naperville	1.4	Medium	Long	\$1,960,000
SP-7	Ring Road	Danbury Drive	Knoch Knolls Road	Sidepath	Naperville	0.4	Medium	Long	\$541,000
SP-8	87th Street	Lisson Road	Paxson Drive	Sidepath	Naperville	0.4	High	Medium	\$522,000
SP-9	87th Street	Riverwoods Drive	Lisson Road	Sidepath	Naperville	1.3	Medium	Long	\$1,819,000
SP-10	Jefferson Ave	IL Route 59	Birchwood Avenue	Sidepath	Naperville	1.5	Low	Medium	\$2,036,000
SP-11	River Road	Ogden Avenue	Whispering Hills Drive	Sidepath	Naperville	0.2	Medium	Medium	\$486,000
SP-12	Naper Boulevard	Huntleigh Drive	Hobson Road	Sidepath	Naperville	0.2	Low	Long	\$259,000
SP-13	Book Road	Rickert Drive	75th Street	Sidepath	Naperville	0.3	Medium	Medium	\$353,000
SP-14	Book Road	Leverenz Road	ComEd Trail	Sidepath	Naperville; Wheatland Township	1.0	Low	Long	\$1,420,000
SP-15	104th Street	Book Road	Plainfield-Naperville Road	Sidepath	Naperville	1.0	Low	Medium	\$1,369,000
SP-17	103rd Street	248th Street	Book Road	Sidepath	Naperville; Wheatland Township	2.0	Low	Long	\$2,788,000
SP-19	95th Street	248th Street	Plainfield-Naperville Road	Sidepath	Naperville	3.0	Low	Medium	\$4,206,000
SP-21	Naper Boulevard - Barkdoll Road	River Oak Drive	Hunters Woods	Sidepath	Naperville	0.3	Low	Long	\$483,000
SP-22	Riverview Farmstead Preserve	Hassert Boulevard	Hawkweed Drive	Sidepath	Naperville	0.9	Low	Long	\$1,150,000
SP-23	McDowell Road	IL Route 59	Raymond Drive	Sidepath	Naperville	0.9	Medium	Long	\$1,276,000
SP-25	Knoch Knolls Road	95th Street	Modaff Road	Sidepath	Naperville	0.7	Medium	Long	\$978,000
SP-26	Oswego Road	River Road	West Street	Sidepath	Naperville	1.2	Low	Medium	\$1,667,000
SP-27	Oswego Road	River Road	Sequoia Road	Sidepath	Naperville	0.3	Low	Medium	\$479,000
SP-29	Book Road	103rd Street	Hassert Boulevard	Sidepath	Naperville; Wheatland Township	1.0	Low	Medium	\$1,373,000
SP-31	Mill Street	Ogden Avenue	Spring Avenue	Sidepath	Naperville	0.5	Medium	Long	\$696,000

Table A11. Sidepath Recommendations cont.

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
SP-32	Fort Hill Drive	Quincy Lane	Feldott Lane	Sidepath	Naperville	1.1	High	Long	\$1,477,000
SP-33	Rickert Drive	Ogden Avenue	River Road	Sidepath	Naperville	1.3	Medium	Long	\$1,831,000
SP-35	Diehl Road	Mill Street	Freedom Drive	Sidepath	Naperville	1.6	High	Long	\$2,201,000
SP-36	Westminster Drive	McDowell Road	Brookdale Road	Sidepath	Naperville	0.3	Low	Long	\$462,000
SP-37	111th Street	Perth Drive	Royal Porthcawl Drive	Sidepath	Naperville	0.3	Low	Long	\$360,000
SP-38	Naper Boulevard	Hunters Woods	Spindletree Avenue	Sidepath	Naperville Park District	0.1	Low	Long	\$192,000
SP-39	Naper Boulevard	Spindletree Avenue	Farmington Park	Sidepath	Naperville	0.3	Low	Long	\$413,000
SP-41	Washington Road - Weber Road	Ring Road	Boughton Road	Sidepath	Naperville; Bolingbrook	1.4	Low	Long	\$1,852,000
SP-42	Wehrli Road	Ranchview Drive	87th Street	Sidepath	Naperville	0.6	High	Long	\$761,000
SP-43	Martin Avenue	West Street	Washington Street	Sidepath	Naperville	0.5	Low	Medium	\$632,000
SP-44	Fort Hill Drive	Ogden Avenue	75th Street	Sidepath	Naperville	0.5	Low	Long	\$712,000
SP-45	Bailey Road	Coach Drive	Naper Boulevard	Sidepath	Naperville	0.3	High	Long	\$342,000
SP-46	Rickert Drive	West Street	75th Street	Sidepath	Naperville	0.2	High	Long	\$223,000
SP-47	Rickert Drive	River Road	West Street	Sidepath	Naperville	0.2	High	Long	\$271,000
SP-48	West Street	Gartner Avenue	Rickert Drive	Sidepath	Naperville	0.2	High	Long	\$314,000
Total									\$42,264,000

Table A12. Recommended Facilities Outside City of Naperville Jurisdiction

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
SP-1	Warrenville Road	Mill Street	Iron Ridge Lane	Sidepath	DuPage County	1.6	-	Long	\$2,117,000
SP-3	Mill Street	South of I-88	Diehl Road	Sidepath	DuPage County	0.4	-	Long	\$492,000
SP-16	Plainfield-Naperville Road	95th Street	Plainfield-Naperville Road Bikeway	Sidepath	Will County	0.1	-	Long	\$150,000
SP-18	111th Street - Hassert Boulevard	IL Route 59	Book Road	Sidepath	Will County	1.0	-	Long	\$1,382,000
SP-20	Plainfield-Naperville Road	87th Street	95th Street	Sidepath	Will County	1.1	-	Long	\$1,482,000
SP-24	McDowell Grove Forest Preserve	McDowell Grove Forest Preserve	Imperial Circle	Sidepath	Forest Preserve District of DuPage County	0.6	-	Long	\$809,000
SP-28	111th Street/ Hassert Boulevard	Royal Porthcawl Drive	Route 59	Sidepath	Wheatland Township	0.5	-	Medium	\$799,000
SP-30	Mill Street	Bauer Road	Ogden Avenue	Sidepath	DuPage County	0.6	-	Long	\$871,000
SP-34	Wehrli Road	Hobson Road	75th Street	Sidepath	DuPage County	0.5	-	Medium	\$612,000
SP-40	Naper Boulevard - Barkdoll Road	Farmington Park	Farmington Park	Sidepath	Naperville Park District	0.1	-	Long	\$166,000
Total									\$8,880,000

Table A13. Recommended Feasibility Studies

Facility ID	Street	From	To	Facility Type	Jurisdiction	Length (Miles)	Priority	Timeline	Cost
BPB-1	DuPage River at 87th Street	DuPage River Trail	87th Street	Bicycle & Pedestrian Bridge	Naperville, Forest Preserve District of DuPage County	0.1	High	Short	\$90,000
SW-1	Naper Boulevard	Ogden Avenue	Chicago Avenue	Sidewalk	Naperville	1.4	High	Short	\$90,000
SW-2	Lisson Road	Bonnema Avenue	Royce Road	Sidewalk	Naperville	0.4	High	Short	\$50,000
SW-3	Royce Road	Fleetwood Court	Trillium Lane	Sidewalk	Naperville	0.5	High	Short	\$50,000
Total									\$280,000

Table A14. Total Costs

	High Priority	Medium Priority	Low Priority	Outside Naperville Jurisdiction	Total
Cost	\$10,402,000	\$12,307,000	\$22,577,000	\$8,880,000	\$54,166,000

F

Policy Template

Bike Month Proclamation

*A RESOLUTION OF THE CITY OF NAPERVILLE,
DECLARING THE MONTH OF [MONTH, YEAR]
AS “BIKE MONTH”*

WHEREAS, bicycling is an environmentally friendly, cost-effective, and healthful means of transportation and recreation; and

WHEREAS, the City of Naperville recognizes the need for alternative transportation options to reduce traffic congestion, improve air quality, and enhance the overall quality of life for its residents and visitors; and

WHEREAS, the City of Naperville is committed to increasing opportunities for bicycling through the development of bike-friendly infrastructure, policies, and programs; and

WHEREAS, the City of Naperville acknowledges the efforts of local bicycling clubs, community organizations, and schools in promoting bicycle safety and bicycling as a means of transportation and recreation; and

WHEREAS, Bike Month aims to celebrate the unique power of the bicycle and the many reasons we ride, from commuting, fitness, to simply exploring the community; and

WHEREAS, the City of Naperville encourages all its residents and visitors to ride their bicycles during Bike Month as a way to foster a more active and sustainable community;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Naperville:

SECTION 1. That the month of [MONTH, YEAR] is hereby declared as “Bike Month” in the City of Naperville.

SECTION 2. That the City Council urges all residents to participate in Bike Month activities and to consider using bicycles for daily transportation needs, not just during Bike Month but all year round.

SECTION 3. That the City of Naperville continues to support and enhance its bicycling infrastructure, programs, and policies, making the city a leading bicycle-friendly community.

SECTION 4. That this resolution be effective immediately upon its passage and approval.

G

Previously Planned Facilities

Previously Planned Facilities

Several previously planned bicycle facilities originated from the Bicycle and Pedestrian Plan and subsequent updates from 2003 to 2009. **Map A1** displays these planned facilities from the City of Naperville's previous planning efforts, along with facilities identified in CMAP's Regional Greenway Trails Plan from 2016. The majority of the previously planned facilities are still recommended for implementation today,

while a few are no longer relevant because they have already been completed, or the proposed facility type is either not feasible or suitable for the roadway characteristics. A review of these previously planned facilities that have not yet been implemented is provided in **Table A8** and form the basis of the recommendations in **Chapter 6**.

Table A8. Previously Planned Facilities Review

Proposed Facility Type	Name	Jurisdiction	Recommended For Implementation
Shared Use Path	Raymond - McDowell Grove Forest Preserve Trail Outlet to River/Brookdale	City of Naperville	Yes
Shared Use Path	Book - Leverenz to 95th	City of Naperville	Yes
Shared Use Path	Book - 95th to Conan Doyle	City of Naperville	Yes
Shared Use Path	248th Avenue Bikeway, 248th Avenue, 95th Street to 103rd Street	City of Naperville	Yes
Shared Use Path	Illinois Prairie Path Connection, Diehl Road west of Alderleaf Lane	City of Naperville	Yes
Shared Use Path	DuPage River Trail Segment 5 – 95th Street to east of Plainfield-Naperville Road	Forest Preserve District of Will County	Yes
Shared Use Path	DuPage River Trail Segment 5 – East of Plainfield-Naperville Road to Colton Circle	Forest Preserve District of Will County	No
Shared Use Path	DuPage River Trail Segment 5 – Baybrook Lane to Riverview Farmstead Preserve	Forest Preserve District of Will County	No
Shared Use Path	Washington - Diehl to Iroquois	City of Naperville	Yes
Shared Use Path	Book - Rickert to Three Farms	City of Naperville	Yes
Shared Use Path	Rickert - River to West	City of Naperville	Yes
Shared Use Path	West - Plainfield/Naperville to Rickert	City of Naperville	Yes
Shared Use Path	Rickert - West to 75th	City of Naperville	Yes
Shared Use Path	River Road Bikeway, River Road, Raymond Road to 600 feet South of Raymond/River intersection	City of Naperville	Yes
Shared Use Path	River Road Bikeway, River Road, Millennium Lane to Ogden Avenue	City of Naperville	Yes
Shared Use Path	River Road - Ogden Avenue to Whispering Hills	City of Naperville	Yes

Table A8. Previously Planned Facilities Review cont.

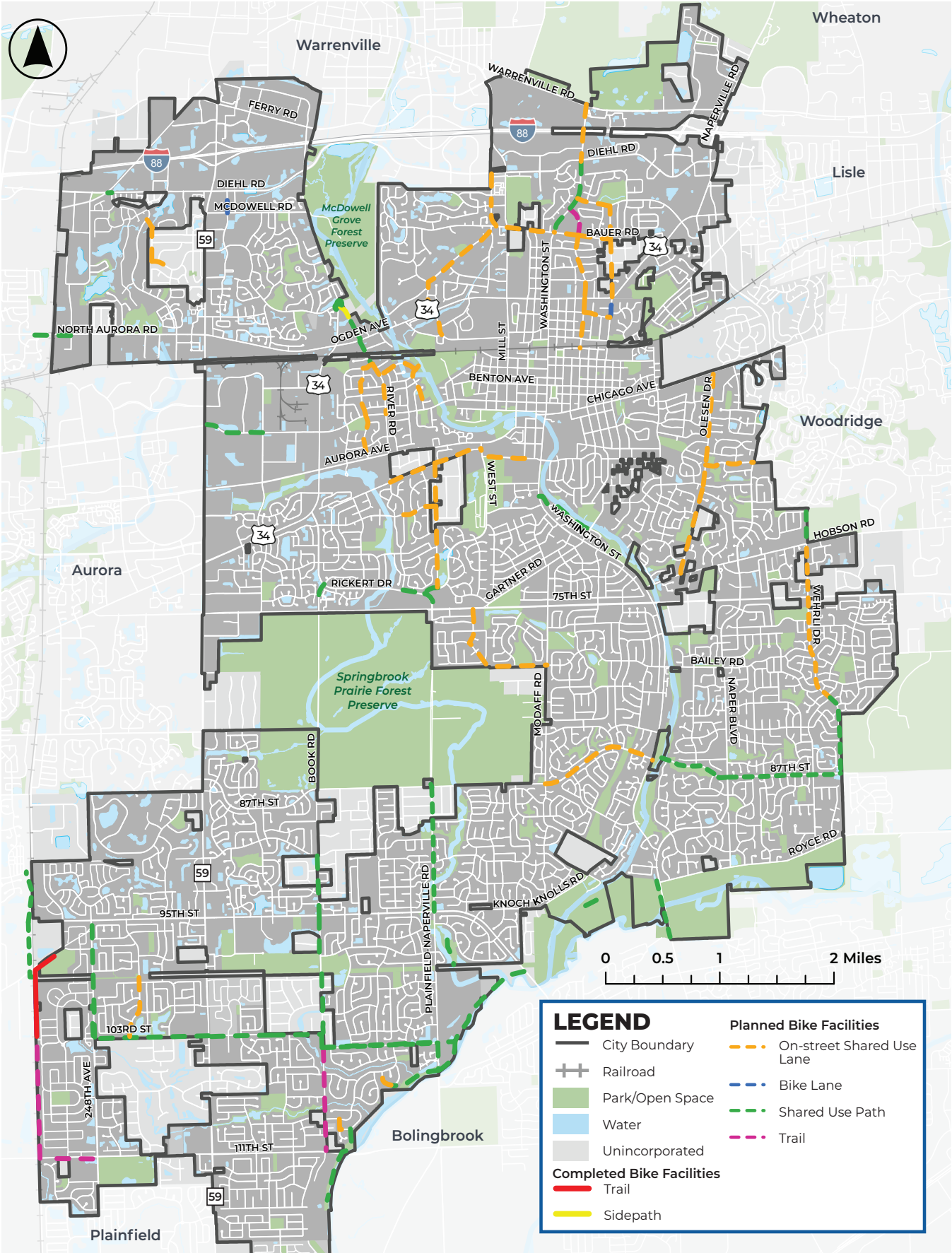
Proposed Facility Type	Name	Jurisdiction	Recommended For Implementation
Shared Use Path	River Road Bikeway, River Road 600 feet South of Raymond/River intersection to Millennium Lane	City of Naperville	Complete
Shared Use Path	103rd Street Bikeway 248th Avenue to IL Route 59	City of Naperville	Yes
Shared Use Path	104th Street - Book to Plainfield/Naperville	City of Naperville	Yes
Shared Use Path	Book Road - 104th Street to 103rd Street	City of Naperville	Yes
Shared Use Path	103rd - Rt 59 to McGrath	City of Naperville	Yes
Shared Use Path	Book - Virgil Gilman to 103rd	City of Naperville	Yes
Shared Use Path	103rd - Book to McGrath	City of Naperville	Yes
Shared Use Path	Jefferson - Fort Hill to Rt 59	City of Naperville	Yes
Shared Use Path	Washington - Iroquois to Bauer	City of Naperville	Yes
Shared Use Path	87th Street - River Woods to Naper Boulevard	City of Naperville	Yes
Shared Use Path	87th Street - Naper Boulevard to Wehrli	City of Naperville	Yes
Shared Use Path	Wehrli - Lisson to 87th	City of Naperville	Yes
Shared Use Path	Timber Ridge Path	Naperville Park District	No
Shared Use Path	111th – 251st to 248th	City of Naperville	Yes
Bike Lane	Bond - McDowell to Diehl	City of Naperville	No
Bike Lane	Columbia - 8th to Ogden	City of Naperville	Update to shared use lane
On-Street Shared Use Lane	Bruce - Campbell to Stewart	Naperville Township	Yes
On-Street Shared Use Lane	Colton - DRT 5 to Clearwater	City of Naperville	No
On-Street Shared Use Lane	Sebastian - Clearwater to Sebastian Court	City of Naperville	No
On-Street Shared Use Lane	Stewart - Bruce to County Lakes	Naperville Township	No
On-Street Shared Use Lane	Country Lakes - Stewart to Fairway	Naperville Township	Complete
On-Street Shared Use Lane	Bauer - Loomis to Columbia	City of Naperville	Yes
On-Street Shared Use Lane	Columbia - Bauer to Iroquois	City of Naperville	Yes

Table A8. Previously Planned Facilities Review cont.

Proposed Facility Type	Name	Jurisdiction	Recommended For Implementation
On-Street Shared Use Lane	Iroquois - Columbia to Washington	City of Naperville	Yes
On-Street Shared Use Lane	Washington - Warrenville to Diehl	City of Naperville	Update to sidepath
On-Street Shared Use Lane	Loomis - Bauer to Ogden	City of Naperville	Yes
On-Street Shared Use Lane	Loomis - Ogden to 4th	City of Naperville	Yes
On-Street Shared Use Lane	Plainfield/Naperville - Sequoia to West	City of Naperville	Yes
On-Street Shared Use Lane	Oswego - River to Plainfield/ Naperville	City of Naperville	Update to sidepath
On-Street Shared Use Lane	Sequoia - River to Plainfield/ Naperville	City of Naperville	Yes
On-Street Shared Use Lane	River - Whispering Hills to Jefferson	City of Naperville	Update to bike lane
On-Street Shared Use Lane	Plainfield/Naperville - Oswego to Sequoia	Naperville Township	Yes
On-Street Shared Use Lane	Birchwood - Aurora Avenue to Jefferson	City of Naperville	No
On-Street Shared Use Lane	Birchwood - Jefferson to Whispering Hills	City of Naperville	No
On-Street Shared Use Lane	Whispering Hills - River to Birchwood	City of Naperville	No
On-Street Shared Use Lane	Tallgrass - Virgil Gilman to 103rd	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	Bauer - Loomis to Washington	City of Naperville	Yes
On-Street Shared Use Lane	Oswego - Plainfield/ Naperville to West	City of Naperville	Upgrade to sidepath
On-Street Shared Use Lane	Hidden Springs - Stauffer to River	City of Naperville	Yes
On-Street Shared Use Lane	Stauffer - Burlington Woods to Jefferson	City of Naperville	No
On-Street Shared Use Lane	Olesen - Hobson to Gartner	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	Olesen - Chicago to Gartner	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	Green Trails - Olesen to Naper	City of Naperville	Yes
On-Street Shared Use Lane	8th Street - Loomis to Columbia	City of Naperville	Yes

Proposed Facility Type	Name	Jurisdiction	Recommended For Implementation
On-Street Shared Use Lane	Columbia - Ogden to 11th	City of Naperville	Yes
On-Street Shared Use Lane	Royal St. George - 5th to Ogden	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	Royal St. George - Ogden to Bauer	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	Bauer - Royal St. George to Mill	City of Naperville	Yes
On-Street Shared Use Lane	Bauer - Mill to Washington	City of Naperville	Yes
On-Street Shared Use Lane	West - Bauer to Commons	City of Naperville	No
On-Street Shared Use Lane	Columbia - 11th to Bauer	Naperville Township	Yes
On-Street Shared Use Lane	West - Commons to Diehl	City of Naperville	No
On-Street Shared Use Lane	Bailey - Plainfield/Naperville to Modaff	City of Naperville	Upgrade to bike lane
On-Street Shared Use Lane	87th - Modaff to Washington	City of Naperville	Upgrade to sidepath
On-Street Shared Use Lane	Wehrli - Bailey to Lisson	City of Naperville	Upgrade to road diet and protected bike lane
On-Street Shared Use Lane	Hillside - West to Webster	City of Naperville	No
Trail	North of Loomis – Washington to Loomis	City of Naperville	No
Trail	Loomis – to Bauer	City of Naperville	No
Trail	Book – 104th to Hassert	City of Naperville	Yes
Trail	Normantown – Wolf’s Crossing to Chinaberry	City of Naperville	Complete
Trail	Wolf’s Crossing – Normantown to Wolf’s Crossing Community Park	City of Naperville	Complete
Trail	Normantown Road	Village of Plainfield	Complete

Map A1. Previously Planned Facilities



Data Sources: City of Naperville, CMAP