



# Vision, Goals, and Objectives

## Goal 1

### Infrastructure

Create a network of sidewalks, bikeways, and trails that connect neighborhoods, schools, parks, and major destinations.

## Goal 2

### Education

Promote a culture of responsible and courteous behavior among all network users through education and encouragement.

## Vision

The City of Naperville provides an active transportation network of streets and pathways that feels safe, comfortable, and accessible for people walking, cycling, rolling, and using mobility devices, connecting residents and visitors to local destinations, opportunities, and each other.

Ensure infrastructure serves people of all ages, abilities, and backgrounds.

### Equity

## Goal 3

Coordinate across city departments, schools, and regional agencies to implement the Plan.

### Collaboration

## Goal 4

## Objectives

- 1 Close key network gaps and remove barriers that discourage active travel.
- 2 Increase user friendliness of the bikeway network with appropriate signage, markings, and bicycle parking where appropriate.
- 3 Implement traffic calming measures as warranted through proactive data collection and evaluation to reduce speeding, improve comfort, and encourage active travel year-round.
- 4 Develop educational campaigns and materials to raise awareness about the benefits of active transportation and encourage it as a travel option.
- 5 Develop educational campaigns and materials to raise awareness about the Illinois Rules of the Road, bicycle equipment, and rider preparedness.
- 6 Collaborate with schools and community organizations to implement bicycle and pedestrian education programs and events targeting all ages.
- 7 Prioritize improvements in areas with fewer existing facilities.
- 8 Ensure that the majority of the population has access to low-stress pedestrian and bicycle facilities through the continued implementation of Naperville's Complete Streets policy.
- 9 Upgrade and expand sidewalks, crosswalks, and curb ramps to meet ADA accessibility standards throughout Naperville.
- 10 Leverage funding and strategic partnerships to accelerate project delivery.
- 11 Track progress through clear metrics and annual reporting.
- 12 Coordinate with roadway maintenance and Road Improvement Plan projects.



# Existing Conditions and Public Outreach

## Key Findings

### Existing Routes

Naperville offers east and west bicycle connections via shared-use paths and regional trails.

North and south on-street connections mainly run through downtown and are made up of bicycle boulevards, with several bike lanes.

### Comfort

Roadways that are the least comfortable for bicyclists and pedestrians are often arterial roadways, like 95th Street and Washington Street, which are designed to carry higher volumes of vehicles.

### Challenges

Several roads, such as Ogden Avenue and 75th Street, are not under Naperville jurisdiction and require coordination with other governmental agencies, making it more difficult to provide improvements.

### To complete the network, Naperville should...

- Enhance existing bicycle boulevards and create connections for bicyclists across the BNSF tracks, north of Springbrook Prairie, and in the southern portion of Naperville.
- Offer shared-use paths along less comfortable routes or offer alternate, lower-stress routes.
- Prioritize routes along lower-speed, lower-volume Naperville-owned roadways to expediently improve connections.

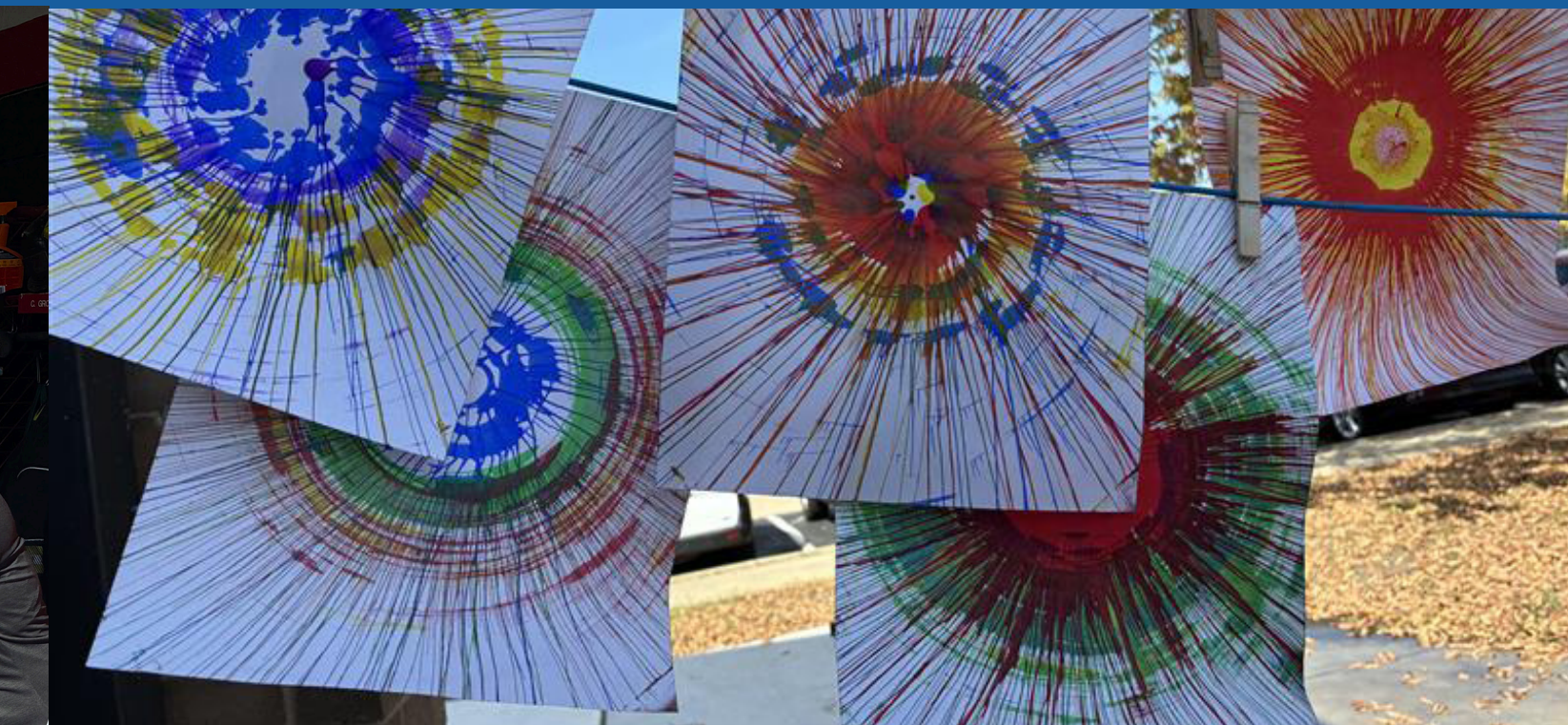
# 500+

responses were recorded on the interactive online map. Many responses noted a desire to access trails and natural areas, as well as access to downtown.



# 82%

of pop-up participants supported the development of on-street bike facilities.



## Preferred Treatments on Residential Routes

- 58%** Marked Bike Lanes
- 26%** Curb Extensions
- 16%** Shared Lane Markings

Participants selected marked bike lanes as the preferred treatment in Naperville to make low-speed, low-volume streets more friendly to cyclists.



## Key Destinations

- 42%** Parks and Trails
- 24%** Schools and Services
- 18%** Commercial
- 16%** Transit

Parks and trails were the most selected destination when residents were asked which destinations they'd most like to access by walking and biking.

Learn more about the Naperville Bicycle and Pedestrian Plan Update!  
[www.naperville.il.us/bike-pedestrian-plan](http://www.naperville.il.us/bike-pedestrian-plan)



# Bicycle and Pedestrian Facility Types

## Bicycle Facility Type



Portland, OR

### Bike Boulevard

A low-speed, low-volume street prioritizing bicycle movement through the use of shared lane markings and signage.



Naperville, IL

### Side Path

A separated, shared-use path, dedicated to cyclists and pedestrians and located adjacent to the roadway.



Corvallis, OR

### Bike Lane

A portion of roadway designated by striping and road markings for preferential or exclusive use of bicycles. May include a buffer.



Evanston, IL

### Protected Bike Lane

A bike lane that provides physical separation from motor vehicles using a curb, planters, bollards, or the parking lane.



Chicago, IL

### Intersection Marking

Painted stripes in the direction of travel across an intersection intended to raise awareness to vehicles and pedestrians that cyclists may be present.

## Pedestrian Facility Type



Naperville, IL

### Sidewalk

A pedestrian-only path. Infill is recommended where gaps exist.



Naperville, IL

### Rectangular Rapid Flashing Beacon (RRFB)

A pedestrian-activated flashing light placed at crosswalks to warn drivers when someone is crossing.



Naperville, IL

### Curb Bump-Out

Extends the curb further into the roadway to shorten pedestrian crossing distances, improve visibility, and calm traffic.

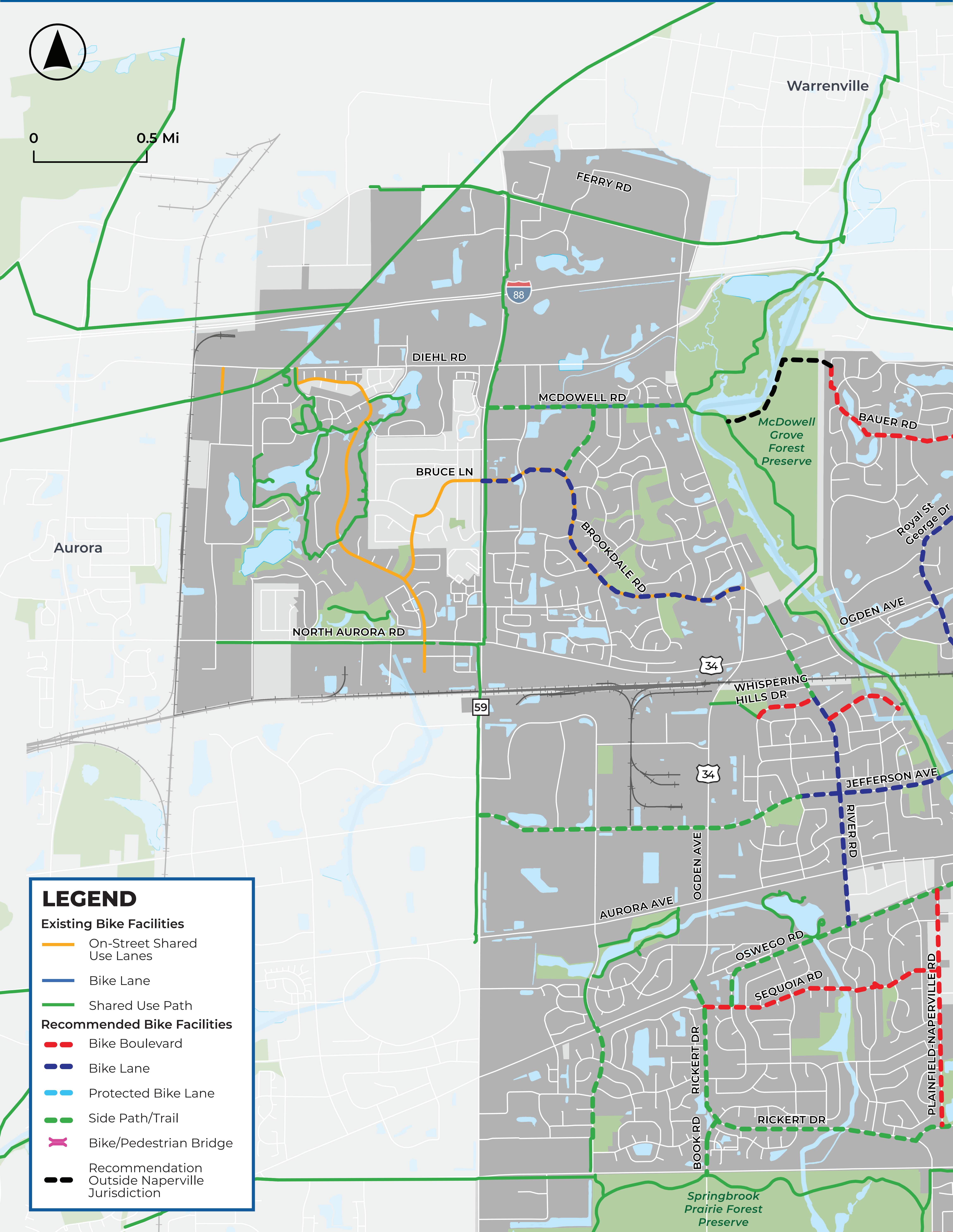
Learn more about the Naperville Bicycle and Pedestrian Plan Update!  
[www.naperville.il.us/bike-pedestrian-plan](http://www.naperville.il.us/bike-pedestrian-plan)



# Bicycle Recommendations



0 0.5 Mi



## LEGEND

### Existing Bike Facilities

- On-Street Shared Use Lanes
- Bike Lane
- Shared Use Path

### Recommended Bike Facilities

- Bike Boulevard
- Bike Lane
- Protected Bike Lane
- Side Path/Trail
- Bike/Pedestrian Bridge
- Recommendation Outside Naperville Jurisdiction

# Northwest Naperville



# Bicycle Recommendations



0 0.5 Mi

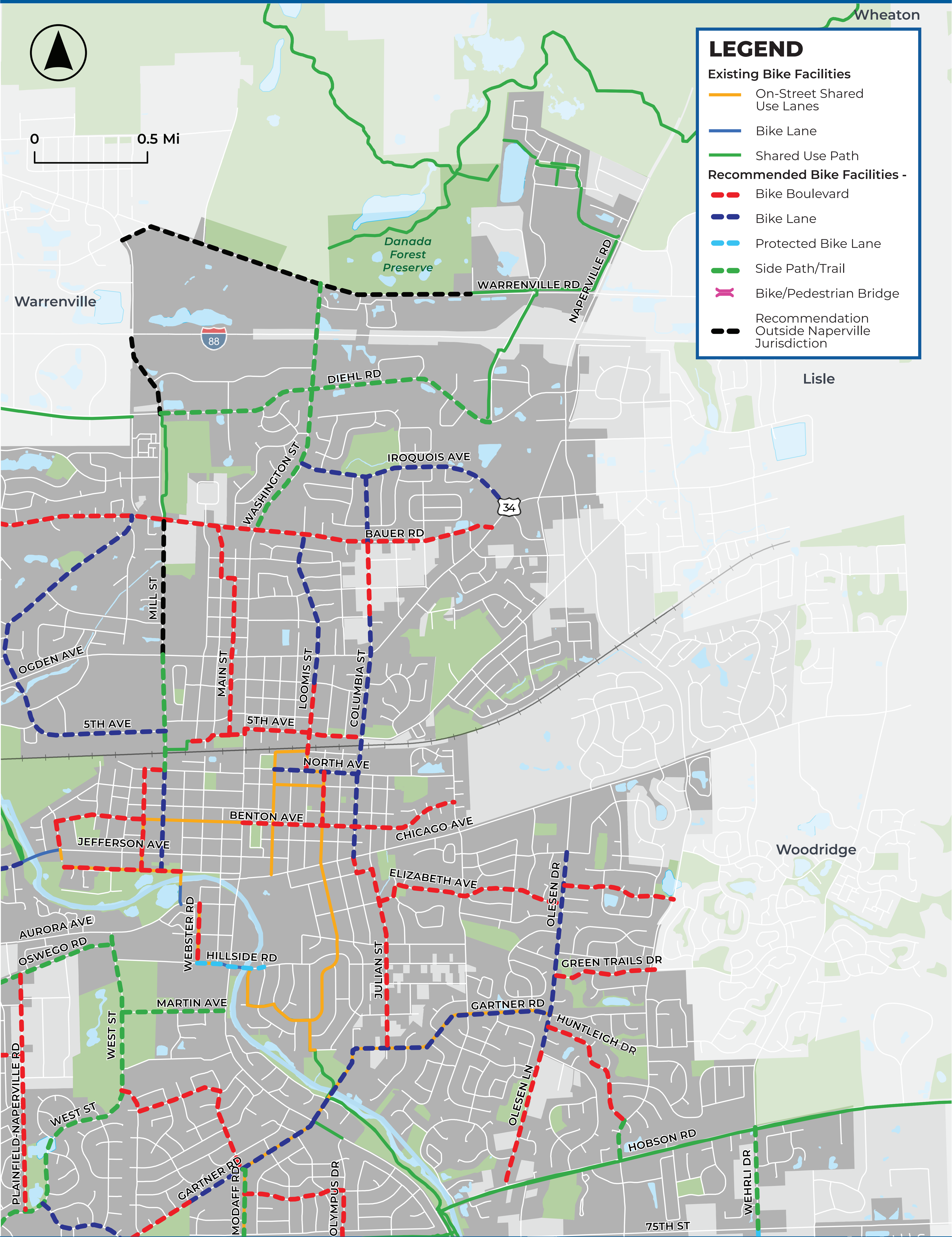
**LEGEND**

**Existing Bike Facilities**

- On-Street Shared Use Lanes
- Bike Lane
- Shared Use Path

**Recommended Bike Facilities -**

- Bike Boulevard
- Bike Lane
- Protected Bike Lane
- Side Path/Trail
- Bike/Pedestrian Bridge
- Recommendation Outside Naperville Jurisdiction



## Northeast Naperville



# Bicycle Recommendations

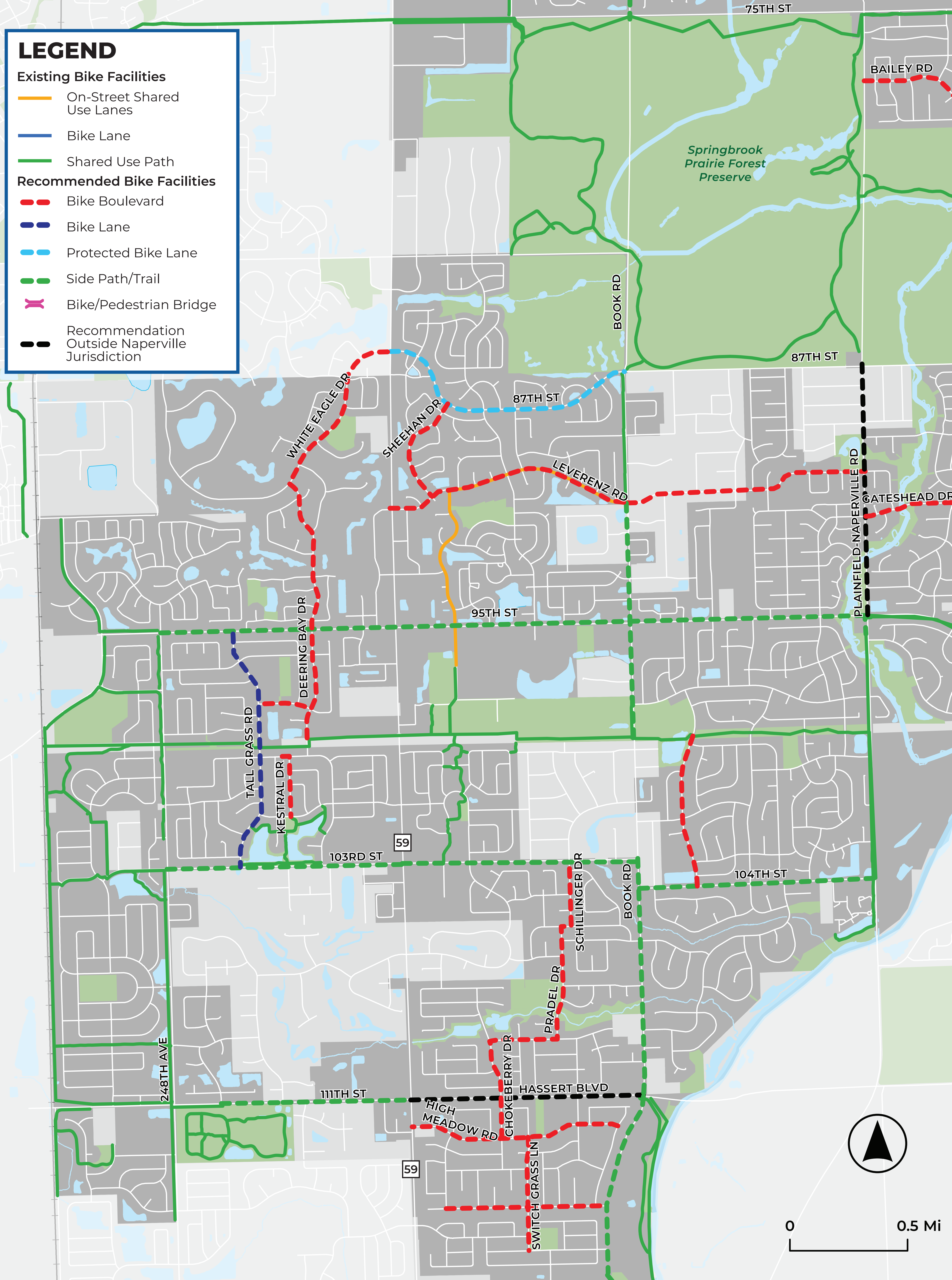
## LEGEND

### Existing Bike Facilities

- On-Street Shared Use Lanes
- Bike Lane
- Shared Use Path

### Recommended Bike Facilities

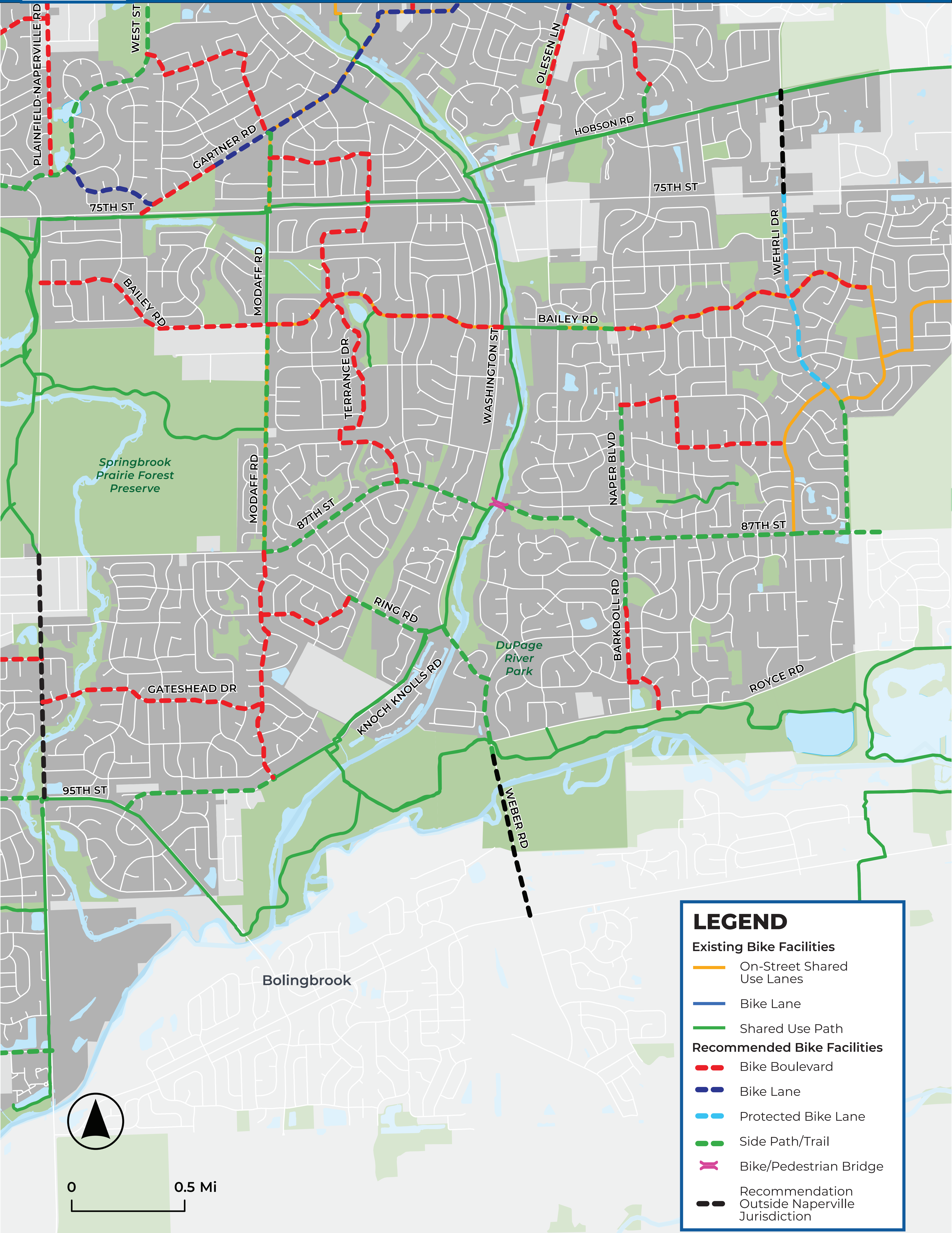
- Bike Boulevard
- Bike Lane
- Protected Bike Lane
- Side Path/Trail
- Bike/Pedestrian Bridge
- Recommendation Outside Naperville Jurisdiction



# Southwest Naperville



# Bicycle Recommendations



## Southeast Naperville



# 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?**



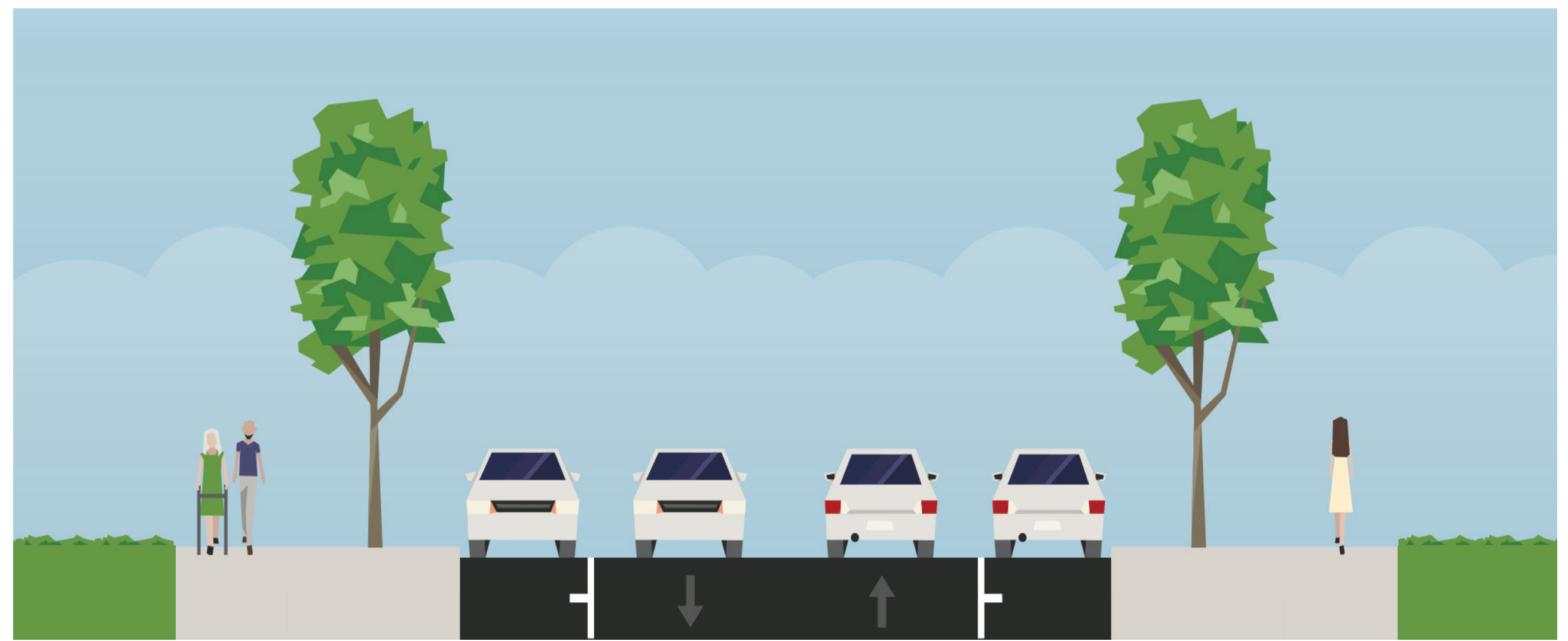
# Deep Dive #2 - Parking



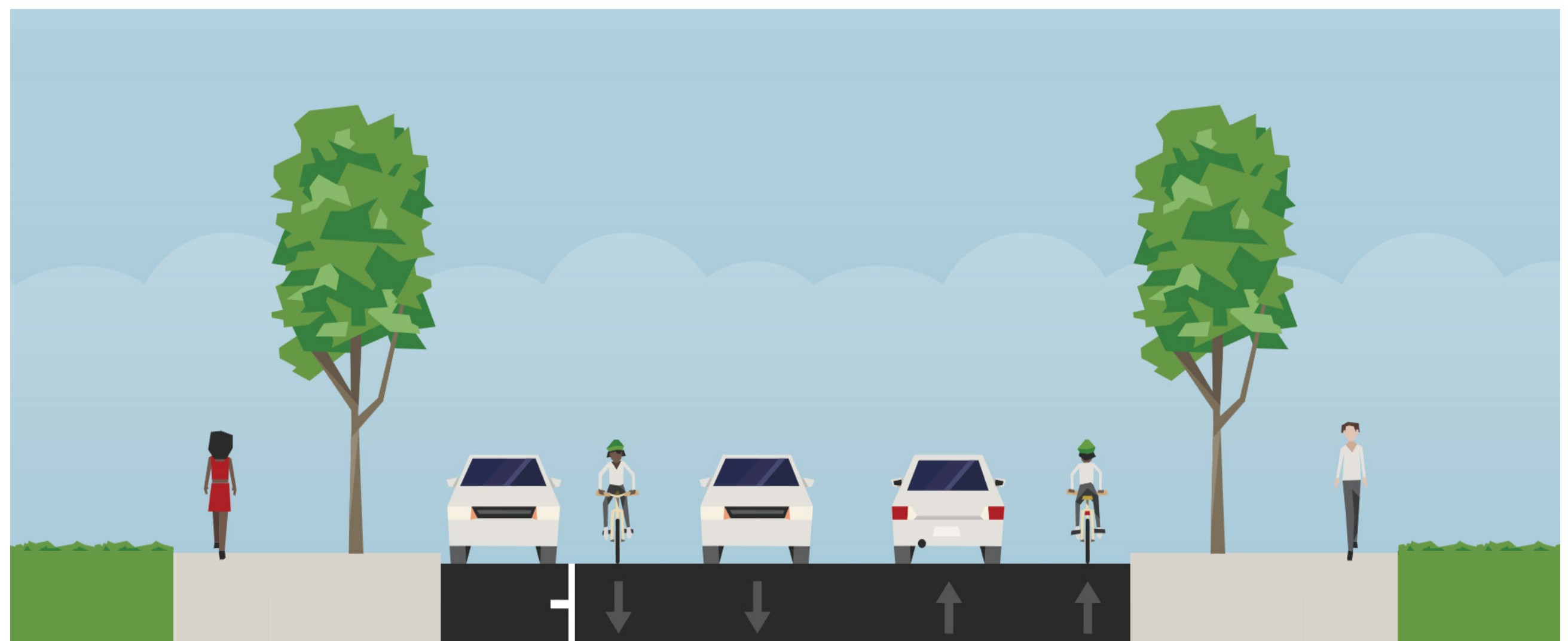
## Context

- 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.

## Before



## After



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

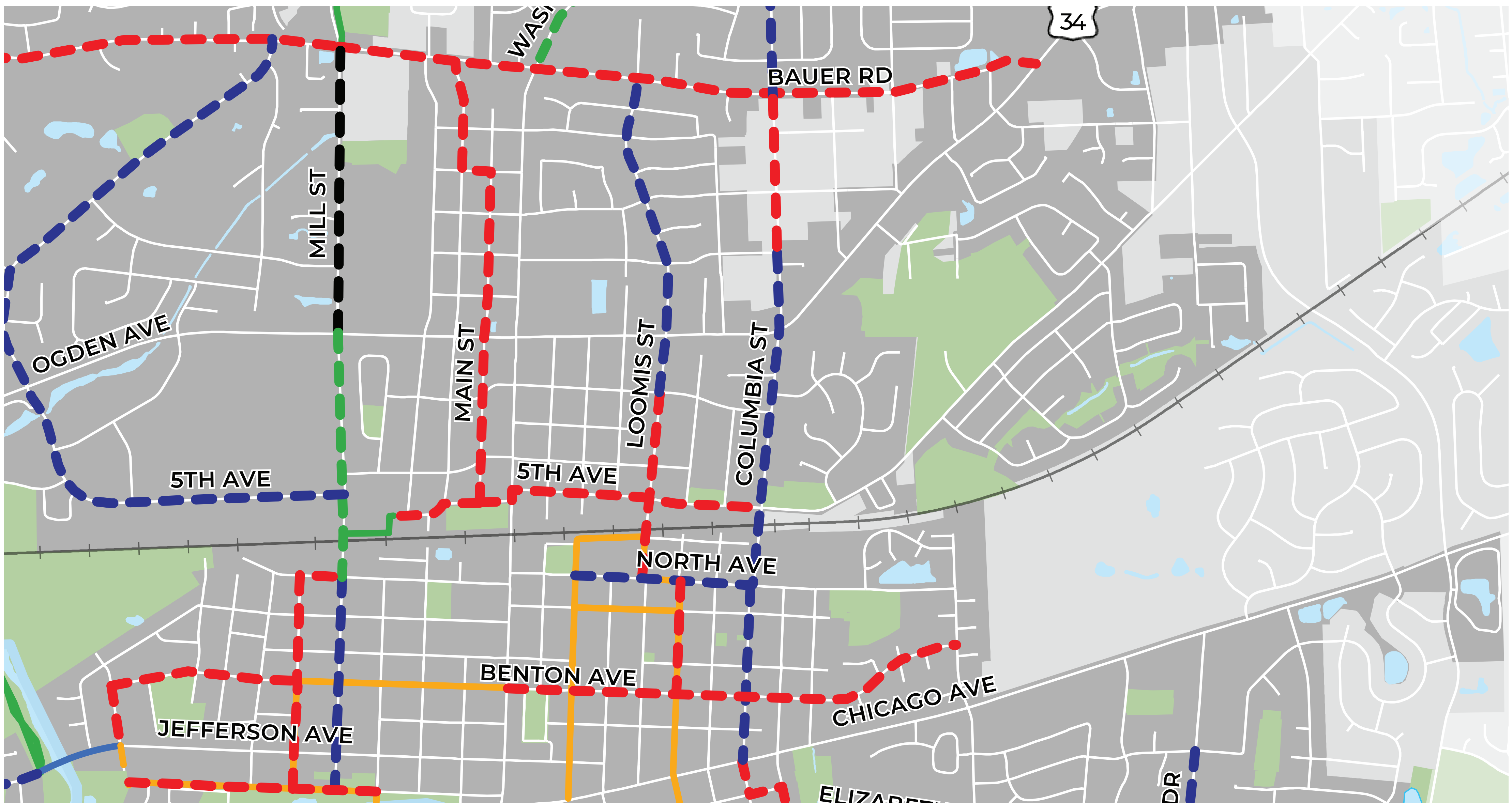
- Brookdale Rd
- Columbia St
- Gartner Rd
- Iroquois Ave

**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?**

# Bicycle Facility Types



**Bike Boulevard:** A low-speed, low-volume street prioritizing bicycle movement through the use of shared lane markings and signage.



**Bike Lane:** A portion of roadway designated by striping and road markings for preferential or exclusive use of bicycles. May include a buffer.



**Protected Bike Lane:** A bike lane that provides physical separation from motor vehicles using a curb, planters, bollards, or the parking lane.



**Side Path:** A separated, shared-use path with a minimum width of 10 feet, dedicated to cyclists and pedestrians and located adjacent to the roadway.



**Intersection Marking:** Painted stripes in the direction of travel across an intersection intended to raise awareness to vehicles and pedestrians that cyclists may be present.



**Welcome to the  
Naperville Bicycle  
& Pedestrian Plan  
Open House!**



**NAPERVILLE**  
BICYCLE AND PEDESTRIAN PLAN

Thursday, April 23, 2026 | 4:30 p.m. - 8:00 p.m.  
Municipal Center Meeting Rooms A & B | 400 S. Eagle St.

# Pedestrian Facility Types



**Sidewalk:** A pedestrian-only path. Infill is recommended where gaps exist.



**Rectangular Rapid Flashing Beacon (RRFB):** A pedestrian-activated flashing light placed at crosswalks to warn drivers when someone is crossing.



**Curb Bump-Out:** Extends the curb further into the roadway to shorten pedestrian crossing distances, improve visibility, and calm traffic.

## How to Participate:

- 01** Review this booklet.
- 02** Visit each station and provide your input on the enclosed feedback card.
- 03** Drop off your completed card with Naperville staff!

Check out the project website for more information:



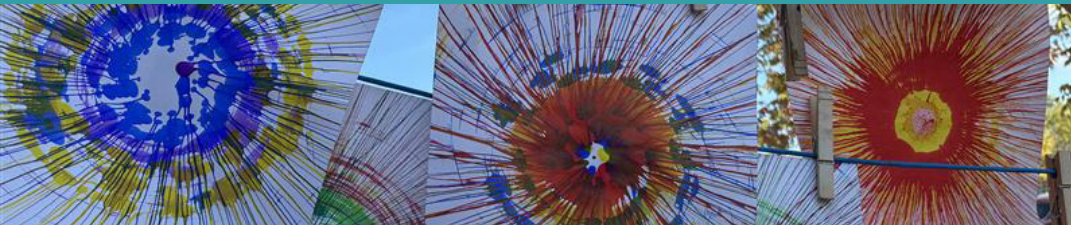
<https://www.naperville.il.us/projects-in-naperville/bike-pedestrian-plan/>

# What is the Bicycle & Pedestrian Plan Update?

Naperville is updating its Bicycle and Pedestrian Plan to expand and enhance walkability and bikeability for all ages and abilities. This initiative is part of the city's **Naperville 2027: Investing in Our Community Priorities Plan**.

The Bicycle and Pedestrian Plan is a long-term, high-level vision for the city's bicycle and pedestrian infrastructure. Once adopted, the recommended projects will be incorporated into the city's Capital Improvement Program within the next 20 years. The plan's recommendations will lead to:

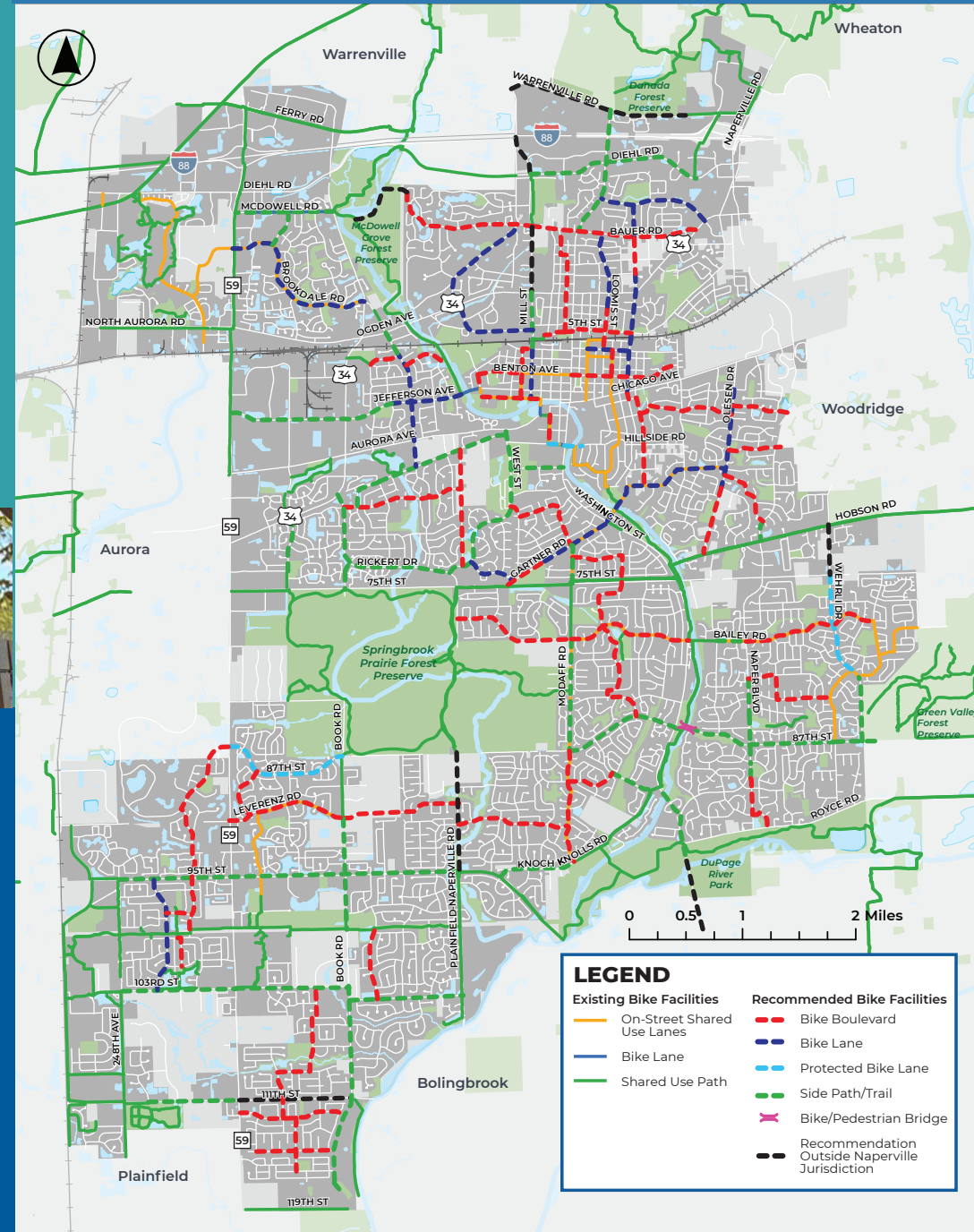
- **A more efficient network.** The plan will help create a more complete and interconnected system for bicyclists and pedestrians.
- **Improved safety.** The plan will identify projects and facility upgrades to increase the safety of walking and biking throughout the city.
- **More mobility options.** The creation of a more efficient network will provide people with additional active transportation opportunities to get around the community.



# What's Next?

- **August 2026:** Preliminary plan draft and proposed recommendations will be presented to the Transportation Advisory Board.
- **September 2026:** The final plan draft and a funding strategy are expected to be completed.
- **October 2026:** The final plan will be presented to the Transportation Advisory Board, with a final presentation to the City Council.
- **Implementation + Design:** All projects will undergo detailed engineering and design before construction. As part of that process, there will be additional public engagement opportunities.

# Proposed Bicycle Facility Recommendations





Make a stop at the all of the boards to fill out the questions.

1

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

YES

NO

Additional comments

2

Jefferson St/Parking Removal: Should Naperville remove some on-street parking to make room for bike lanes on important routes?

YES

NO

Would your opinion change if parking was removed in front of your house?

YES

NO

3

Loomis St vs Columbia St: Which route do you prefer?

Loomis St

Columbia St

No preference

Additional comments

4

Where recommendations have constraints, which do you prefer?

The most direct route, even if the infrastructure doesn't feel the most comfortable

The most comfortable route, even if the route becomes less direct



**5** If the most direct route feels uncomfortable on a bike, how much longer are you willing to make your trip to remain on a more comfortable route, in general?

1/4 mile

1/2 mile

1 mile

I'm not willing to take a longer trip and would use a different travel mode

**6** As a pedestrian, where are your top 3 priorities for safer crossings?

**7** Do the recommendations overall meet your expectations for improving the comfort of walking and biking in Naperville?

YES

NO

**8** Any additional comments about the recommendations?