



City of Naperville

Bicycle and Pedestrian Plan Update

Draft Report
August 20, 2026



Naperville

OFFICE OF THE MAYOR

Scott A. Wehrli

ACKNOWLEDGEMENTS

The development of the City of Naperville's Bicycle and Pedestrian Plan reflects the dedication, collaboration, and shared vision of many individuals and organizations committed to creating a community where walking, bicycling, and other forms of active transportation are safe, convenient, and accessible for everyone. This plan is the result of a collaborative process, and I am grateful to everyone who contributed their time, knowledge, and perspectives.

I extend my sincere appreciation to City staff and the Transportation Advisory Board for their professionalism, technical expertise, and commitment which guided this effort from beginning to end. Your thoughtful planning, careful analysis, and dedication to public service have helped create a plan that will support Naperville's continued growth while enhancing mobility and quality of life for current and future residents.

I also want to recognize our regional partners, neighboring agencies, and consulting teams for sharing their expertise and working alongside the City throughout this process. Your collaboration has strengthened the recommendations in this plan and ensured they align with broader transportation and connectivity goals across the region.

A special thank you goes to the residents, business owners, schools, community organizations, advocacy groups, and other stakeholders who participated in public meetings, workshops, surveys, and outreach activities. Your experiences, ideas, and feedback provided invaluable insight into the opportunities and challenges facing our bicycle and pedestrian network. Your participation helped ensure this plan reflects the priorities and values of the Naperville community.

Finally, I am grateful to everyone who supports the vision of a more connected, healthy, and sustainable Naperville. By working together, we are creating a transportation system that expands travel choices, improves safety, and enhances access to neighborhoods, parks, schools, businesses, and destinations throughout our city. This Bicycle and Pedestrian Plan provides a roadmap for continued investment in a community where people of all ages and abilities can move safely and confidently, today and for generations to come.

Scott A. Wehrli
Mayor

Glossary

Accessibility: The ease with which individuals can reach essential destinations such as work, school, and shopping, using various modes of transportation.

Active Transportation: Modes of travel, such as walking and biking, that rely on human physical activity for movement, promoting health and environmental benefits.

Annual Average Daily Traffic (AADT): The total volume of vehicle traffic on a highway or road for a year, divided by 365 days.

Americans with Disabilities Act (ADA): Federal legislation ensuring equal opportunity for persons with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

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

Bicycle Infrastructure: Facilities and networks designed specifically for bicycle use to enhance safety and convenience for bicyclists, including bike lanes, bike racks, bike sharing stations, and repair stations.

Collector Street: Collector streets connect local streets and Neighborhood Connector streets through or adjacent to more than one neighborhood and have continuity between arterial streets.

Complete Streets: Planning policy approach to designing streets to be safe and accessible for all users, including pedestrians, cyclists, transit riders, and motorists, regardless of age or ability.

Freeway: Limited access divided highway with the primary function of intercity traffic movement.

Functional Classification: The categorization of roadways based on their intended purpose and the type of traffic they carry, such as local roads, arterials, and highways.

Major Arterial: Principal street within the network for the provision of both intercity and intracity traffic movement within the Chicagoland Region.

Minor Arterial: Secondary Street within the network for the purpose of traffic movement between the neighborhoods and other areas with the City.

Mobility: The ability of individuals and goods to move freely and efficiently within an area, influenced by transportation infrastructure and services.

Multimodal: Refers to the incorporation and integration of various transportation modes within a single network, enabling users to conveniently transition between different forms of transport, including walking, bicycling, driving, public transit, and rolling.

Neighborhood Connector Street: Connect residential and local streets within a neighborhood to Collector streets and to the Arterial street network.

Off-Street Facilities: Bicycle and pedestrian pathways that are separated from the roadway, such as sidepaths and trails.

On-Street Facilities: Bicycle facilities that are located within the roadway, either sharing the roadway with or separated from vehicular traffic, such as bicycle boulevards and bike lanes.

Pavement Markings: Visual cues on the roadway that indicate traffic flow, lane usage, and restrictions through the use of colors, lines, and symbols.

Pedestrian-friendly: Designed to ensure the safety, comfort, and convenience of walking, often through features like wide sidewalks, safe crossings, and traffic calming measures.

Pedestrian Infrastructure: Physical structures and facilities that support walking, including sidewalks, footpaths, crosswalks, pedestrian signals, and other related features.

Public Engagement: The process of involving community members in planning and decision-making activities to ensure their needs and preferences are considered.

Public Transit: Systems of public transportation available to the general public, including buses, trains, and other forms of shared transportation.

Local Street: Provide access to residences and businesses within a neighborhood.

Rolling: Refers to the movement of wheelchairs or other mobility aids.

Sharrows: Pavement markings that indicate a shared lane for bicyclists and motorists.

Sidepath: Separated, shared-use path with a minimum width of 10 feet, dedicated to cyclists and pedestrians, and located parallel or adjacent to a roadway.

Sidewalk: Paved, designated walkways alongside streets, providing a safe space for pedestrians to walk, separate from vehicular traffic.

Streetscape: The visual elements of a street, including the road, adjoining buildings, street furniture, trees, and open spaces, that combine to form the street's character.

Sustainability: Practices and policies that meet present needs without compromising the ability of future generations to meet their own needs, emphasizing long-term environmental, economic, and social health.

Traffic Calming: Measures that reduce vehicle speeds or volumes and improve safety for pedestrians and cyclists.

Vulnerable Road Users (VRUs): A non-motorist who may include people walking, biking, or rolling as well as highway workers on foot in a work zone.

Wayfinding: The process of navigating the environment using a system of maps, signage, and other cues.

Image 1: Streetscaping in Downtown Naperville



Executive Summary

Executive Summary

Framework Chapter 01 - 02

Vision Statement

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.

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.

Goal 3

Equity

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

Goal 4

Collaboration

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

Analysis Chapter 03 - 05

Community Input

- 3 pop-ups
- 2 community stakeholder meetings
- 3 regional partner agency meetings
- 1 open house
- 500+ responses on the interactive map

Existing Conditions

- Public amenities
- Bicycling and walking trends and facilities
- Level of stress
- Crash analysis
- Roadway attributes
- Existing plans and policies

Needs Analysis

- Community needs
- Gaps and barriers
- Strengths, challenges, and key findings

Outcome 1 Chapter 06 - 07

Key Findings

Expand north-south connectivity throughout the city
Provide appropriate infrastructure to reduce the level of traffic stress throughout the network
Provide sidewalk on both sides of high-volume roadways
Provide alternative routes on lower-speed, lower-volume streets

10 intersection improvements

5 policy recommendations

112 infrastructure projects

4 program recommendations

12 enhancements to existing facilities

	Bicycle Boulevard	Bike Lane	Sidepath	Feasibility Studies	Total
Cost	\$930,000	\$1,452,000	\$51,504,000	\$280,000	\$54,166,000

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01

Introduction

Image 2: Pedestrians walking in downtown Naperville



A bicycle and pedestrian plan identifies short- and long-term policies and projects that support the creation of a comprehensive, safe, and connected non-motorized transportation network. This plan seeks to increase bicycling, walking, and transit use; improve traffic safety; and create a healthier, more environmentally friendly Naperville. The Bicycle and Pedestrian Plan Update includes a vision, goals, and objectives, as well as recommendations for infrastructure improvements, policies, and programs to bolster Naperville's existing conditions.

Purpose

A Bicycle & Pedestrian Plan is a strategic document that outlines a municipality's vision and goals for enhancing bicycle and pedestrian infrastructure in order to provide more mobility options. This plan aims to create a safer, more accessible, and better-connected community.

Introduction

Improving bicycle and pedestrian infrastructure and policy is crucial to fostering a safe, healthy, and vibrant community. The City of Naperville has already made significant and impactful investments in bicycle and pedestrian infrastructure, with 82% of respondents noting they felt safe on trails and sidewalks in the most recent Naperville Pedestrian and Bicycle Survey in 2024. However, there is still room for improvement.

The City adopted its previous Bicycle and Pedestrian Plan in 1997. Since then, Naperville's population has increased, travel habits have evolved, and facility design standards have changed. The Naperville Bicycle and Pedestrian Plan Update provides a long-term, high-level evaluation of the City's bicycle and pedestrian infrastructure and policies to identify future improvements. By focusing on both infrastructural and cultural improvements in this plan, the City of Naperville demonstrates a commitment to excellence in active transportation.

Infrastructure

This plan builds upon the City's existing sidewalks, bike routes, and multi-use trails. Project recommendations aim to create a cohesive network that allows residents of all ages and abilities to travel around Naperville by the mode of their choice. Designing for the street context is a key factor in achieving a transportation network that supports active lifestyles for everyone. Infrastructure recommendations within this plan are shaped by state and federal engineering guidance, industry best practices, and public engagement. Appropriate infrastructure may

include improving visibility of pedestrians at crossings or offering physical separation between cyclists and vehicles depending on the street. While the most suitable bicycle and pedestrian accommodation will vary from street to street, all recommended projects within this plan aim to improve connectivity across the City.

The needs of all users of Naperville's transportation system (motorists, pedestrians, bicycles, and transit riders) should be considered and balanced. Naperville's Bicycle and Pedestrian Plan, the Road Improvement Plan, ADA Transition Plan, and other transportation related practices will work in coordination with one another to serve all users to the extent feasible, as most people will use multiple modes of transportation on any given day.

Culture

A transportation network that supports regular walking, biking, and rolling encourages active residents, translating into health and environmental benefits. According to the American Journal of Public Health, these include reduced obesity and diabetes rates, and a reduction in vehicular pollution¹. Active transportation also encourages social connection by enabling more interactions between neighbors, friends, and colleagues, and supports autonomy by making it easier for people of all ages and abilities to reach parks, schools, and local businesses independently. By implementing educational programming and policies that encourage walking, bicycling, and rolling, the City of Naperville supports a culture of active transportation where residents and visitors can easily connect to local destinations, opportunities, and each other.

Image 3: Bicyclists riding on a trail at Springbrook Prairie Forest Preserve



Vision, Goals & Objectives

The following vision, goals, and objectives were shaped by Naperville stakeholders to guide the Bicycle and Pedestrian Plan Update. These elements help bolster Naperville as a place where walking, bicycling, and rolling are safe and comfortable mobility choices for people of all abilities. These objectives are tied to the recommendations in **Chapter 6**.



Objectives

- 1 Close key network gaps and remove barriers that discourage active travel.
- 2 Increase user friendliness of the bikeway network with 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.

02

Public
Engagement

Image 4: Children creating spin art at the Public Safety Open House



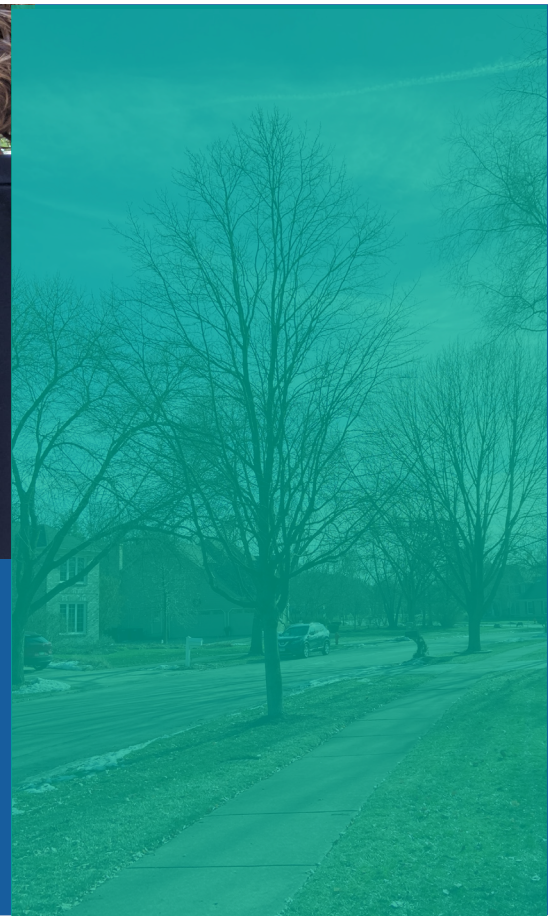
Public engagement ensures that the community's needs and preferences are factored into decision-making, leading to more inclusive and effective transportation solutions. Through three pop-up events, an interactive public map, stakeholder meetings, and an open house, the City of Naperville gathered feedback and ideas from the public and local partners to ensure the Plan effectively addresses the concerns and desires of residents.



Public Safety Open House

Public Engagement

The Naperville Bicycle and Pedestrian Plan Update is shaped by community input to develop a network that is informed by residents for accessibility, safety, and mobility.



Preferred Treatments

58%

Marked Bike Lanes

26%

Curb Extensions

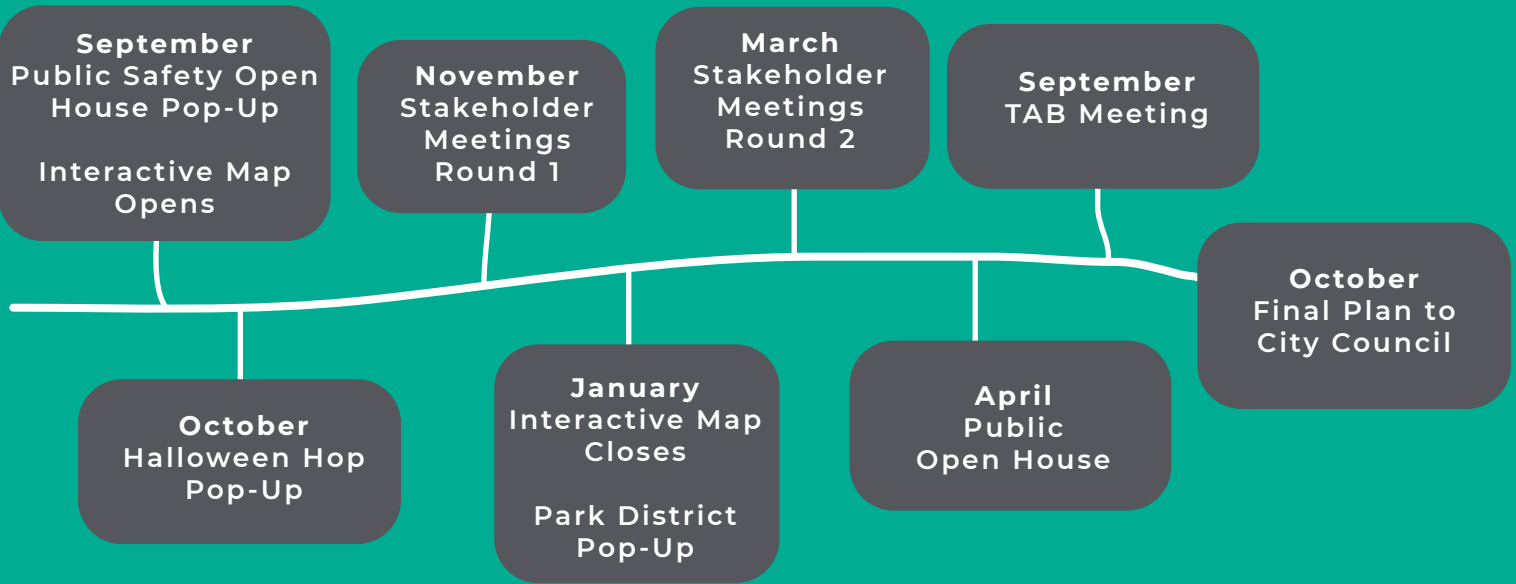
16%

Shared Lane Markings

Pop-up participants desire marked bike lanes as the preferred treatment in Naperville to make low-speed, low-volume streets more friendly to cyclists and pedestrians.



Public Engagement Timeline (2025-2026)



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.

90%

of open house participants felt the proposed bicycle and pedestrian plan recommendations meet their expectations for improving the comfort of walking and biking in Naperville.

53%

of pop-up participants desired sidepaths as the preferred treatment in Naperville to make high-speed, high-volume streets more friendly to people walking and biking.



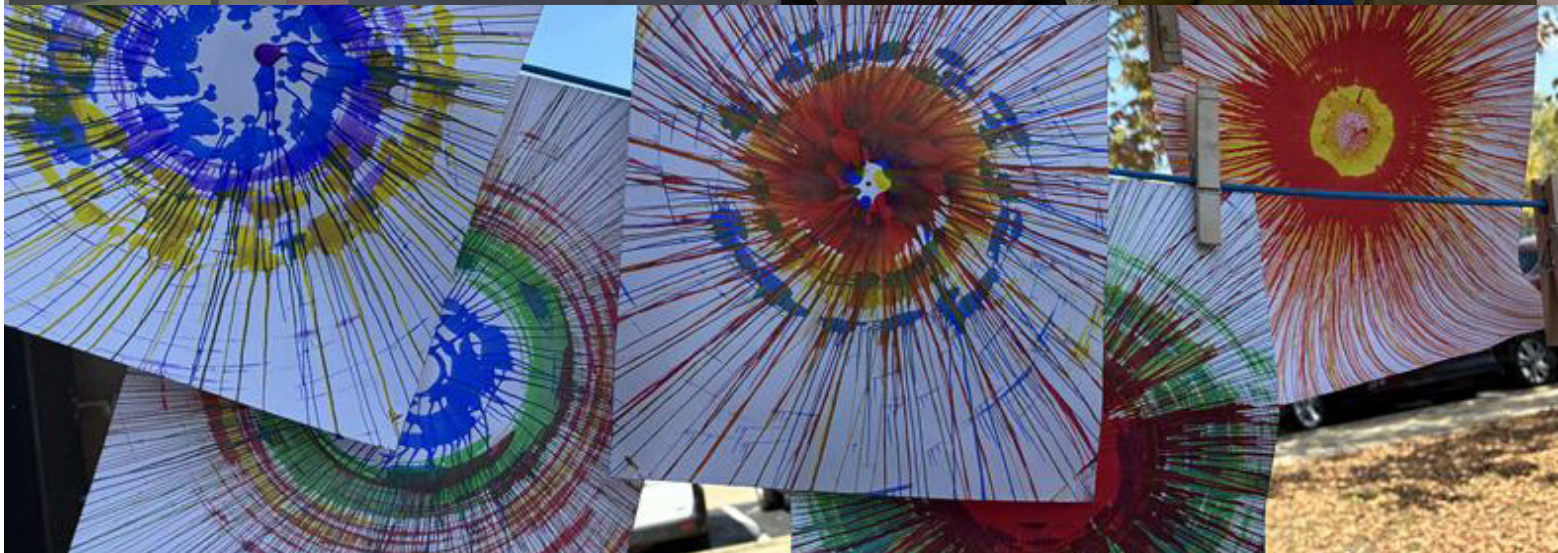
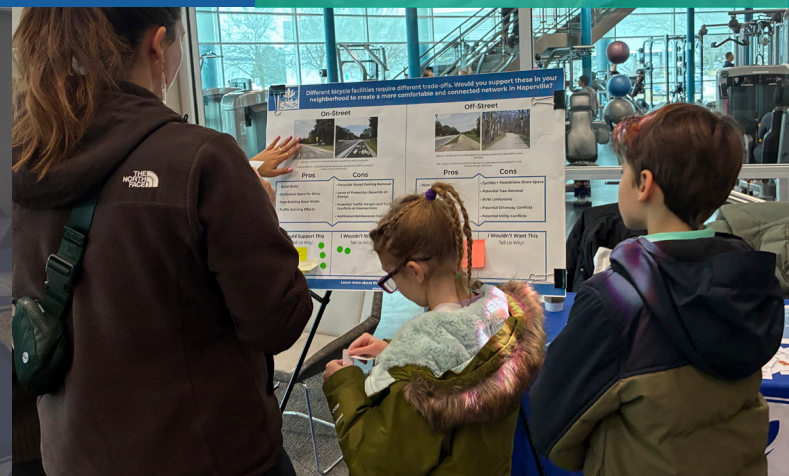
Public Open House



Walk, bike, and roll Naperville

Residents want to walk and roll throughout Naperville on a complete sidewalk network supplemented by safer routes for cyclists.

81%
of open house participants supported removing some on-street parking to make room for bike lanes on important routes throughout Naperville



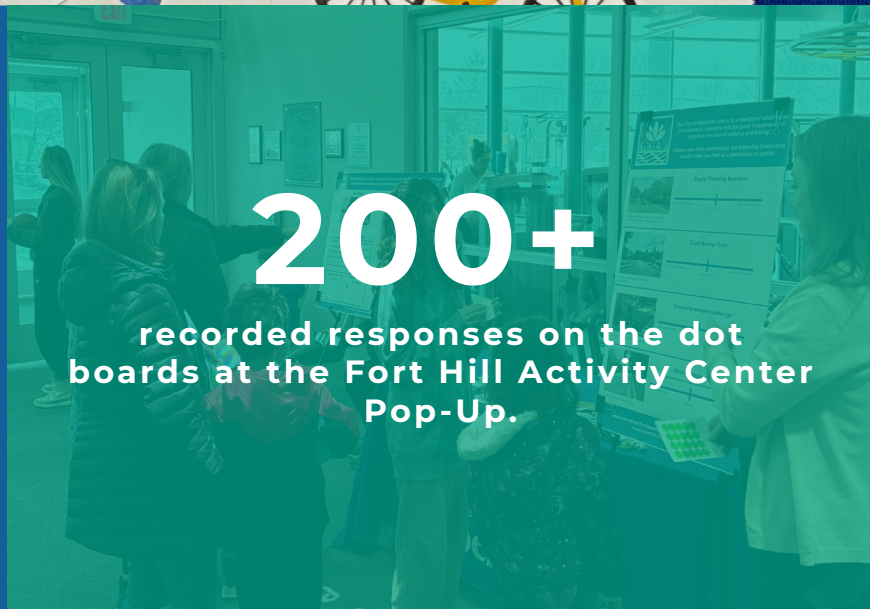


500+

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.

200+

recorded responses on the dot boards at the Fort Hill Activity Center Pop-Up.

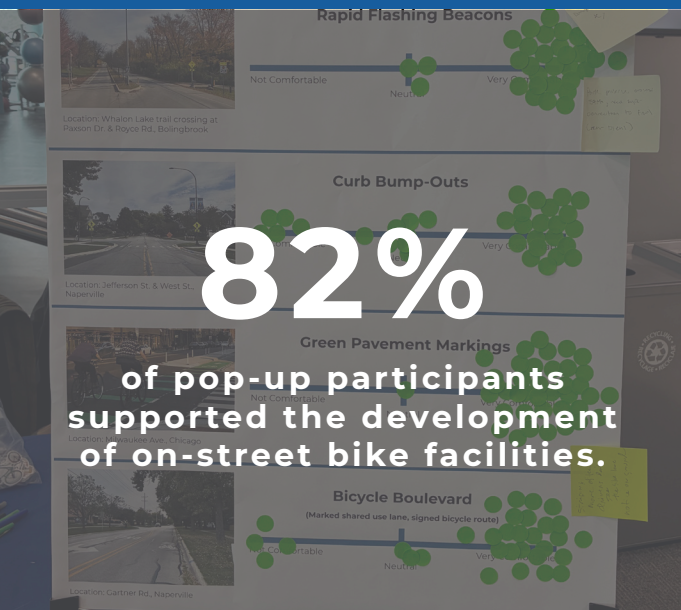


90+

attendees at the public open house

69

comment cards completed by attendees



Public Engagement Summary

Between pop-up events and a public open house, community members shaped every stage of the Bicycle and Pedestrian Plan. Activities at local pop-up events and an online interactive map identified preferred facilities and areas for improvements, while stakeholder meetings guided the Plan's vision and opportunities for regional connection. A public open house reviewed project recommendations, which were developed from community input.

Pop-Up Events

Public Safety Open House

The project team staffed a booth at the Naperville Public Safety Open House on September 27th, 2025, to share information about the project and gather community input on preferred destinations residents would like to access by walking and biking. The team prepared two information boards for the event, distributed postcards with the QR code for the project's website, and used a jar activity to poll the community about preferred destinations. A spin art bike was also available for kids. The project team collected 91 separate responses through the jar activity and engaged with over 80 families by creating pieces of art and discussing the plan.

For the jar activity, participants used beads to vote on the top places they would like to access via walking and biking. Destination options included: Transit, Health/Schools/Services, Shopping/Commercial, and Parks & Trails. Parks and trails were rated as the most important destination.

Halloween Hop

The project team staffed a booth at the Naperville Halloween Hop on October 26th, 2025, to gather community input on preferred treatments residents would like to see on high-volume/high-speed streets and on low-volume/low-speed streets to improve walking and biking. The project team prepared two feedback activities on poster boards, distributed postcards with a QR code for the

project's website, promoted the interactive map, collected comments, and handed out candy. Over the course of the event, the project team collected over 200 responses on the activity boards and handed out over 350 postcards. Over 500 families learned about the project at the Halloween Hop.

The preferred treatment for low-speed low-volume streets was overwhelmingly marked bike lanes, followed by curb extensions and shared lane markings. The preferred treatment for high-speed high-volume streets was overwhelmingly sidepaths, followed by buffered bike lanes and crossing improvements.

Park District Activity Center

The project team staffed a booth at the Naperville Park District's Fort Hill Activity Center on January 31st, 2026, to gather community input on preferred treatments, and discuss necessary trade-offs for on-street and off-street facilities. The team prepared two dot boards, distributed stickers with QR code information about the open house, and collected comments. The project team collected over 200 responses on the dot boards, had conversations with over 50 people, and handed out over 60 stickers.

The first board asked residents to rate how comfortable different infrastructure treatments would make them feel walking and biking around Naperville. Green pavement markings were voted highest, followed by Rectangular Rapid Flashing Beacons (RRFBs) and bicycle boulevards. Curb bump-outs had the lowest votes. The second board asked residents whether they would support on-street and off-street facilities, considering the benefits and limitations of each. The benefits of on-street facilities discussed were the quick implementation time, separation between cyclists and pedestrians, and traffic calming effects, while trade-offs considered included potential parking removal, frequent maintenance, and varying levels of separation from vehicles. Off-street facilities provide more

separation from traffic and potentially provide additional landscaping and vegetation, but residents were asked to weigh these against constructability challenges, like tree removal, right-of-way limitations and utility conflicts, as well as the lack of separation between pedestrians and cyclists and potential conflicts with vehicles at driveways. More people were supportive of off-street bicycle facilities, though on-street facilities still had strong support. Some participants noted that their support for on-street facilities would depend on location.

Stakeholder Meetings

The project team facilitated two stakeholder meetings on November 5th and 6th, 2025, to share information about the project, discuss aspirations and goals for the plan, and understand how community partners would like to see Naperville's infrastructure improve. Participants included the Naperville Accessible Community Task Force, Naperville Senior Task Force, Naperville Environment and Sustainability Task Force (NEST), the Naperville Park District, Naperville Public Library, and the Indian Prairie School District.

Participants in both meetings were asked to select three key value words from a broad list of options that best represented their hopes and vision for the Bicycle and Pedestrian Plan. From these three words, participants were then asked to write an idealized headline for Naperville based on possible future outcomes

following the plan's adoption, as shown in **Graphic 1**. In both meetings, participants shared themes focused on safety, connectivity and accessibility for all ages and abilities, in addition to health, equity, and social connection through active mobility.

The project team facilitated stakeholder meetings with regional partner agencies on March 25th and April 7th, 2026, to share information about the project, discuss proposed recommendations for the plan, and understand how each agency and Naperville could support each other's development of walking and biking infrastructure over time. Participants included the Forest Preserve District of DuPage County, DuPage County, and Naperville Park District.

Participants in these meetings were presented with recommendations within their jurisdiction. The project team asked each agency whether they approved or opposed each project, and what conditions may be necessary to make each project viable. These discussions also included a review of maintenance needs and partnership opportunities, all of which helped further refine final recommendations.

Image 5: Child holding stickers



Image 6: Open House Attendees



Graphic 1. Ideal Headlines for Naperville by Stakeholder Meeting Attendees



Interactive Map

An online interactive map was used as a survey tool that allowed people to pin locations, suggest routes to improve biking and walking, and leave comments. The interactive map was open on the City of Naperville's website from September 2025 until the end of December 2025. The map collected public input through the following categories:

- I often get to this location by walking or biking.
- It is difficult for me to get to this location by walking or biking.
- It is difficult for me to walk on this route.
- It is difficult for me to bike on this route.

The map recorded 520 individual comments across the above categories and a total of 853 "likes" across all comments. Likes indicated consensus of comments and locations that were identified. The original interactive map interface is shown in **Graphic 2**.

Public comments submitted through the interactive map were visualized in **Map 1**.

The most common locations and routes are summarized within each category as follows in **Table 1**, **Table 2**, and **Table 3**. A summary of the full results can be found in **Appendix A**.



City of Naperville Bicycle & Pedestrian Plan Update: Interactive Map

Input Categories

I frequently walk or bike to this location. (0) >

I want to walk or bike to this location. (1) >

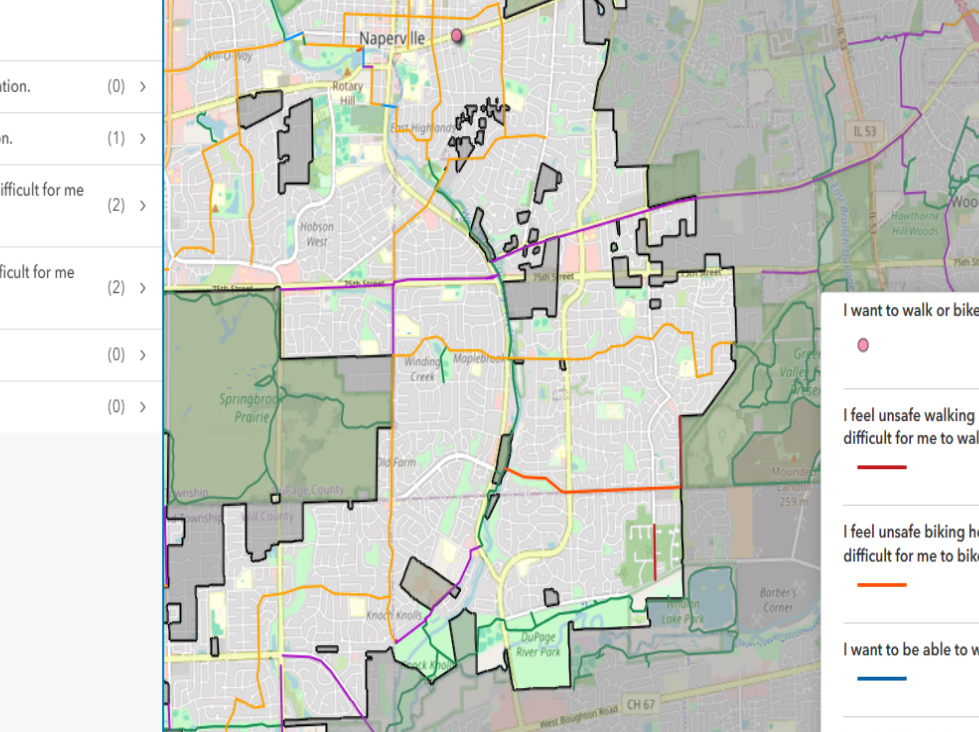
I feel unsafe walking here OR It is difficult for me to walk here. (2) >

I feel unsafe biking here OR It is difficult for me to bike here. (2) >

I want to be able to walk here. (0) >

I want to be able to bike here. (0) >

Submit Your Input Here



Map 1: Interactive Map Responses

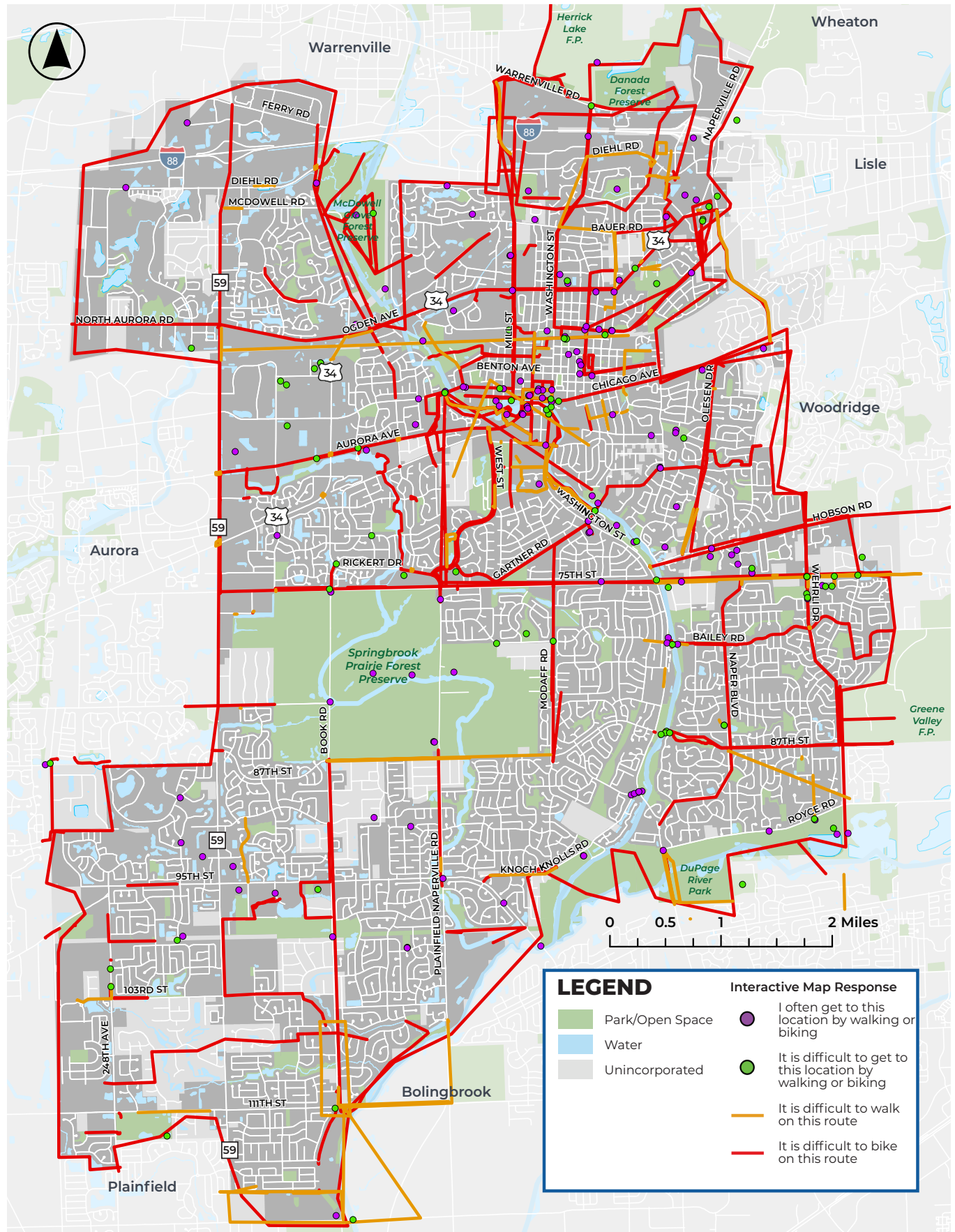


Table 1. Difficult Bike/Walk Access

Location	Comment Feedback Summary
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 bike or walk to Bailey or Washington when you live between these two streets.
Washington Street, Herrick Lake, and the Illinois Prairie Path	Residents desire a better way to connect to the trail system at Herrick Lake, which connects with the Illinois Prairie Path.
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 feels busy and dangerous.
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.
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. People would like to be able to access downtown by bike, as many live within easy biking distance.

Table 2. Difficult Walking Routes

Location	Comment Feedback Summary
Naper Boulevard, Maple Avenue (Chicago Avenue) to Ogden Avenue, BNSF Line 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.
Lisson Road	Residents requested additional sidewalk connectivity or roadway widening for a bike lane to provide access to the Whalon Lake area.
Washington Street South of Royce Road	Residents regularly walk across the bridge on Weber Road across the East Branch of the DuPage River, and this area could use a sidewalk, or a bike path so people can safely cross the river on foot.
75th Street and Wehrli Road	Residents request additional sidewalk connectivity here for residents on the east side of Wehrli Road to reach 75th Street and cross Wehrli Road.
Ranchview Drive and Wehrli Road, 75th Street	Residents in the nearby neighborhood requested a path on 75th Street from Wehrli Road to Ranchview Drive. There is no sidewalk or bike path on the south side of 75th Street between Wehrli Road and Ranchview, and residents have to walk or ride a bike on the shoulder.
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.
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.

Table 3. Difficult Bike Routes

Location	Comment Feedback Summary
Plank Road between 5th Avenue and Naper Boulevard, Seager Park	The sidewalk along Plank Road from Marls Court to Leona Mae Court is too narrow for pedestrian/bike traffic, and there is no shoulder.
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.
Mill Street between Jefferson Avenue and Ogden Avenue	Residents would like to see a connection between Naperville North High School and downtown. 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.
City-wide	Residents note that throughout Naperville, designated on-street bicycle routes are perceived as unsafe given sharrow markings wear off, are ignored, and lack of formal street grid results in circuitous and heavy traffic routes.
East side of Wehrli Road between 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.
Plank Road and Naperville Wheaton Road	Residents note a lack of sidewalks in the southern area connecting Plank Road and Naperville Wheaton Road, with no crossing lights to get to businesses on Ogden Avenue.
Washington Street and Bailey Road	Residents note this pedestrian crossing is dangerous: drivers do not look and drive at high speeds in either direction. Residents would love a safe way to cross.
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.
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 Naperville Road. A safe connection on less busy roads would bridge the gap with other forest preserves.
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.
Washington Street and Royce Road	The at-grade crossing here is the only stop for bikes for miles in either direction, and residents feel that it is a congested area where crossing safely is challenging.

Public Open House

The project team hosted an Open House on April 23rd, 2026, at the Municipal Center. The purpose of the Open House was to share a project overview, preliminary recommendations, and survey preferences for trade-offs. Seventy-six individuals signed in at the welcome table, though an estimated 90-100 people attended the event.

Attendees were provided with a pamphlet that included general project information, as well as a comment card to provide feedback on each board. In total, there were ten boards with consultants 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. A total of 69 comment cards were submitted.

Board 1 presented the vision, goals, and objectives of the Bicycle and Pedestrian Plan Update. Board 2 presented the key findings from the existing conditions and public outreach process. Board 3 defined different bicycle and pedestrian facility types. Boards 4-7 presented the preliminary network recommendations, separating Naperville into quadrants to give viewers a closer look at each recommendation. Boards 8-10 presented three different deep dive boards. The purpose of these boards was to ask attendees their preferences for different trade-offs, which are summarized to the right. A full summary of the Open House, as well as a copy of the deep dive boards, are included in **Appendix B**.

Image 7: Open House Attendees



DEEP DIVE 1

Opportunity

Mill Street was a top “difficult to bike” route identified on the online map, with residents noting a strong preference for Mill Street to become a core bike route.

Constraint

The underpass at the BNSF tracks creates a pinch-point, and Naperville does not have authority to widen it. Cyclists and pedestrians would need to share the narrow sidewalk under the tracks.

74% of respondents indicated that the **proposed improvements are enough** to help make them **feel comfortable walking and biking on Mill Street** regularly.

DEEP DIVE 2

Opportunity

Jefferson Avenue 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 the traffic volumes and residential context.

Constraint

The road width is too narrow to add bike lanes without removing some parking.

70% of respondents **believe Naperville should remove on-street parking** to make bike lanes on important routes, and their opinion would not change if parking was removed in front of their home.

DEEP DIVE 3

Context

Loomis Street and Columbia Street offer two separate options for a recommended mix of bicycle boulevards and bike lanes. Both streets offer different opportunities and constraints.

91% of respondents with a preference indicated that they **prefer a route on Loomis Street** over Columbia Street.

03

Existing
Conditions



Existing conditions studies are vital for assessing the current state of walking, rolling, bicycling, and other non-motorized modes of transportation. Existing conditions are the basis for all analysis and recommendations, as these help identify the challenges that affect bicyclists and pedestrians in Naperville. Examining the existing infrastructure helps ensure that new recommendations align effectively, enhance safety and connectivity, and build on what is already working well.

Meet Naperville

Naperville Yesterday

Since its incorporation in 1857, Naperville has transformed from a village with a small grid of streets to a growing suburban city. Neighborhoods were designed with winding residential streets that funnel vehicles onto main roads. This development pattern reduced connectivity of low-volume streets and created longer walking and biking distances between homes and destinations.

The 1997 Bicycle Plan established Naperville's commitment to create a bicycle-friendly city. This plan, along with the City's Walk to School and New Sidewalk programs, formed the foundation of Naperville's current bicycle and sidewalk network. Over time, Naperville continued to invest in the network, with projects like the Riverwalk and DuPage River Trail serving as examples of high-quality infrastructure.

Naperville Today

With a population of 149,424, Naperville is the third largest city in Illinois and is regularly recognized as an outstanding community regionally and nationally. Naperville is located in both DuPage County and Will County and encompasses 39.2 square miles. The planning area consists of Naperville's city limits and unincorporated areas, as shown in **Map 2**.

Table 4 provides an overview of Naperville, with DuPage County and Will County for context. Naperville experienced significant population growth over the last twenty years (16%), affirming the need to expand the City's transportation network and provide a portfolio

of mobility options. The street network is designed primarily for vehicle and pedestrian travel, with some trails, bike lanes, and shared lane markings for cyclists. While growth has contributed to increased vehicle volumes, new development has created opportunities to improve the bicycle and pedestrian network through the construction of sidewalk and local connections to regional trails.

Naperville is an affluent community with a median household income of \$150,930, which is higher than the counties'. The racial composition of Naperville is majority white (62%), followed by Asian identities (22%). Demographic factors are not concentrated in ways that would impact recommendations in Naperville. As such, this plan takes a holistic approach in developing a network that serves the entire community.

Naperville Tomorrow

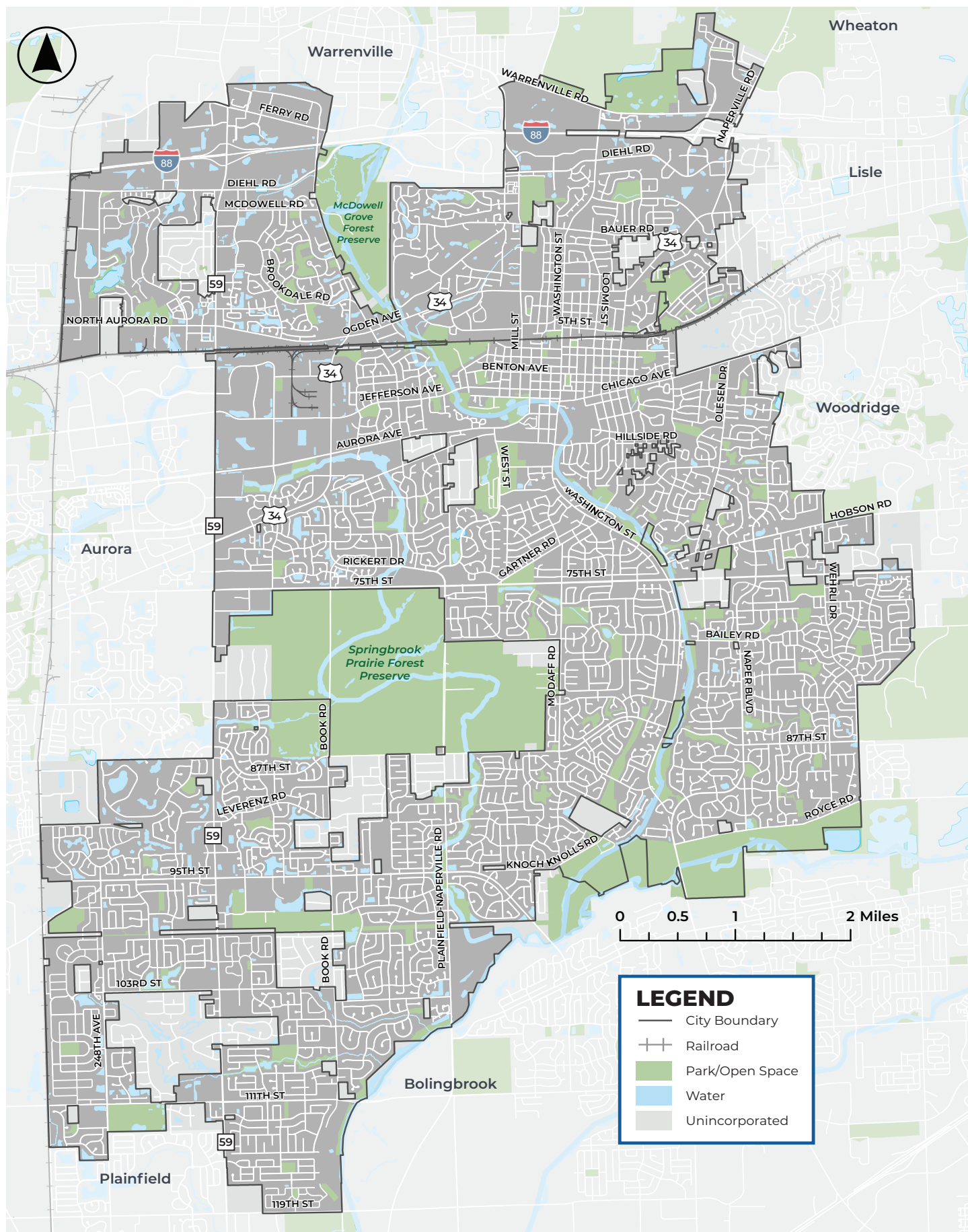
Naperville is guided by its comprehensive vision for the future, informed by a range of plans and programs. Naperville's next chapter is being positively influenced by *Naperville 2027: Investing in Our Community Priorities Plan*, which outlines community goals related to safety, mobility, and community design. This Bicycle and Pedestrian Plan Update is one such goal. The Naperville Park District's Trails Master Plan Update and DuPage County's *Trails Plan* are shaping the trail network into a cohesive system, and the *Downtown2030* is creating a more walkable downtown core. Through the implementation of these plans, Naperville will continue to enhance the road network for bicyclists and pedestrians, creating a transportation system that improves livability.

Table 4. Demographic Overview

Demographic		Naperville	DuPage County	Will County
Population		149,424	927,263	698,450
Population Change, 2000-2023		+16%	+3%	+39%
Median Household Income		\$150,930	\$110,502	\$107,799
Race and Ethnicity	White (Non-Hispanic)	62%	63%	60%
	Hispanic or Latino	7%	16%	19%
	Black	4%	5%	12%
	Asian	22%	13%	6%
	Multiple Races	5%	4%	3%

Data Source: CMAP Community Snapshot (2025)

Map 2. Planning Area



Data Sources: City of Naperville, IDOT, CMAP, DuPage County, Esri, FRA, BTS

Public Amenities Overview

Overview

Public amenities are services and facilities that are available for the benefit of all community members. These amenities include parks and open spaces, schools, libraries, public transportation services, roadways, and sidewalks. Naperville boasts a vibrant park system, as well as multiple school districts, libraries, and transportation services, as shown on **Map 3** and **Map 4**.

Parks and Trails

Naperville has access to four major forest preserves: Springbrook Prairie, Greene Valley, McDowell Grove, and Danada Forest Preserve. These preserves provide off-street shared use paths, which make them important points of connection within the larger transportation grid.

There are also dozens of local parks in Naperville, including Riverwalk Park, Centennial Beach, Seager Park, Wolf's Crossing Community Park, and Knoch Knolls Nature Center.

The West Branch DuPage River Trail is another major asset. This trail is 26 miles long. The Illinois Prairie Path is also accessible in the northwest corner of the City.

Schools

There are numerous schools and higher education institutions in Naperville. Naperville Community Unit School District 203 and Indian Prairie School District 204 each have schools located within the City. For each elementary and middle school in Naperville, the City provides walk routes and traffic control plans to enhance safety. Walk routes detail recommended routes for students with crossing guards, crosswalks, stop signs, yield signs, and traffic signals. Traffic control plans illustrate school bus zones, no parking zones, and student loading zones. Crossing guards and volunteer traffic safety supervisors staff major intersections near the schools during drop-off and pick-up.

Higher education institutions in Naperville include:

- College of DuPage – Naperville Center
- North Central College – Naperville
- Northern Illinois University – Naperville Campus

Libraries

Naperville has three public libraries, including Nichols Library, Naper Boulevard Library, and 95th Street Library. All libraries are open seven days a week and offer countless services, online resources, materials, and programs.

NAPER-NOTE

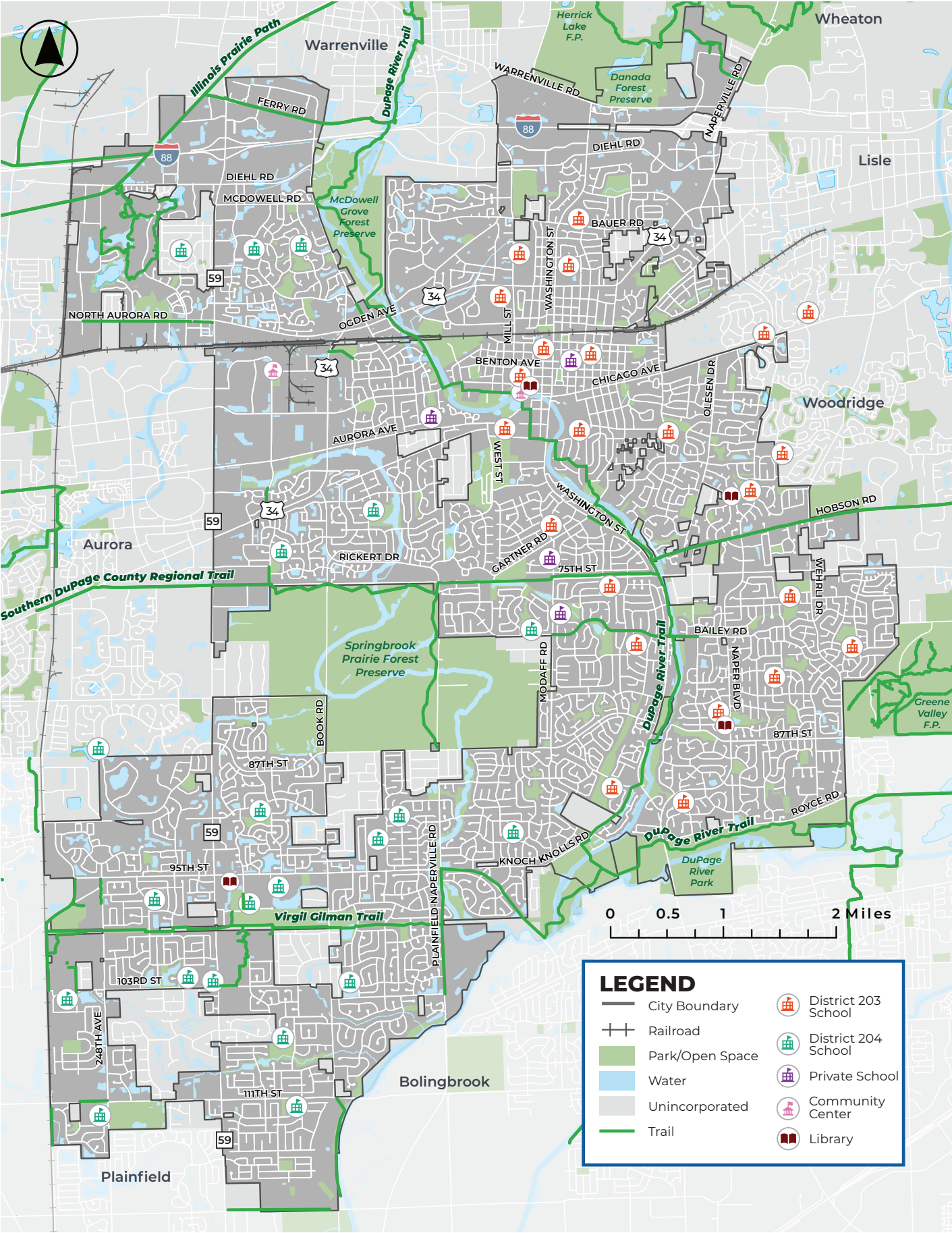
MAY WATTS

May Watts was a writer, illustrator, teacher, and naturalist. In 1963, she led efforts to establish the Illinois Prairie Path, arguing for the preservation of railroad rights-of-way for public purposes. Watts is credited with inspiring a national rails-to-trails movement. May Watts Elementary School is named after her, to memorialize her significant contributions to the region.

Photo Credit: Professor Will Barnett, North Central College



Map 3. Trails and Public Amenities



Data Sources: City of Naperville, DuPage County, Esri

Public Transit

Pace Bus

Naperville is served by Pace Bus routes #530, #559, #714, #722, and Naperville-Aurora On Demand (#598). Existing Pace bus service, shown in **Table 5**, covers the northern half of Naperville and the western edge. The southern and southeastern portions of the City lack direct access to Pace bus service and transit in general.

Ride DuPage

Naperville is served by Ride DuPage, a transportation program that provides bus or taxi/vehicle for hire services for people who need travel assistance due to physical or cognitive limitations. Ride DuPage offers curb-to-curb transportation 24 hours a day, seven days a week at significantly reduced rates.

Metra

Metra's BNSF line provides daily commuter service from Aurora to Chicago, with two stations in the City of Naperville: Route 59 and Naperville (downtown). Outside of the downtown Chicago stations, the Route 59 and Naperville stations are the two busiest Metra stations.

Amtrak

Naperville is also served by Amtrak, which follows the Metra BNSF line. Four lines, the California Zephyr, Illinois Zephyr, Carl Sandburg, and Southwest Chief, stop at Naperville station. This provides regional and cross-country access.

Sidewalks

Naperville offers exceptional sidewalk coverage (95%), which complements the existing bicycle network.

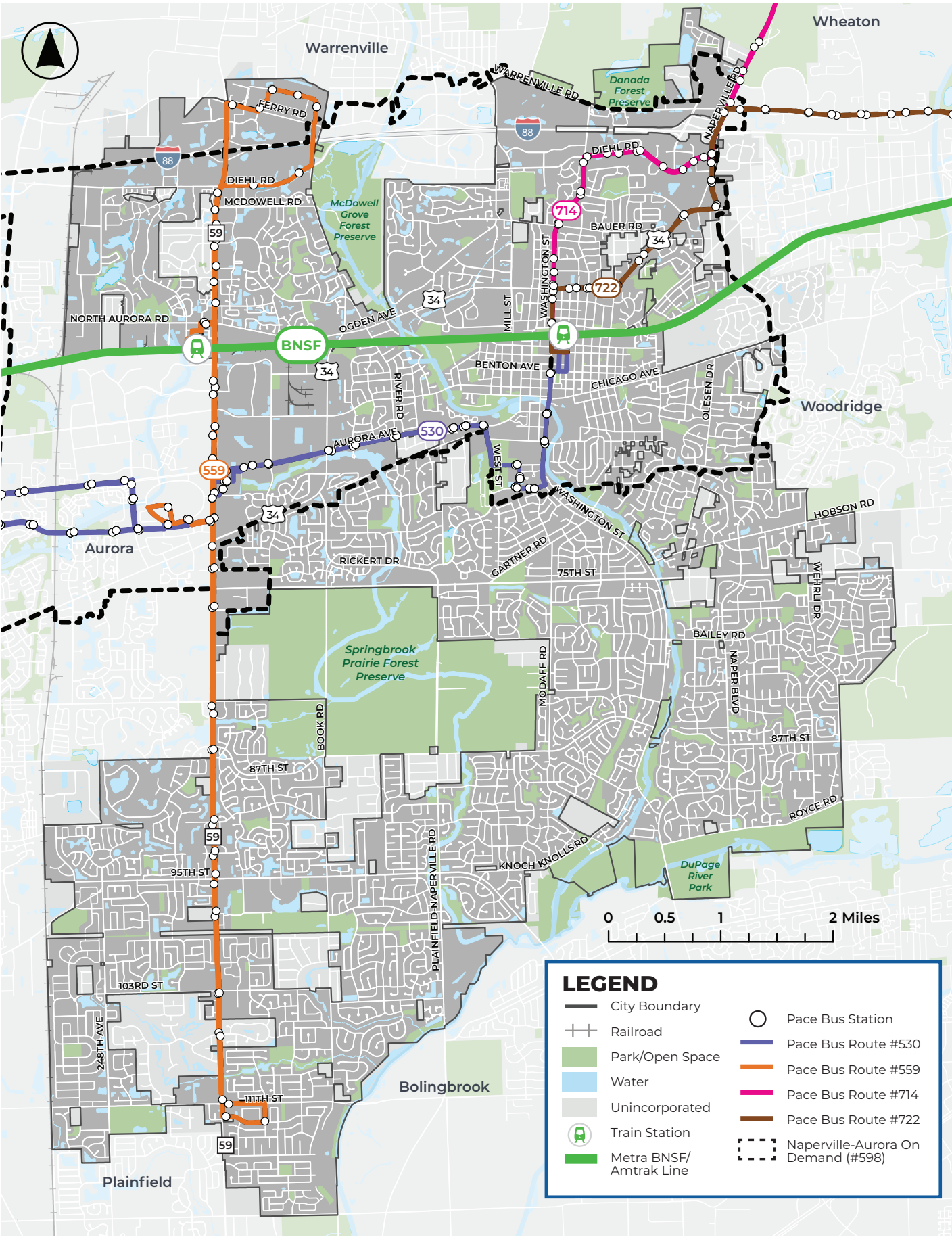
Roadways

Naperville recently completed the *Road Improvement Plan (RIP) Update* in 2025. This plan includes 15 intersection improvements, two roadway widening projects, one roadway extension, and two potential road diets, for a total of 20 proposed projects over a 20-year implementation period.

Table 5. Pace Suburban Bus Routes Serving Naperville

Pace Bus Route	Service Hours	From	To	Via
#530	Weekday and Saturday	West Galena in West Aurora	Naperville Metra Station	Aurora Transportation Center, Westfield Fox Valley Center, and downtown Naperville
#559	Weekday and Saturday	Ferry Road north of I-88	High Meadow Road south of 111th Street	IL Route 59
#714	Weekday	Naperville	Wheaton	Direct service to College of DuPage
#722	Weekday and Saturday	Naperville Metra Station	Yorktown Center in Lombard	Ogden Avenue and Warrenville Road
Naperville-Aurora On Demand (#598)	Weekday	Roughly bounded by I-88, Ferry Road, Warrenville Road, Naper Boulevard, Gartner Road, West Street, Ogden Avenue, and Eola Road. Includes scheduled stops at Fox Valley Mall.		

Map 4. Public Transit



Data Sources: Metra, Pace

Bicycling & Walking Trends

Naperville's Bicycle and Pedestrian Plan Update dovetails with a strong culture of bicycling and walking in the community. In 2024, the City of Naperville, the Transportation Advisory Board (TAB), Naperville Environment and Sustainability Task Force (NEST), and North Central College conducted a pedestrian and bicycle survey. The survey gathered 1,425 total responses on preferences and habits regarding walking and bicycling in Naperville. The survey, summarized in **Graphic 3**, found that Naperville residents walk and bike regularly year-round within their neighborhood and on paths and trails. The full survey results can be found in **Appendix C**.

The 2024 survey results indicate that residents rely on active transportation for local travel and recreation purposes. This finding is supported by the most common walking and biking destinations mentioned in the interactive map, which are listed in **Table 6**. These locations can be understood as generators and/or attractors: places that produce or draw pedestrian and bicycle trips. Generators are places where trips originate, such as residential neighborhoods, schools, or offices. Attractors are destinations that people want to reach, including parks, trails, stores, and transit hubs. **Map 5** illustrates generators and attractors in Naperville. A summary of weekend trail use volumes is provided in **Table 7**.

Biking and walking trends in Naperville suggest a need for year-round maintenance of facilities and a focus on removing any existing gaps or barriers to common destinations, as identified in **Chapter 4 Needs Analysis**.

Graphic 3. Themes from the Pedestrian and Bicycle Survey (2024)

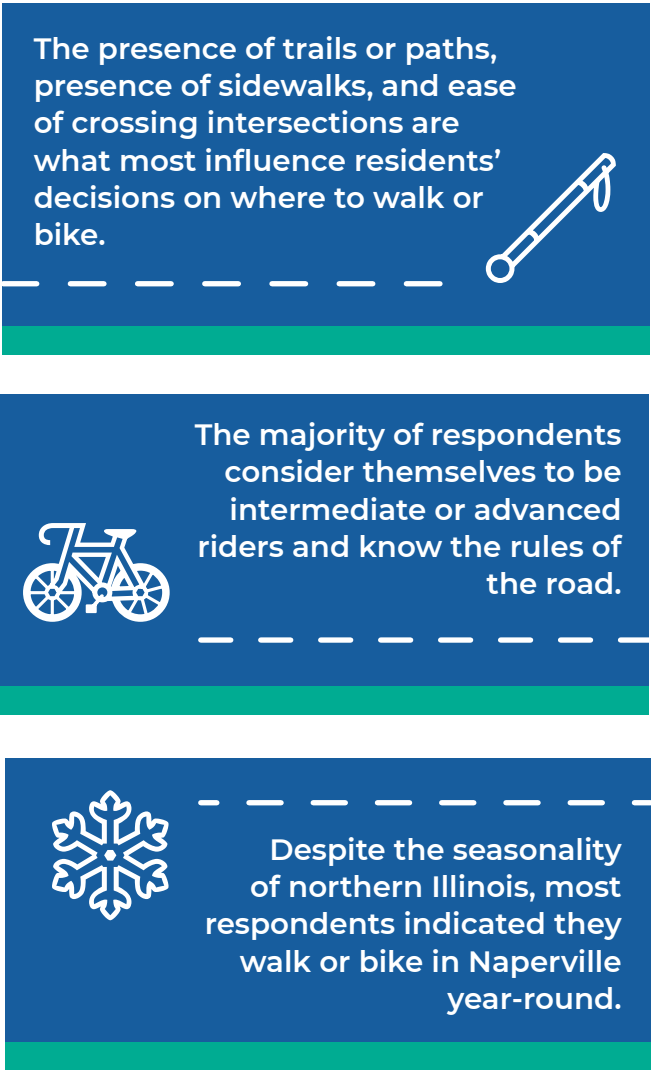


Table 6. Common Biking and Walking Destinations

Ranking	Destination	Primary Purpose
1	DuPage River Trail	Regional trail access, commuting, recreation
2	Herrick Lake Forest Preserve	Recreation, longer rides
3	Springbrook Prairie Forest Preserve	Trail riding, regional connectivity
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	Neighborhoods, libraries, groceries	Basic mobility and access

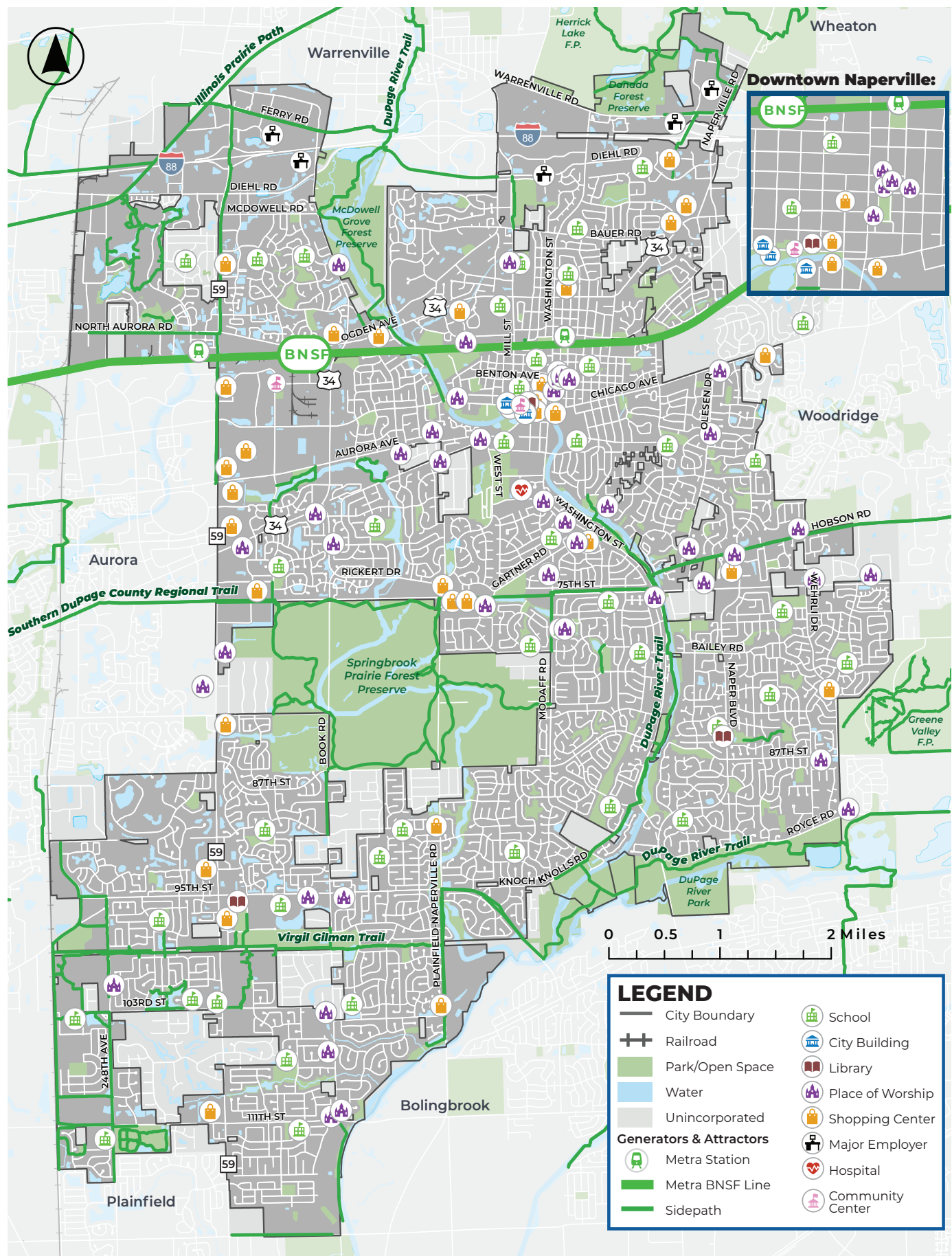
Table 7. Naperville Summer Weekend Daily Trail Crossing Volumes

Crossing Location	Bicyclists	Pedestrians	Combined
Jefferson Ave & W Branch DuPage River Trail	111	376	491
Eagle St & Naperville Riverwalk	77	1,737	1,917
Gartner Rd & W Branch DuPage River Trail	497	434	931
Hobson Rd & W Branch DuPage River Trail	771	297	1,068
Washington St (at Royce Rd) & DuPage River Trail	530	313	313
Plainfield-Naperville Rd & Southern DuPage Regional Trail	51	82	133
Book Rd & 83rd St (Springbrook Prairie)	262	209	471
Knoch Knolls Rd & Modaff Rd	294	156	450

* Data collection occurred during May - September in 2023 - 2026

Data Source: City of Naperville

Map 5. Generators and Attractors



Data Sources: Naperville Central College, Open Street Maps

Image 9: Naperville's Historic District



Roadway Jurisdiction

Roadway jurisdiction refers to the authority and responsibility assigned to different agencies and entities for road planning, construction, maintenance, and operation within a community. Several different agencies have jurisdiction of roadways in Naperville. These agencies include the City of Naperville, multiple townships, DuPage County, Will County, Illinois Department of Transportation (IDOT), and Illinois Tollway, as shown on **Map 6**. This distribution of jurisdiction responsibility requires coordination and collaboration across entities, which can present challenges when planning corridors or implementing roadway network design.

The City of Naperville maintains jurisdiction over many roadways within city limits, allowing for flexibility and efficiency in addressing local mobility needs. The City can respond more quickly to maintenance issues, safety concerns, and improvement projects on the streets under its jurisdiction without the added complexity of interagency coordination. This local control supports Naperville's timely implementation of roadway improvements, such as resurfacing, traffic signal upgrades, and pedestrian or bicycle infrastructure improvements. As such, the Bicycle and Pedestrian Plan recommendations focus primarily on what can be accomplished by the City of Naperville.

Roadways located in unincorporated areas surrounding and within Naperville fall under the jurisdiction of multiple townships, depending on their location. The respective township is responsible for maintaining local streets that fall outside of the City's incorporated boundaries and are responsible for any bicycle and pedestrian improvements along that roadway. The City does not typically construct sidewalk outside of its jurisdiction, including along the frontage of unincorporated properties.

Ogden Avenue (U.S. Route 34) and IL Route 59 are under IDOT jurisdiction, as state highways that carry significant regional traffic. Other key corridors, such as 75th Street, Plainfield-Naperville Road, and Hobson Road fall under the jurisdiction of either DuPage or Will County. These county and state-managed roadways

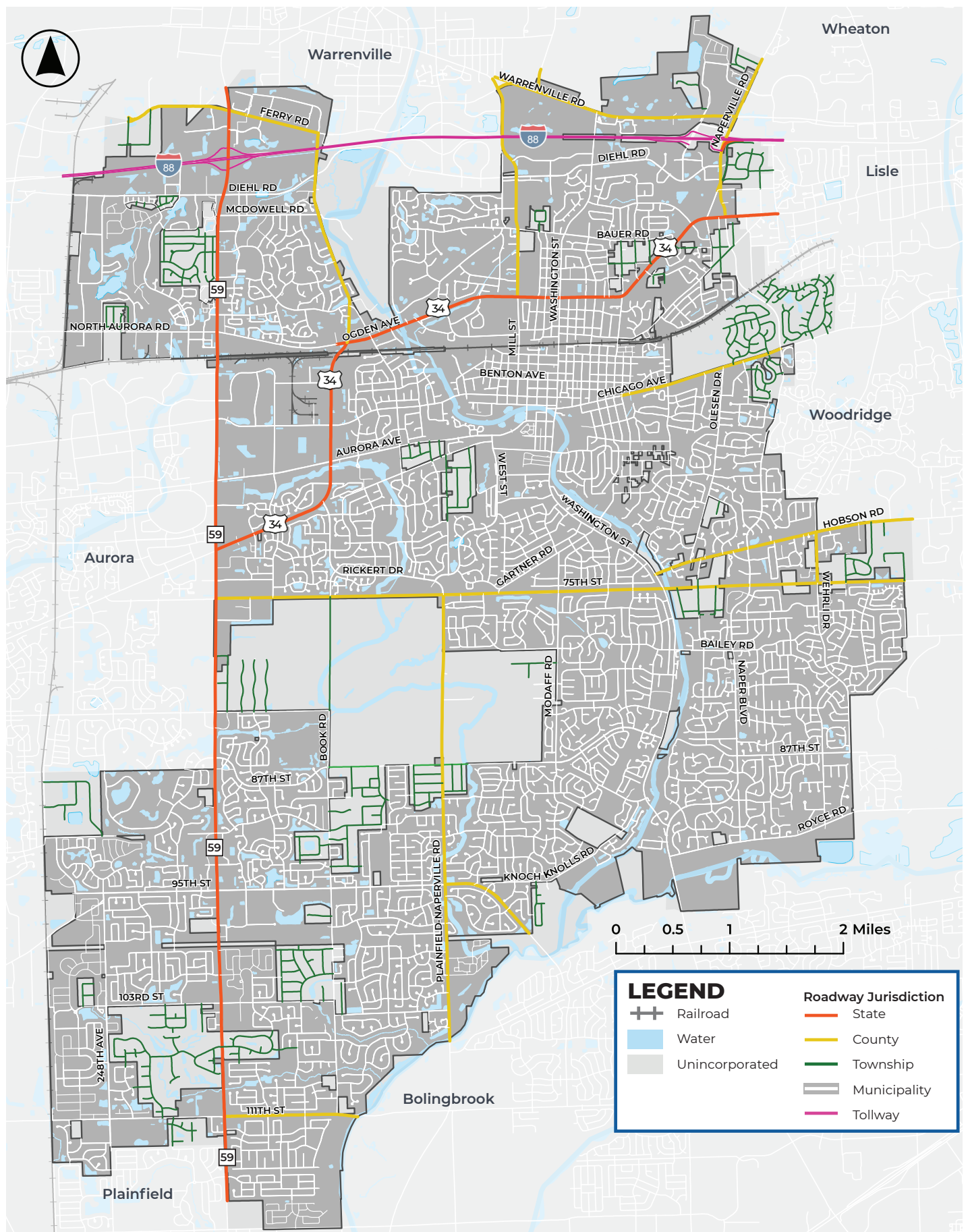
carry significant regional traffic and link Naperville to neighboring communities and major transportation corridors. The respective owners are responsible for any bicycle and pedestrian improvements along these roadways.

It is important to note that different agencies may have varying priorities and resources, making it difficult to implement consistent and cohesive infrastructure. Coordinated planning and collaboration are vital to identify opportunities for expansion, prioritize projects, secure funding for improvements, and ensure consistency in accessibility standards across agencies. While this Bicycle and Pedestrian Plan focuses primarily on roadways within the City of Naperville's jurisdiction, interagency coordination over the long-term will help expand a network that supports both Naperville and its neighbors.

KEY FINDING

Naperville does not have direct control of the design of all roadways within the city. Several roads, such as Ogden Avenue and 75th Street, are not under Naperville jurisdiction and require coordination with other government agencies. This makes it time-consuming to provide improvements or add bike and pedestrian facilities due to differing priorities and availability of resources. To improve connectivity, Naperville should prioritize providing alternate routes on lower-speed, lower-volume Naperville-owned streets as a short-term measure.

Map 6. Roadway Jurisdiction



Data Sources: IDOT

Bicycle Facilities

Naperville offers a bicycle network, totaling more than 80 miles, as shown in **Table 8**. Existing bicycle facilities in Naperville include shared lanes, bike lanes, sidepaths or shared-use-paths, and regional trails. Below is an overview of each facility, illustrated in **Map 7**. A visual guide to facility types is provided in **Chapter 5 Bicycle and Pedestrian Toolkit**.

Shared Lanes, also called on-street shared use lanes, are most suitable in residential areas with slow speeds and low traffic volumes. Shared lanes can be indicated by signs or pavement markings alerting drivers to the presence of cyclists. Traffic calming measures may be used to maintain an environment where cyclists feel comfortable sharing the lane with motorists. Shared lanes comprise 22% of Naperville’s bicycle network.

Bike Lanes are designated lanes on roadways created exclusively for cyclists, offering a separate space to ride alongside traffic. These lanes include buffered bike lanes, protected bike lanes, and conventional painted bike lanes. Painted bike lanes make up around 2% of Naperville’s bicycle network.

Sidepaths or Shared-Use Paths are physically separated from motor vehicle traffic. These facilities can be located adjacent to the roadway or separate: running through parks, preserves, or other public properties. Sidepaths are designed for cyclists, pedestrians, and other non-motorized traffic. Sidepaths make up around 76% of Naperville’s bicycle network.

Regional Trails are extensive networks of pathways and routes that typically extend beyond city limits. These trails connect various regions and communities. They are often used for recreational purposes, providing cyclists and pedestrians with opportunities to enjoy scenic routes. Naperville residents and visitors have access to several regional trails, such as the Illinois Prairie Path, which is a network of 61 miles of bicycle trails through DuPage County, Kane County, and Cook County. Residents and visitors also have access to the West Branch DuPage River Trail, which is 26 miles long and runs along the DuPage River.

Existing bicycle facilities provide access to recreational trails, parks, and open spaces. There are few neighborhood routes connecting to downtown destinations, such as the Metra Station, primarily through on-street facilities. Some portions of Naperville have limited or no access to bicycle facilities. These include portions of the City in the northeast, between the BNSF tracks and Diehl Road, central west, between 75th Street and Ogden Avenue, and south, between IL Route 59 and Plainfield-Naperville Road. In general, north-south connectivity is better in central Naperville than west Naperville, and there are limited facilities connecting north and south of the BNSF tracks. Improving connectivity is important for developing a network of bicycle facilities.

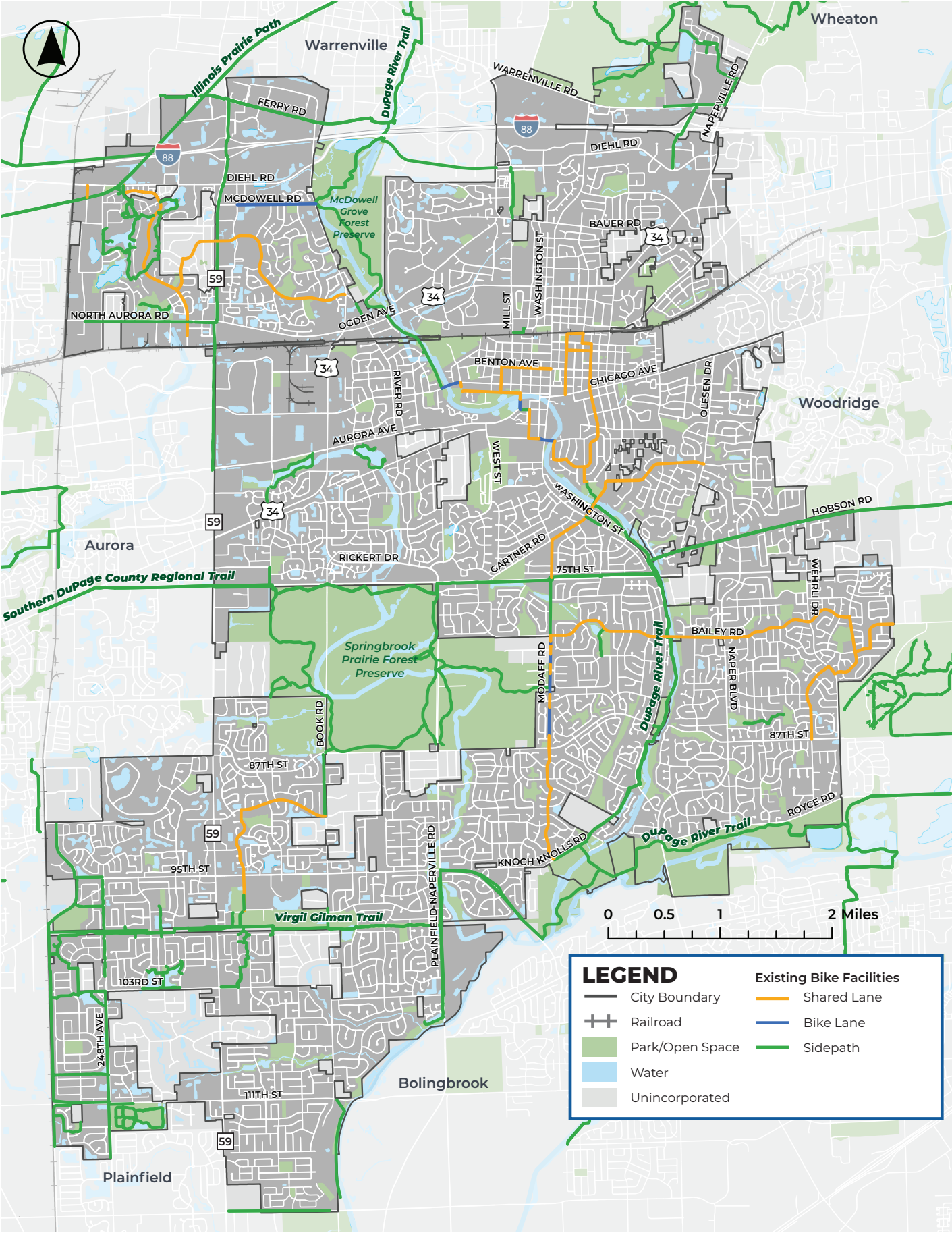
Table 8. Existing Bicycle Facilities Mileage within City Limits

Facility	Existing Mileage
Shared Lane	18
Bike Lane	2
Sidepath, Shared-Use Path	62
Total	82

KEY FINDING

Naperville’s bicycle infrastructure primarily supports recreational riding, offering east and west connections via sidepaths and regional trails. The DuPage River Trail provides north-south connection through central Naperville, however north-south connectivity in other areas is limited. On-street connections to community destinations are concentrated within downtown neighborhoods. Naperville should expand north-south connectivity throughout the City, focusing on low-stress connections between trails, and improving access to key destinations beyond recreational opportunities.

Map 7. Existing Bicycle Facilities



Data Sources: City of Naperville, CMAP

Level of Stress

Level of stress is a metric used to evaluate bicyclist and pedestrian comfort levels at intersections and on roadway segments. Analyzing the level of stress across a roadway network helps to visualize locations where crossing and bicycle treatments may be needed to reduce traffic stress. Reducing stress or directing cyclists and pedestrians to low-stress routes improves connectivity by helping people of all ages and abilities reach their destinations without using network links that exceed their level of comfort.

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) is a metric used to evaluate the comfort of roadway and bikeway segments for bicyclists. It considers factors that impact a cyclist's experience, such as the presence and type of bikeway, the presence and width of a parking lane, parking turnover, number of through lanes, and speed limit. This roadway characteristic data is scored and combined into a final grade. This grade classifies roadways and bikeways ranging from BLTS 1 (very low stress) to BLTS 4 (high stress). A BLTS 1 represents the most comfortable conditions for cycling, equivalent to neighborhood roads or trails, while a BLTS 4 is the least comfortable, equivalent to high speed or multi-lane roadways. BLTS 1 (very low stress) or BLTS 2 (low stress) are the recommended target scores for all bikeways in Naperville, as this would provide a low-stress network that is comfortable for most children and adult cyclists.

The majority (78.5%) of roadways within the municipal boundaries of Naperville score BLTS 1 due to lower speeds and fewer number of lanes on residential streets. Roadways in Naperville that have a BLTS 4 are roadways designed to carry high volumes of vehicle traffic, such as state and county highways and major city arterials. These types of roadways often span the length of the City, requiring cyclists to cross or travel along a BLTS 4 roadway to reach their destination. Roadways scoring BLTS 4 within Naperville's jurisdiction include 95th Street, Rickert Drive, and 87th Street. Some high-speed or multi-lane roadways have a BLTS 1 score due to the presence of sidepath.

Examples include 75th Street and Hobson Road, which are DuPage County highways. Naperville can provide a low-stress network by installing sidepaths or separated bikeways on BLTS 3 and 4 roadways, or by routing bikeways through low-volume neighborhood roads.

Intersection Level of Traffic Stress

Intersection Level of Traffic Stress (ILTS) is a metric used to categorize intersections based on the amount of stress bicyclists and pedestrians experience when crossing. ILTS ratings consider factors that directly affect a cyclist's and pedestrian's experience, such as the number of lanes being crossed, the presence and width of a median, and the speed limit of the street being crossed. In this study, ILTS takes these factors into account to analyze unsignalized intersections. Signalized crossings usually present less of a barrier to cyclists and pedestrians, who often seek signalized intersections due to the comfort even if it lengthens the trip. By assessing intersections through the ILTS lens, staff can identify crossing locations that may require improvements and design routes that direct bicyclists and pedestrians to cross at low-stress locations.

The ILTS for intersections are graded from ILTS 1, which represents a low-stress environment suitable for all ages and skill levels, to ILTS 4, which indicates a high-stress situation only suitable for the most confident cyclists and pedestrians. The intersections with the highest levels of stress are often along roadways with higher BLTS grades. Naperville should prioritize designing routes that cross low-stress

Table 9. BLTS and ILTS Ratings in Naperville

Rating	Percent	Rating	Percent
BLTS 1	78.6%	ILTS 1	78.9%
BLTS 2	3.4%	ILTS 2	5.0%
BLTS 3	2.1%	ILTS 3	8.2%
BLTS 4	15.9%	ILTS 4	7.9%
TOTAL	100%	TOTAL	100%

locations and reduce the frequency of crossing high-stress roadways. This can be achieved by routing bikeways through ILTS 1 and ILTS 2 intersections, improving sidewalk connectivity to ILTS 1 and ILTS 2 crossing locations and signalized intersections, and providing sidewalk on both sides of high-stress roadways.

Bicycle and intersection levels of traffic stress are shown for the City of Naperville on **Map 8** and in **Table 9**. Detailed explanations of each LTS category can be found in **Table 10**. To provide closer detail, Naperville is broken into four quadrants, and levels of stress in each quadrant are shown on **Maps 9, 10, 11, and 12**. A full methodology is provided in **Appendix D**.

KEY FINDING

High-stress roadways create barriers to comfortable bicycle and pedestrian travel. 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. While only 16% of roadways score a BLTS 4, many of these roads span the length of Naperville, meaning most trips to key destinations require crossing at least one high stress roadway. To alleviate this challenge, Naperville should provide appropriate infrastructure to reduce the level of traffic stress throughout its network, including shared-use paths adjacent to higher stress roadways and routing on-street bikeways through low-speed, low-volume streets.

Image 10: Downtown Naperville streetscape

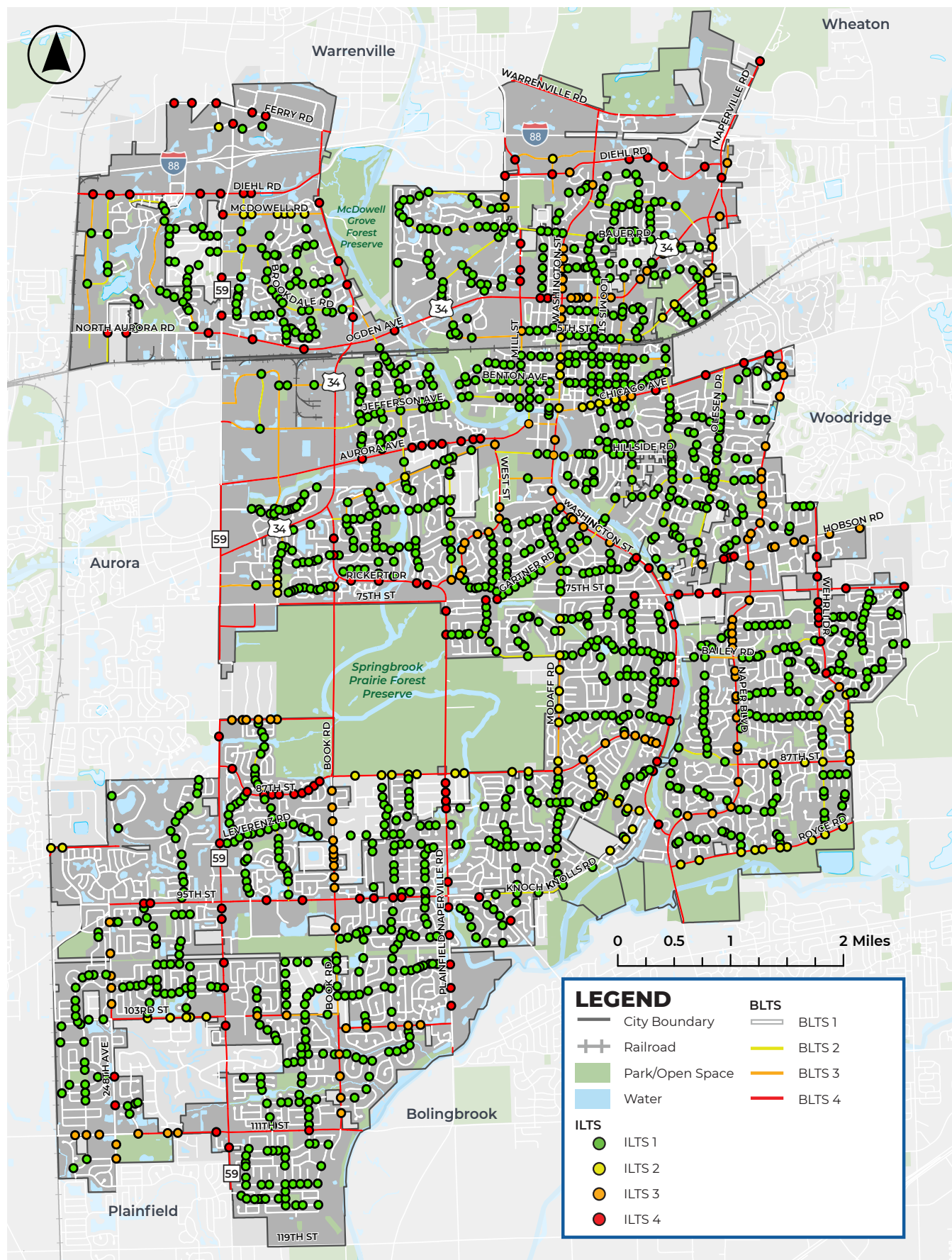


Table 10. LTS Full Definitions

LTS	Description
1	Presenting little traffic stress and demanding little attention from cyclists and pedestrians. Intersections are suitable for almost all cyclists and pedestrians, including children trained to safely cross. On roadway segments cyclists are physically separated from traffic or ride alongside traffic in either an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction or are on a shared road where they interact with only occasional, low -speed motor vehicles. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross.
2	Presenting little traffic stress and therefore suitable to most adult cyclists and pedestrians but demanding more attention than might be expected from children. Crossings are not difficult for most adults. On roadway segments cyclists are physically separated from traffic or ride alongside traffic in either an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane or are on a shared road where they interact with only occasional, low-speed motor vehicles. Where a bike lane lies between a through lane and a right turn lane, it is configured to give cyclists unambiguous priority where vehicles cross the bike lane and to keep vehicle speed in the right-turn lane comparable to cycling speeds.
3	More traffic stress than LTS 2 but comfortable for most adult pedestrians and experienced cyclists. Crossings may be longer or across higher-speed roads than allowed by LTS 2 but are still considered acceptably safe to most adult pedestrians. Roadway segments do not integrate with multilane traffic and are therefore welcome to many people comfortable riding bikes in American cities. Cyclists travel either in an exclusive bicycle zone (lane) next to moderate-speed traffic or in shared lanes with traffic on streets that are single lanes and have moderately low speed.
4	A level of stress beyond LTS3. Higher volume or multi-lane roadways with speeds exceeding 40 MPH. Crossings are not considered safe for most adults and roadway segments are unsuitable for most adult cyclists.

Source: Mineta Transportation Institute, Epstein

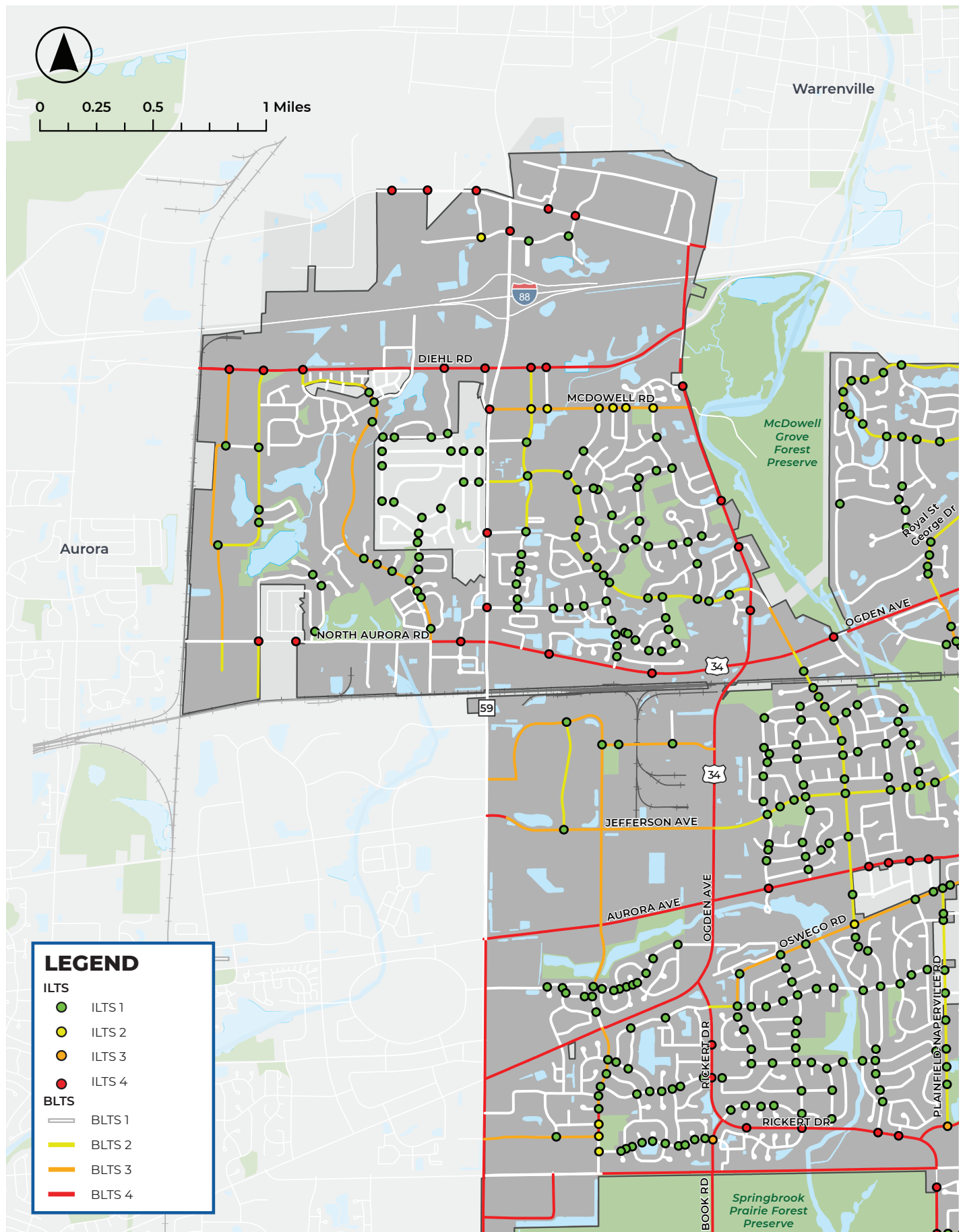
Map 8. Citywide ILTS + BLTS Grades



*Signalized intersections not included

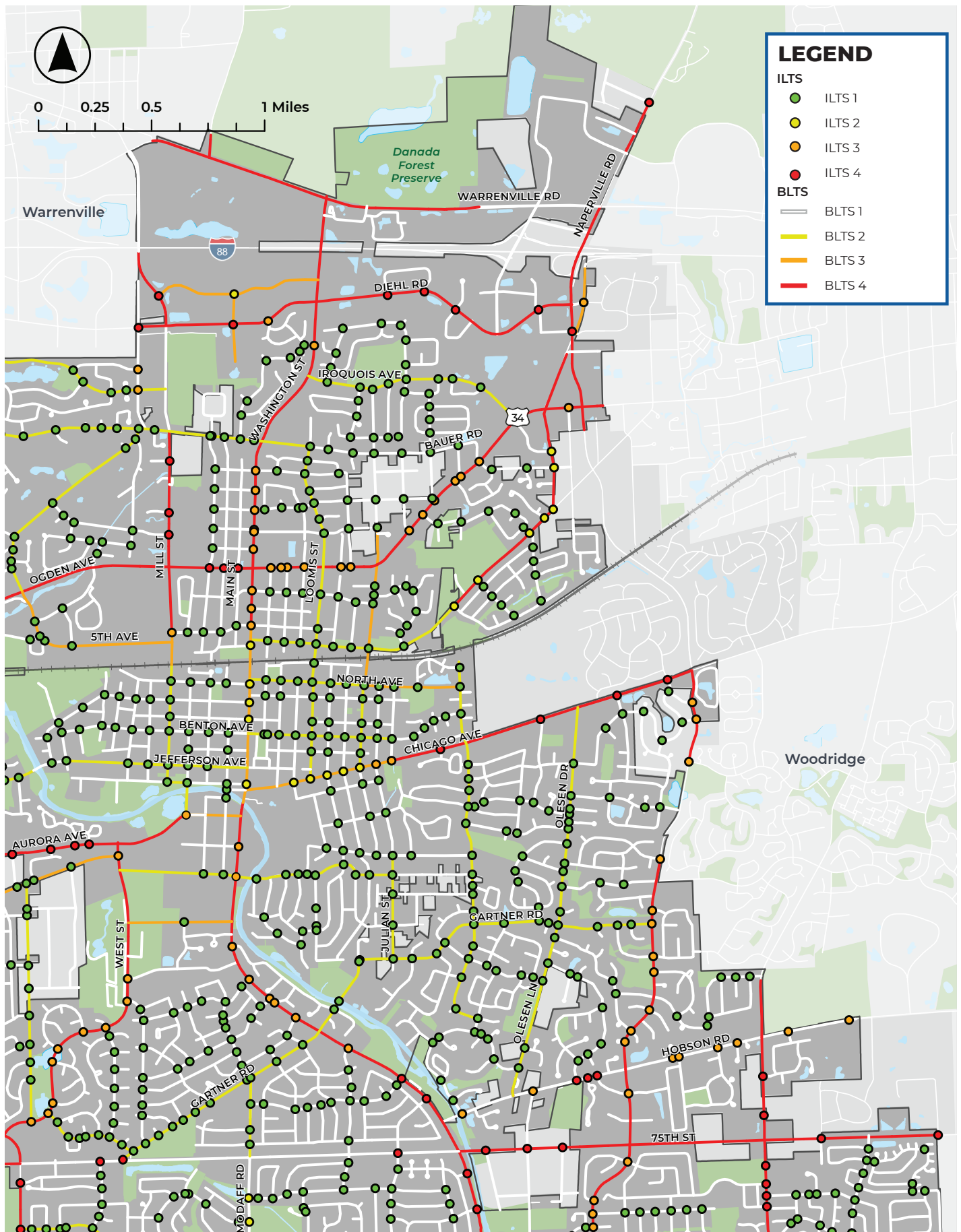
Data Sources: City of Naperville, CMAP, IDOT, Epstein

Map 9. ILTS + BLTS Grades Quadrant 1



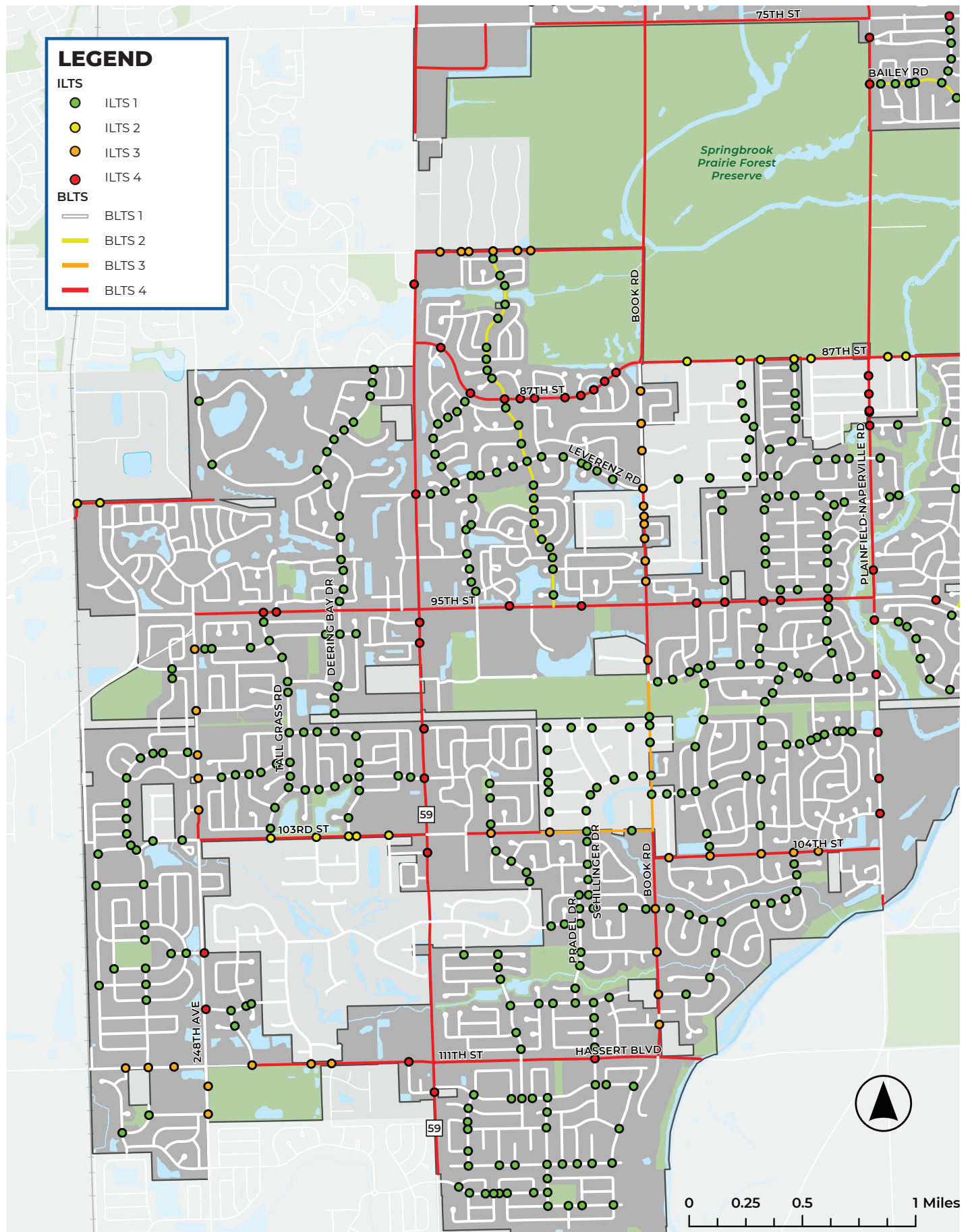
Data Sources: City of Naperville, CMAP, IDOT, Epstein

Map 10. ILTS + BLTS Grades Quadrant 2



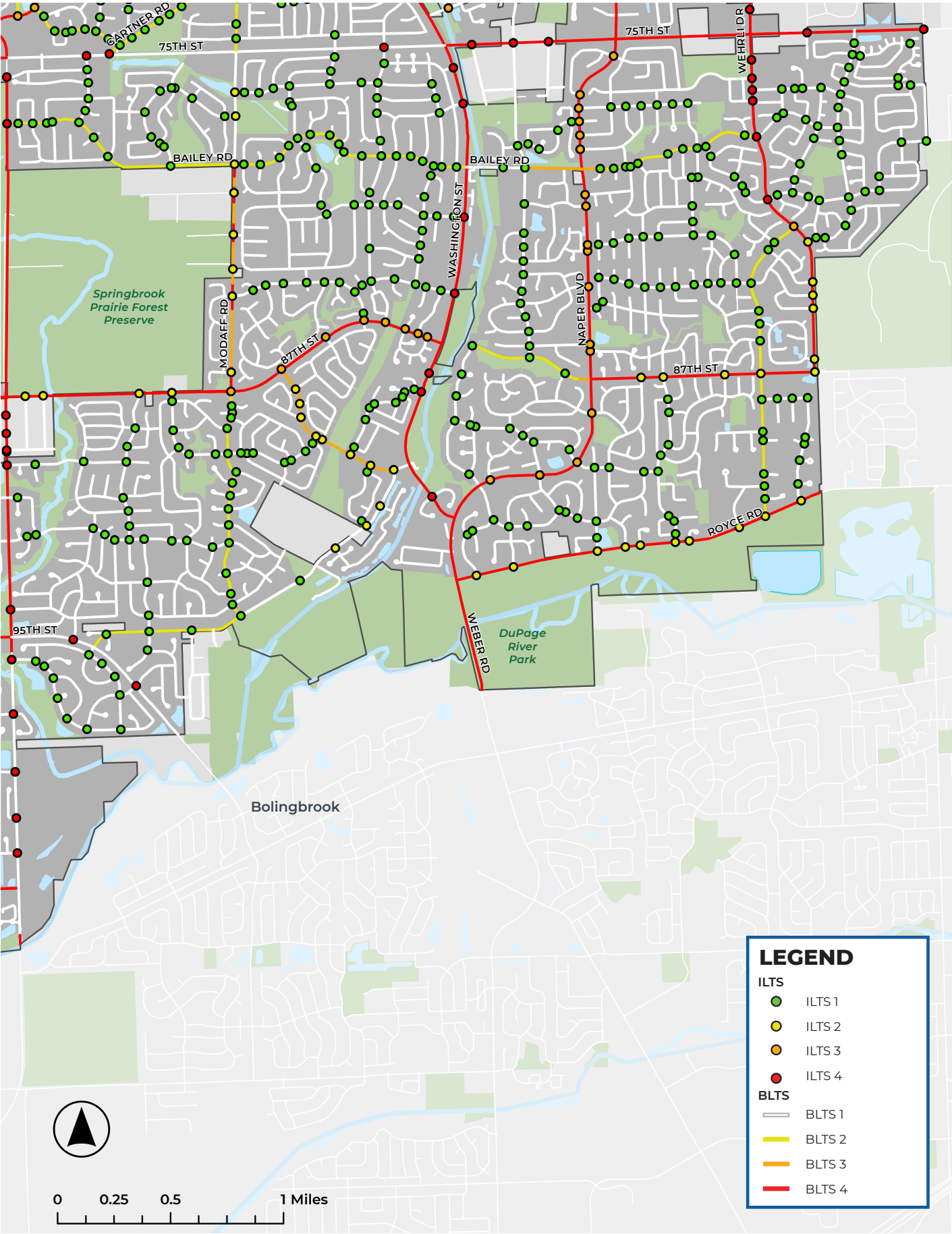
Data Sources: City of Naperville, CMAP, IDOT, Epstein

Map 11. ILTS + BLTS Grades Quadrant 3



Data Sources: City of Naperville, CMAP, IDOT, Epstein

Map 12. ILTS + BLTS Grades Quadrant 4



Data Sources: City of Naperville, CMAP, IDOT, Epstein

Pedestrian Facilities

Naperville provides a range of pedestrian facilities to improve safety and accessibility for people walking and rolling.

Many of Naperville's existing crosswalks are high-visibility, making them safer for pedestrians to cross. Naperville offers designated crosswalks with pedestrian-activated flashing beacons, or other enhancements, at high-traffic intersections where pedestrian activity is common.

Naperville boasts an extensive 95% sidewalk coverage rate as shown in **Table 11**. For almost every road in Naperville under the City's jurisdiction, there is a sidewalk present on at least one side. Of the 5% of Naperville's network with sidewalk gaps, the most notable are located southeast of downtown and along major roadways, like 75th Street and Royce Road. Remaining gaps may be outside of the City's jurisdiction, as is the case for 75th Street. Differences in priorities and resources across jurisdictions pose a challenge to closing sidewalk gaps, especially on unincorporated properties and state and county arterials. Gaps on city-owned roadways persist due to constructability challenges, such as steep banks or wetlands, or because new sidewalk construction was not supported by adjacent residents when proposed for infill.

Naperville's New Sidewalk Program was established in 2004 after adoption of the Comprehensive Sidewalk Policy, which outlines a strategic plan for implementing the pedestrian component of Naperville's *Comprehensive Transportation Plan*. The Comprehensive Sidewalk Policy establishes that most public roads include a sidewalk or similar pathway and commits the City to an Annual New Sidewalk Program to systematically address gaps. This program is funded through the City's Capital Improvement Program (CIP) budget and to-date has installed almost 15 miles of sidewalk in over 120 gap locations. The sidewalks gaps that are identified and planned for infill in 2026 and 2027 are shown on **Map 13**.

Table 11. Existing Sidewalk Mileage within City Limits: All Roadway Jurisdictions

Facility	Existing Mileage (mi.)	% of Network
Sidewalk	1,109	95%
Sidewalk Gap	54	5%
Total	1,163	100%

Data Sources: City of Naperville, Epstein

New sidewalk construction is prioritized through a scoring system that considers roadway classification, proximity to schools, connectivity to the existing sidewalk network, presence of sidewalk on the opposite side of the roadway, and constructability. Sidewalk gap locations that do not meet the program criteria due to constructability or other factors can sometimes become major CIP projects instead.

The New Sidewalk Program has been instrumental in providing accessible routes and contributes to Naperville's high coverage rate. However, the program poses some limitations. Unincorporated properties are not included in the program, which results in sidewalk gaps on primary walk routes in some locations. The program also lacks clarity on how to prioritize future infill for city-owned arterial roadways.

The program also lists locations that have been designated by City Council as No-Build Areas, which are excluded from the New Sidewalk Program. The No-Build designation is intended to prevent the construction of sidewalk in locations where State and County officials have indicated pedestrian facilities are not warranted or where sidewalk would lead pedestrians to an unsafe location. The No-Build list has not been evaluated since the program was adopted, however, the conditions warranting this status may have changed in the past two decades.

Naperville's *Downtown2030 Plan* highlights pedestrian improvements in downtown Naperville. The plan specifies that sidewalks should be a minimum of five feet in residential and transitional use areas, but wider (up to 12 feet) in commercial areas of the downtown.

Other noted improvements for downtown Naperville include enhancing pedestrian connectivity and accessibility with improved crossings and signage.

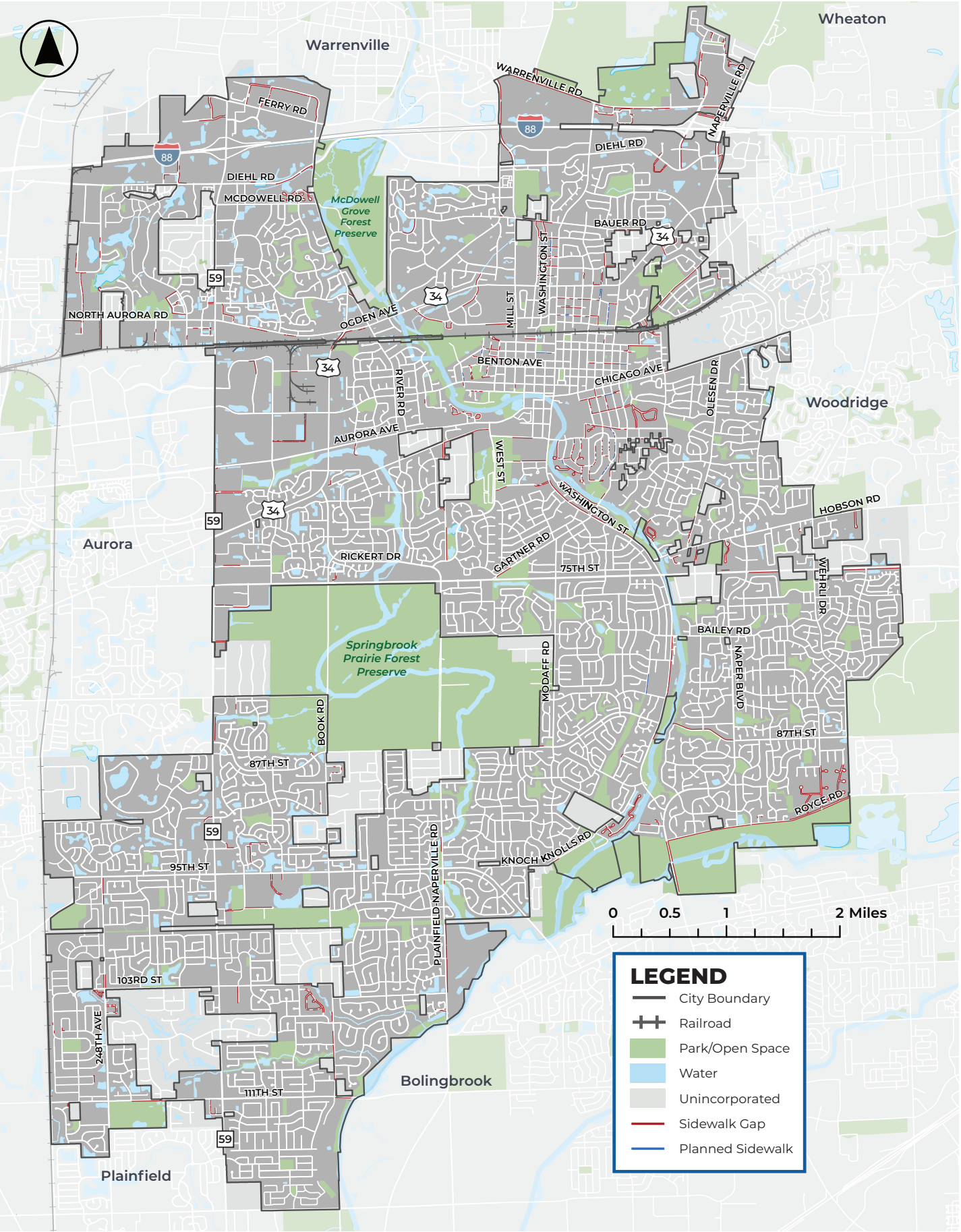
KEY FINDING

The majority of streets in Naperville have sidewalks on at least one side. Sidewalk gaps pose the largest challenge for pedestrians on higher-volume roadways with limited crossing opportunities. Sidewalks on one side of the street limit access to destinations or force pedestrians to cross a busy street multiple times. Naperville should provide sidewalk on both sides of high-volume roadways within its jurisdiction and close gaps to signalized intersections.

Image 11: Naperville entry sign



Map 13. Sidewalk Gaps and Planned Sidewalks



Data Sources: City of Naperville, Epstein

Image 12: Sidewalk in downtown Naperville



Roadway Characteristics

Naperville's roadways are defined by functional classification, truck route designation, annual average daily travel (AADT), and speed limits. Together, these factors help determine what bicycle and pedestrian improvements are appropriate for different streets.

Functional Classification

The City of Naperville's roadway network is organized into several functional classifications, which describe how each roadway serves traffic within the transportation system, as shown on **Map 14**. These classifications include local (or residential) streets, neighborhood connector streets, collector streets, minor arterials, major arterials, and freeways. In general, lower-class roads (local streets and neighborhood connectors) are more suitable for on-street bicycle facilities, while higher-class roads (collectors and arterials) lend themselves better to off-street or protected bicycle facilities.

Local (or residential) streets provide direct access to homes and schools, carrying up to 1,500 AADT at slower speeds. These streets form the foundation of Naperville's neighborhood network and are the most suitable for on-street bicycle facilities, such as shared lanes, due to their lower speeds and reduced traffic stress.

Neighborhood connector streets and collector streets serve as connections between local streets and arterials. They gather traffic (anywhere from 500 to 12,000 AADT) from residential areas and distribute it to major corridors. Because they balance local access with moderate traffic flow, neighborhood connector and collector streets can accommodate dedicated bicycle lanes, making them important connections in the network.

Minor and major arterial streets carry larger volumes of traffic (over 7,000 AADT) and provide connections between key destinations within Naperville and to surrounding communities. These routes typically have higher vehicle speeds and more complex intersections, which can pose challenges for on-street cycling and may require signalized or enhanced crossings for pedestrians and cyclists. Truck routes are typically designated on arterial roadways as well. These corridors often feature wider lanes, higher traffic volumes, and faster vehicle speeds. Therefore, off-street bicycle facilities, such as shared-use paths, are often more appropriate than on-street facilities.

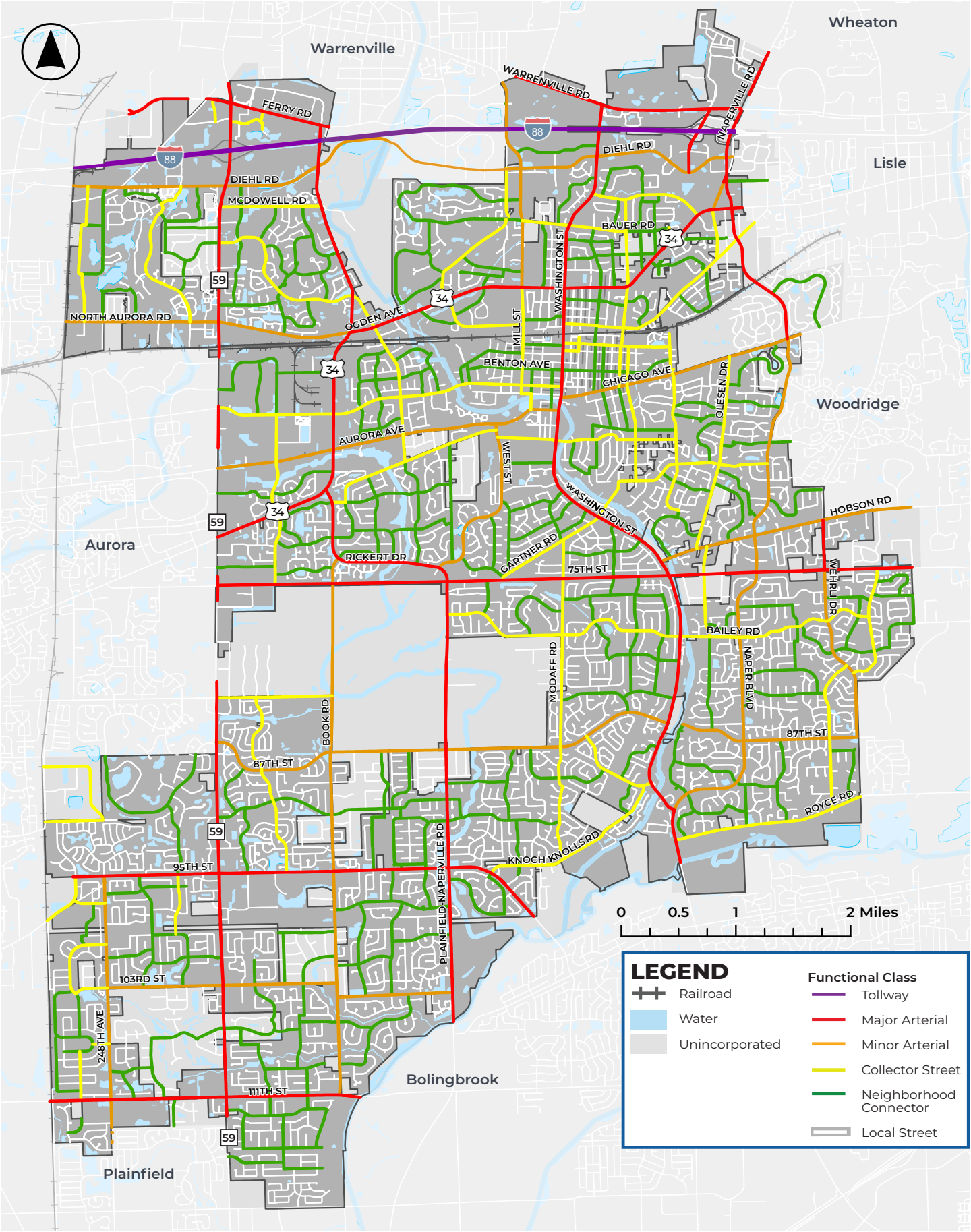
NAPER-NOTE

VULNERABLE ROAD USERS

Vulnerable Road Users (VRUs) are individuals on the road who are at a higher risk of injury or death in traffic incidents because they are not protected by an outside shield, such as the body of a car. VRUs include pedestrians walking or using mobility aids, cyclists, motorcyclists, and road workers.



Map 14. Functional Class



Data Sources: City of Naperville

Freeways serve regional and statewide travel and are designed exclusively for motorized traffic. Grade separated crossings, such as overpasses or underpasses, which accommodate pedestrians and cyclists are also necessary to ensure freeways do not divide communities as impassable barriers.

Functional class, alongside AADT, truck route designations, and speed, help determine which streets are appropriate candidates for different types of cyclist and pedestrian facilities in Naperville. Per Naperville’s residential speed limit program, the Neighborhood 25 Program, the City conducts speed studies on sample streets within new neighborhoods when construction is complete to determine whether roadways meet warrants for a neighborhood wide 25 MPH speed limit. As a result, most local streets and neighborhood connectors have a 25 MPH speed limit, though operating speeds may be higher. As such, appropriate cyclist and pedestrian treatments and traffic calming measures should be determined based on the 85th percentile speed (or the speed that 85 percent of vehicles are traveling at or below). A summary of 85th percentile speed ranges and typical roadway volume is shown in **Table 12**.

Table 12. City-wide Typical Speed and Volume

Roadway Classification	Typical Speed Range	Typical Weekday Volume (two-way)
Local	27-32 mph	0-1,500 vpd
Neighborhood Connector	29-34 mph	500-5,000 vpd
Collector	29-34 mph	5,000-12,000 vpd

Data Source: City of Naperville

KEY FINDING

Roadway characteristics directly factor into the amount of comfort and safety bicyclists and pedestrians feel on those streets. Minor and major arterial roadways in Naperville will be best-suited for off-street facilities, whereas local streets, neighborhood connector streets, and collector streets will be most suitable for on-street facilities.

Image 13: Pedestrians in downtown Naperville



Crash Analysis

Total Crashes 2020-2024

A total of 9,097 crashes (combined bicyclists, pedestrians, automobiles) occurred in Naperville, resulting in 23 fatalities and 145 serious injuries.

Map 15 provides a heat map of where all automobile, bicycle, and pedestrian crashes in Naperville from 2020-2024. The majority of crashes occurred on arterials roads (67%), followed by local streets (15%) and collector streets (12%)². The highest volume of crashes occurring at arterials is an expected statistic, as these corridors have the highest amount of vehicle traffic. A higher portion of severe crashes also occurred on arterials, particularly state and county roadways.

Bicycle & Pedestrian Crashes

Of all the crashes in Naperville between 2020 – 2024, 95 (1%) crashes involved bicyclists and 80 (0.8%) involved pedestrians. The leading causes of these crashes included failing to yield right of way (67%), undetermined causes (9%), and failing to reduce speed (5%).

The distribution of bicycle and pedestrian crashes is similar to the distribution of all crash types, with the majority occurring either in downtown Naperville, or on Ogden Avenue (U.S. Route 34), IL Route 59, and 75th Street. These state and county roadways pose a barrier to low-stress connectivity and highlight the need for strong coordination with other jurisdictions to address safety.

Bicycle & Pedestrian Crash Severity

Crashes in Naperville involving cyclists or pedestrians occur less frequently than those involving only automobiles, but cyclist and pedestrian crashes are more likely to lead to severe and fatal consequences. Injuries from crashes can be categorized using the KABCO scale developed by the Federal Highway Administration (FHWA). The KABCO scale, shown in **Graphic 4**, classifies the most severe crashes as “K”, fatal, and “A”, serious injury (KA crashes), while the least severe crashes are “O”, involving only property damage. The majority

of pedestrian and cyclist crashes resulted in a B-injury, 65%. Of accidents involving pedestrians, 18% were KA crashes, with three being K-fatal and 11 being A-injury crashes. Of the 95 bicyclist crashes, 13% were KA crashes, with one crash being K-fatal crashes and 11 classified as A-injury crashes. KA crashes make up 2% of the total crashes (combined bicycles, pedestrian, and automobile crashes) that occurred from 2020 to 2024². While severe accidents make up a small portion of all accidents in Naperville, a higher portion of crashes involving cyclists and pedestrians are fatal or result in serious injury. Summaries of crash severity² are provided in **Table 13**, **Table 14**, and **Table 15**.

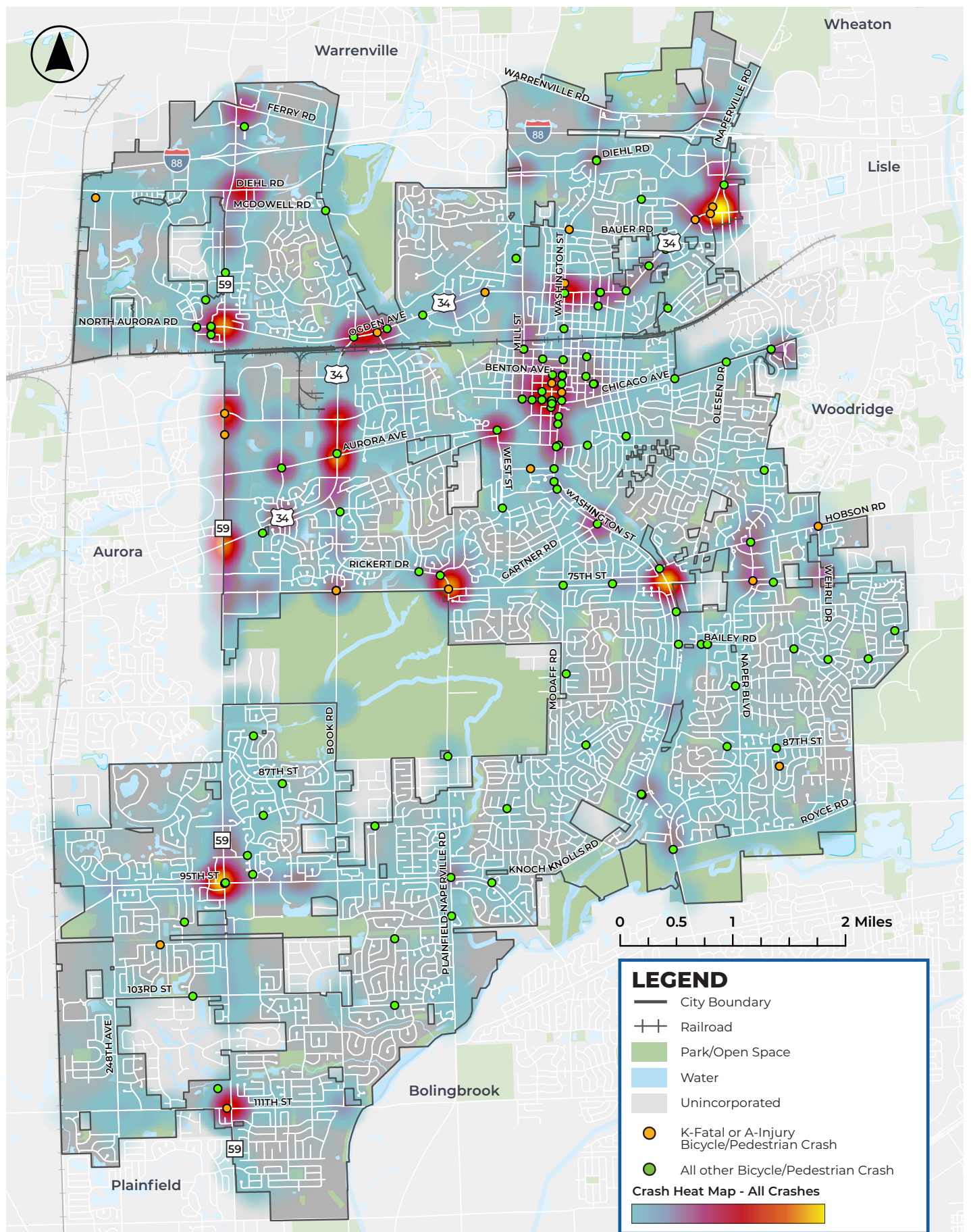
Graphic 4. KABCO Scale

K (Fatal) A crash in which a fatality occurs.
A Injury A crash in which a serious or debilitating injury occurs.
B Injury A crash in which a visible injury occurs.
C Injury A crash in which no visible injury occurs but an injury is reported.
O (Property Damage Only) A crash in which no injuries occur but property damage occurs.

KEY FINDING

Crashes involving bicyclists and pedestrians are most frequent downtown, as well as at high-traffic intersections where vulnerable road users are most likely to be exposed to conflicts with moving vehicles.

Map 15. Crash Analysis, 2020-2024



Data Sources: IDOT

Table 13. Vehicle Crash Severity, 2020-2024

Crash Severity	2020	2021	2022	2023	2024	Total
Fatal Crash	4	5	3	3	8	23
A Injury Crash	19	26	29	37	34	145
B Injury Crash	189	293	310	307	317	1,416
C Injury Crash	115	136	137	122	80	590
No Injuries	904	1,333	1,623	1,634	1,429	6,923
Total	1,231	1,793	2,102	2,103	1,868	9,097

Data Source: IDOT Crash Data (2020-2024)

Table 14. Bicycle Crashes by Severity, 2020-2024

Crash Severity	2020	2021	2022	2023	2024	Total
Fatal Crash	0	0	0	0	1	1
A Injury Crash	2	3	1	3	2	11
B Injury Crash	11	8	17	17	9	62
C Injury Crash	3	4	1	3	2	13
No Injuries	1	1	0	2	4	8
Total	17	16	19	25	18	95

Data Source: IDOT Crash Data (2020-2024)

Table 15. Pedestrian Crashes by Severity, 2020-2024

Crash Severity	2020	2021	2022	2023	2024	Total
Fatal Crash	1	0	0	1	1	3
A Injury Crash	0	2	3	2	4	11
B Injury Crash	1	10	11	10	19	51
C Injury Crash	4	2	0	1	3	10
No Injuries	1	1	2	1	0	5
Total	7	15	16	15	27	80

Data Source: IDOT Crash Data (2020-2024)

Policies & Plans

Policies and plans play a pivotal role in creating active transportation-friendly communities by fostering an environment that supports many forms of mobility. A summary of reviewed policies are included in **Table 16**, followed by an overview of existing plans by Naperville and related agencies. These policies were reviewed

to identify limitations that can be addressed by recommendations of this plan. Plans by both Naperville and related agencies were reviewed to ensure this plan's recommendations are consistent with the City of Naperville's existing priorities and traffic policies, as well as that of related agencies.

Table 16. Policies Review

Year	Title	Jurisdiction	Purpose and Limitations
2004	Comprehensive Sidewalk Policy	City of Naperville	This policy provides procedures for the establishment of sidewalks. Limitations include designated no-build areas, and the survey process which only includes property owners who do not currently have a sidewalk.
2013	Crosswalk Policy	City of Naperville	This policy illustrates what types of crosswalks and infrastructure are warranted by City policy. A limitation is the subjective definition of a "pedestrian generator."
2019	Complete Streets Policy	City of Naperville	This policy applies Complete Streets practices as part of transportation processes through intentional design. The City's Complete Streets policy excels at establishing the purpose and vision of the policy, and applying local context. However, the policy can be improved by prioritizing clear design standards, fostering collaboration, and developing metrics for implementation.
2025	Municipal Code Title 11, Chapter 4	City of Naperville	Details the provisions of bicycles, skateboards, roller skates, and in-line skates, including e-bikes, e-scooters, and personal mobility devices. No limitations noted.

City of Naperville

Bicycle and Pedestrian Plan (1997)

The City of Naperville's *Bicycle and Pedestrian Plan* identifies the City's needs for walking and bicycling improvements and suggests specific corridors and strategies to meet them. It focuses on an assessment of existing conditions, land-use destinations, and crash patterns. The plan seeks to maximize transportation choices and contribute to the health and safety of residents. Key features include design guidelines for bike lanes and sidewalks, and the selection of nine priority corridors to form the initial framework of a comprehensive non-motorized network.

Bicycle Implementation Map (2006)

The City of Naperville's *Bicycle Implementation Map* serves as an amendment to the 1997 Bicycle and Pedestrian Plan. It includes the City's bicycle routing maps, which guides the establishment of new bicycle facilities throughout Naperville. Its purpose is to provide convenient and safe bicycle access to the downtown area and other major destinations.

Master Thoroughfare Plan (2009)

The City of Naperville's *Master Thoroughfare Plan* serves as the City's official roadway classification system, categorizing streets based on their intended function. Its primary purpose is to delineate the hierarchy of roads to manage traffic flow and property access.

Downtown2030 (2011)

The City of Naperville's *Downtown2030 Plan* offers recommendations to help maintain the vibrancy of downtown Naperville and further enhance its desired culture. Recommendations include zoning amendments, a special planning area, a new emphasis on bicycling, urban amenities, building design standards, and an implementation action plan.

ADA Transition Plan (2018)

The City of Naperville's plan defines a systematic approach to improving mobility and accessibility within public rights-of-way in compliance with the Americans with Disabilities Act (ADA). The plan's content includes a self-evaluation of existing barriers, such as substandard curb ramps, and establishes a correction program. It outlines progress goals to provide accessible curb ramps and ensure that all traffic signal push buttons are reachable for users.

New Sidewalk Selection Process Update (2019)

The City of Naperville's *New Sidewalk Selection Process Update* was established to revise the scoring and prioritization criteria for the New Sidewalk Program after most high-priority network gaps were filled. The updated process introduces a filtered approach that prioritizes gaps located along school walk routes and within the City's jurisdiction while excluding cost-prohibitive or difficult-to-build locations. The Program includes a new resident survey system where locations with majority property owner opposition are not pursued, and sets specific prioritization for arterial gaps based on roadway speed and traffic volume.

Downtown Streetscape Standards (2019)

The City of Naperville's *Downtown Streetscape Standards* outline the design specifications for various streetscape types to which the City adheres, specifically in the downtown area. Standards identify key features of each streetscape type, as well as recommendations for hardscaping, landscaping, furniture, and more. These standards build off of Naperville's *Downtown2030 Plan*.

Riverwalk 2031 Master Plan (2020)

The City of Naperville developed the *Riverwalk 2031 Master Plan* in 2020, which establishes a long-range vision for the maintenance and expansion of Naperville's Riverwalk leading up to its 50th anniversary. The plan focuses on closing connectivity gaps and identifying new opportunities such as the "South Gateway", which will extend the Riverwalk from Hillside Road to Martin Avenue.

Traffic Calming Toolkit (2021)

The City of Naperville's *Traffic Calming Toolkit* was developed to guide traffic calming treatments. Its content is guided by the five E's of traffic engineering (Education, Enforcement, Engineering, Enhancement, and Evaluation) and features a library of measures subdivided by complexity. These tools range from non-physical Level 1 and 2 interventions, such as education programs and driver feedback signs, to physical Level 3 and 4 measures like realigned intersections and road diets. The toolkit establishes specific thresholds for speeding, volume, and crash history to determine when a street warrants improvement, allowing the City to implement a phased approach to addressing traffic issues.

Land Use Master Plan (2022)

The City of Naperville's *Land Use Master Plan* acts as a comprehensive policy guide to direct the City's growth and development over a 20-year horizon, detailing existing and future land use. It updates and consolidates past sector and sub-area plans into a single document that establishes "place types," such as Neighborhood Centers and City Corridors, to facilitate the creation of unique community spaces. It includes demographic and market analysis, guiding principles for sustainable design, and implementation strategies to ensure housing remains diverse and accessible.

Naperville 2027: Investing in Our Community Priorities Plan (2024)

The City of Naperville's *Strategic Plan* outlines Naperville's community priorities and goals to achieve by 2027. Goals relate to utilities, safety, economy, mobility, and natural environment/community design. Most relevantly, the plan states, "In order to improve the ease of walking and travel by bicycle, the City will complete an update to the Bicycle and Pedestrian Plan by Dec. 31, 2026."

Road Improvement Plan Update (2025)

The City of Naperville's *Road Improvement Plan* (RIP) Update identifies and prioritizes capacity improvements for arterial and collector roadways over a 20-year implementation period. The plan evaluates traffic conditions using Year 2050 traffic forecast volumes to determine operational deficiencies and suggests projects like roadway widening, intersection modifications, and potential road diets. It includes detailed construction cost estimates, a review of crash histories to improve safety, and a Roadway Jurisdiction Map to delineate maintenance responsibilities among agencies.

School Walk Routes and Traffic Control Plans (Ongoing)

The City of Naperville's *School Walk Routes and Traffic Control Plans* are designed to ensure safe travel for students. These plans direct students to the safest crossing locations and improve traffic flow during school drop-off and pick-up times. The walk routes detail routes with crossing guards, crosswalks, stop signs, yield signs, and traffic signals. Traffic control plans show school bus zones, no parking zones, and student loading zones. The City also uses these routes and plans to guide crosswalk

installation and prioritize sidewalk gap closures in areas with high student activity.

Naperville Park District Trails Master Plan Update (2020)

The Naperville Park District's *Trails Master Plan Update* guides the creation of links for existing, proposed, and future biking and walking trails while establishing connectivity to Park District facilities. This update documents trail accomplishments since 2008, such as improvements to the DuPage River Trail and Knock Knolls Park, in addition to identifying future projects. It includes detailed trail data categorized by maintenance and planning areas to determine system deficiencies and establish a baseline for future trail needs.

DuPage County

Long Range Transportation Plan (2021)

DuPage County's *Long Range Transportation Plan* establishes a 20-year vision to provide a multimodal transportation system that supports a vibrant economy and high quality of life while ensuring safety, accessibility, and efficiency for all users. Its primary purpose is to guide future investment decisions as the county shifts from rapid roadway expansion to maintaining existing infrastructure in a state of good repair and improving system efficiencies.

Trails Plan (2024)

DuPage County's *Trails Plan* establishes a framework for the ownership, operations, and maintenance of the regional trail network, including the Illinois Prairie Path and the Great Western Trail. The purpose of the plan is to position the DuPage County Division of Transportation (DuDOT) as a steward of a seamless regional network that utilizes best practices for design, safety, and natural resource conservation. It includes detailed guidelines for trail crossings, a signage and wayfinding toolkit, and character zone definitions to ensure a context-sensitive approach to trail enhancements.

04

Needs Analysis



Image 14: Mural in downtown Naperville

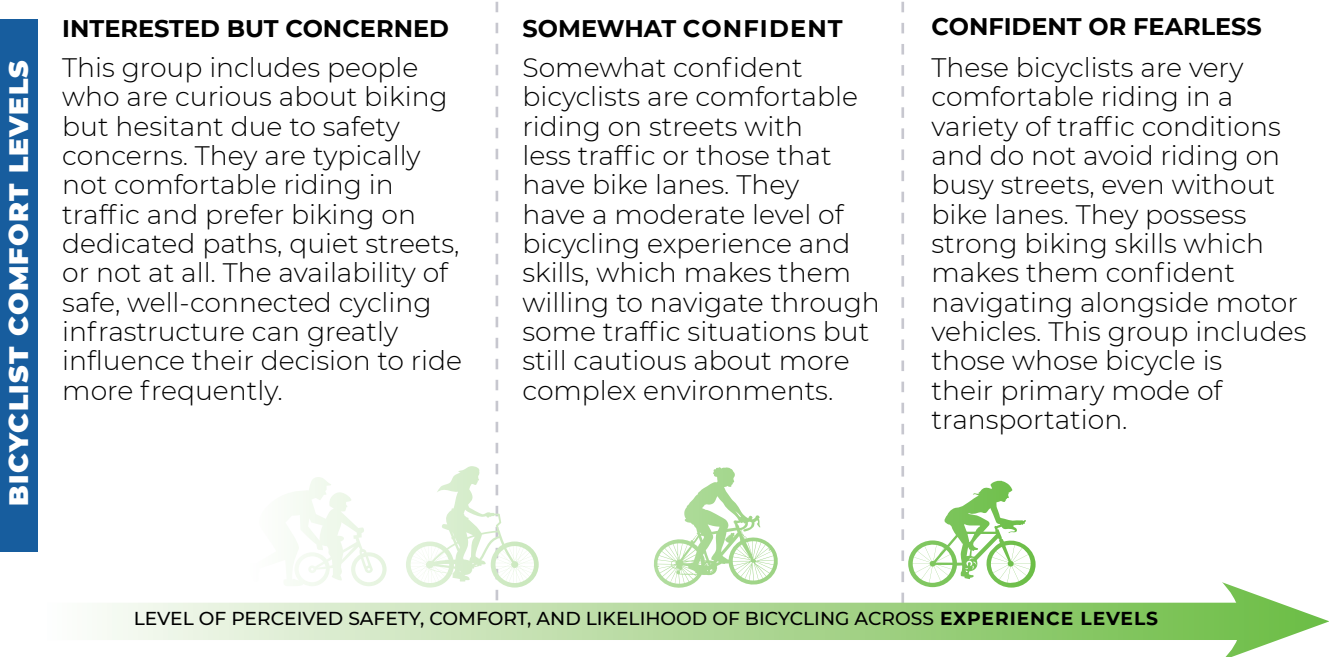
A needs analysis examines a community's specific requirements and challenges to inform the development of strategies and policies that address the needs of the whole community. Naperville's community needs, network gaps, and barriers to walking and bicycling were identified through an analysis of public input heard through engagement events and the City's existing conditions. Key findings from this needs analysis serve as the foundational direction for all recommendations within this plan.

Community Needs

Understanding community needs is important for designing a network tailored to the types of pedestrians and cyclists it serves. The full range of rider types are illustrated in **Graphic 5**. By focusing on improvements that support "Interested but Concerned" and "Somewhat Confident" riders, Naperville can create a bicycle and pedestrian network for all ages and abilities.

Through the community engagement process, residents highlighted several key needs that would make them feel more comfortable walking and biking in Naperville. These include expanded access in the north-south direction, a focus on comfortability over efficiency, and improved crossing infrastructure.

Graphic 5. Bicyclist Comfort and Separation Levels



Expanded north-south access



Resident input from the interactive map indicated that bicycle routes connecting from southeast to northwest Naperville through the downtown are challenging, especially as biking on the Riverwalk is prohibited.

Other key needs include additional routes to green spaces in north Naperville and increased connectivity to downtown Naperville.

Comfortable routes



At the Open House, participants were surveyed on whether they preferred the most direct route, even if the infrastructure doesn't feel the most comfortable, or the most comfortable route, even if the route becomes less direct. Participants overwhelmingly preferred the most comfortable route, even if the route becomes less direct (80%).

Feedback received at the Halloween Hop Pop-Up revealed that residents prefer sidepaths to make high-speed, high-volume streets more friendly to people walking and biking. Marked bike lanes were the preferred treatment to make low-speed, low-volume streets more friendly to people walking and biking.

Enhanced intersections



Residents desire comfortable and efficient crossings as part of the overall bicycle and pedestrian network. At the Park District Activity Center Pop-Up, residents indicated that conspicuous crossing treatments, including green pavement markings for bicycles and rectangular rapid flashing beacons (RRFBs), make them feel more comfortable walking or bicycling. Key needs include crossing improvements to support the use of existing facilities and incorporating high-visibility crossings into the development of new routes.

Gaps & Barriers

To build a complete and connected network in Naperville, it is essential to identify gaps and barriers.

Gaps are defined as a break in the continuity of the transportation network, leaving pedestrians or cyclists with no direct route. Gaps can act as barriers. Barriers are elements of the built or natural environment that physically separate different parts of the City, making it difficult for pedestrians and cyclists to cross safely. These include elements such as rivers, railroad tracks, highways, and other wide and busy roadways. Network gaps and barriers can be overcome through planning, engineering, and construction solutions.

Gaps and barriers in Naperville were identified through the existing conditions analysis and public input via the online interactive map. Map responses highlighted areas that currently feel like network gaps to residents and were supplemented by findings from the crash data analysis, traffic volume review, and BLTS scores.

Map 16 illustrates the following gaps and barriers in Naperville:

Gaps

1. DuPage River at 87th Street: Residents identified this location as needing a bicycle and pedestrian bridge in order to cross the river.
2. DuPage River Trail near Gartner Road: Residents identified a need to extend the trail rather than rerouting through the neighborhood to connect between the north and south segments of the DuPage River Trail.
3. Downtown near Eagle Street and Aurora Avenue: While part of the existing bike network, busy traffic makes this area feel unsafe and disconnected from the DuPage River Trail.
4. Downtown near Jefferson Avenue and Jackson Avenue: Similar to Eagle Street and Aurora Avenue, residents identified this area as a gap between portions of the DuPage River Trail due

to busy traffic on Jefferson Avenue and Jackson Avenue.

5. Downtown area near the Metra station: Residents noted there are not enough bike routes that feel safe to reach this destination.

Physical Barriers

- I-88, IL Route 59, and U.S. Route 34 (Ogden Avenue)
- Roadways with a grade of BLTS 4
- BNSF and CN Railroad tracks
- DuPage River
- Sidewalk gaps located at: Naper Boulevard from Ogden Avenue to Maple Avenue, Wehrli Drive, and Lisson Road

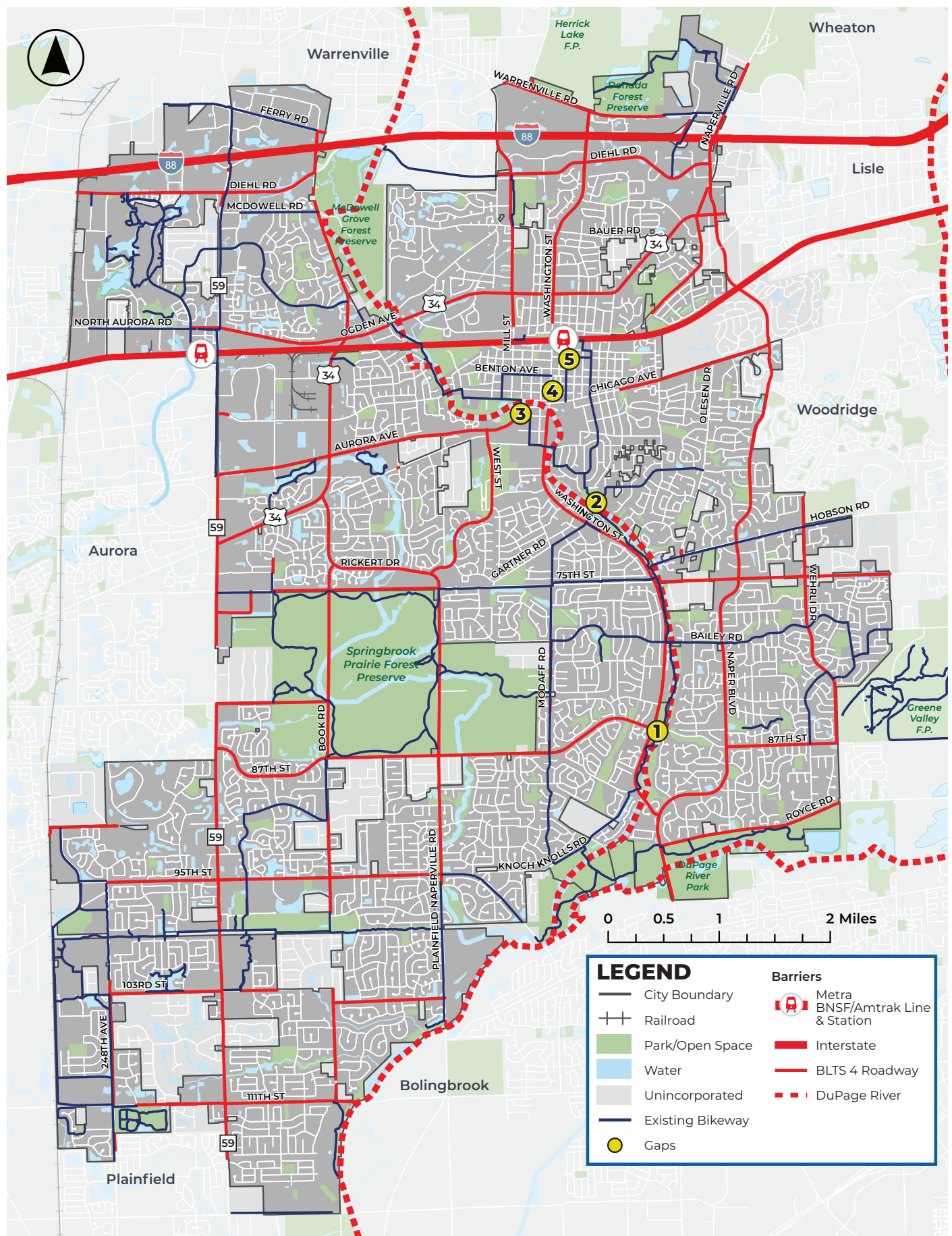
While not physically apparent, cultural or behavioral barriers can impact attitudes and perceptions towards walking, bicycling, and rolling. Cultural or behavioral barriers include:

- Perceived safety of roadways
- Auto-dependence
- Speeding
- Lack of education around bicycling and walking

Cultural or behavioral barriers can be addressed over time through the continued use of education, engagement, and enforcement.

By proposing infrastructural and policy recommendations that specifically address these gaps and barriers, Naperville can create a more connected, safe, and comfortable network for walking and biking.

Map 16. Gaps and Barriers with Existing Bike Facilities



Data Sources: City of Naperville, IDOT, Esri, FRA, BTS

Strengths, Challenges, & Key Findings

The existing conditions assessment of Naperville, combined with resident input, highlight key areas where Naperville can focus its efforts. Naperville should aim to improve north-south connectivity throughout the city, expand access to downtown and key community destinations, and improve crossings of major barriers including high-traffic intersections, the DuPage River, and BNSF railroad. Naperville can build upon existing network strengths and address the challenges outlined below to provide an active transportation network that better serves all residents.

Strengths

Naperville offers a variety of strengths that provide a strong foundation upon which to make further recommendations, such as:

- A strong existing sidewalk network, with a 95% coverage rate.
- A limited number of high-stress intersections (7.8%) with an ILTS 4 grade.
- Sidepaths and shared use paths, which make up almost 76% of Naperville's existing bicycle network. These are the lowest-stress routes for pedestrians and cyclists.
- Most roads under Naperville's jurisdiction are low-speed, local, residential streets, which are excellent for encouraging walking and biking.
- An abundance of destinations that residents want to be able to access by walking and biking, such as the DuPage River Trail, the Forest Preserves, downtown Naperville, Centennial Beach, the Metra Station, local schools, neighborhood libraries, and grocery stores.

Challenges

To foster a holistic network, recommendations in this plan will seek to address the following challenges:

- Barriers such as rivers, railroads, and streets with a BLTS 4 rating create challenges for people walking and biking to access the places they wish to go.
- Residents feel it is difficult to access and navigate downtown as a cyclist.
- Naperville's development pattern often requires people to travel on or across busy roads to move between neighborhoods.
- The current Complete Streets Policy provides vision but lacks detail in design and implementation requirements, which may hinder progress.

These strengths and challenges, alongside the key findings on the following page and industry best-practice design guidance in **Chapter 5**, form the baseline for recommendations across Naperville to facilitate an active transportation network that works for all ages and abilities. These recommendations, outlined in **Chapter 6**, seek to position Naperville as a premiere community for walking, bicycling, and rolling.

1

Naperville's bicycle infrastructure primarily supports recreational riding, offering east and west connections via sidepaths and regional trails. The DuPage River Trail provides north-south connection through central Naperville, however north-south connectivity in other areas is limited. On-street connections to community destinations are concentrated within downtown neighborhoods. Naperville should expand north-south connectivity throughout the City, focusing on low-stress connections between trails, and improving access to key destinations beyond recreational opportunities.

2

High-stress roadways create barriers to comfortable bicycle and pedestrian travel. 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. While only 16% of roadways score a BLTS 4, many of these roads span the length of Naperville, meaning most trips to key destinations require crossing at least one high stress roadway. To alleviate this challenge, Naperville should provide appropriate infrastructure to reduce the level of traffic stress throughout its network, including shared-use paths adjacent to higher stress roadways and routing on-street bikeways through low-speed, low-volume streets.

3

The majority of streets in Naperville have sidewalks on at least one side. Sidewalk gaps pose the largest challenge for pedestrians on higher-volume roadways with limited crossing opportunities. Sidewalks on one side of the street limit access to destinations or force pedestrians to cross a busy street multiple times. Naperville should provide sidewalk on both sides of high-volume roadways within its jurisdiction and close gaps to signalized intersections.

4

Naperville does not have direct control of the design of all roadways within the City. Several roads, such as Ogden Avenue and 75th Street, are not under Naperville jurisdiction and require coordination with other government agencies. This makes it time-consuming to provide improvements or add bike and pedestrian facilities due to differing priorities and availability of resources. To improve connectivity, Naperville should prioritize providing alternate routes on lower-speed, lower-volume Naperville-owned streets as a short-term measure.

5

Roadway characteristics directly factor into the amount of comfort and safety bicyclists and pedestrians feel on those streets. Minor and major arterial roadways in Naperville will be best-suited for off-street facilities, whereas local streets, neighborhood connector streets, and collector streets will be most suitable for on-street facilities.

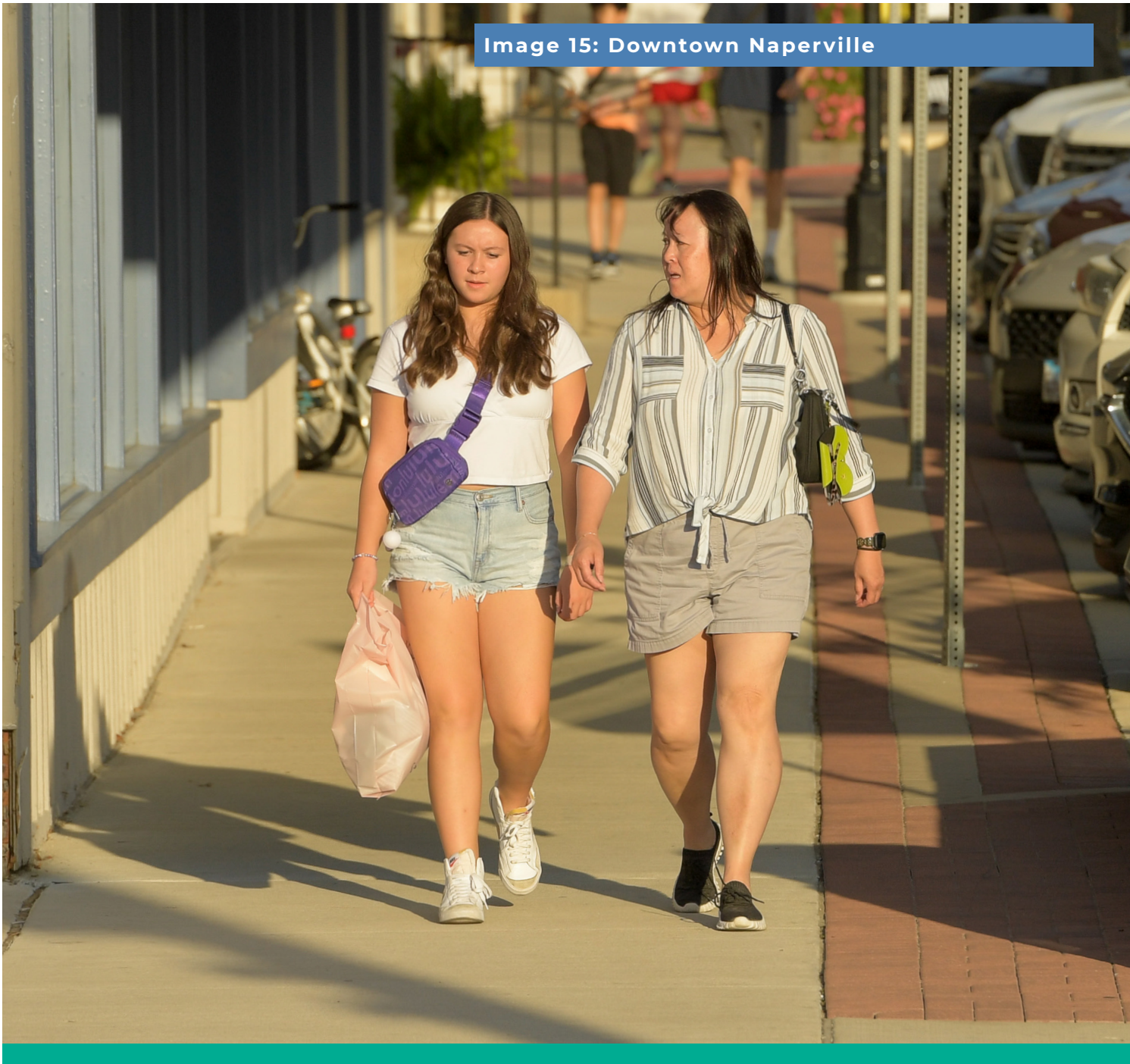
6

Crashes involving bicyclists and pedestrians are most frequent downtown, as well as at high-traffic intersections where vulnerable road users are most likely to be exposed to conflicts with moving vehicles.

05

Bicycle &
Pedestrian Toolkit

Image 15: Downtown Naperville



The Bicycle and Pedestrian Toolkit chapter provides an overview of applicable design guides and tools for facility selection. This guidance aligns the Bicycle and Pedestrian Plan Update with national, regional, and local standards, ensuring the creation of a safe, efficient, and inclusive transportation network that resonates with Naperville's specific context and requirements.

Design Guidance

Design guides provide best practices for and consistency in the design of bicycle and pedestrian infrastructure that prioritizes safety, accessibility, and comfort. National and state transportation agencies, as well as professional organizations, have created guidance for a wide variety of street conditions and contexts, summarized in **Table 17**.

While all road infrastructure must meet the engineering standards established through state and federal policy, local jurisdictions, such as Naperville, have the authority to utilize designs that prioritize bicyclist and pedestrian safety and comfort to a greater degree than the minimum requirements. Incorporating design best practices from a variety of sources, as Naperville has done with the Traffic Calming Toolkit, ensures street designs balance the mobility and safety needs of all roadway users.

The design toolbox in **Table 18** serves as a centralized resource for bicycle and pedestrian design solutions, implementation strategies, and best practices that can be applied in Naperville. **Table 18** is based on the posted speed limit on a roadway. If operating speeds are observed to be higher than posted speeds, it is recommended that traffic calming be

implemented as part of bike facility installation. Naperville's Traffic Calming Toolkit provides guidance on approved traffic calming measures.

By pulling from established design guides, the toolbox offers solutions that can be adapted to fit specific challenges and ensures the City is relying on designs that have been vetted for safety and efficiency. By incorporating a tailored design toolbox into the Bicycle and Pedestrian Plan, Naperville can improve the quality and consistency of its active transportation network.

Graphic 6. NACTO Protected Bike Lane Design Example

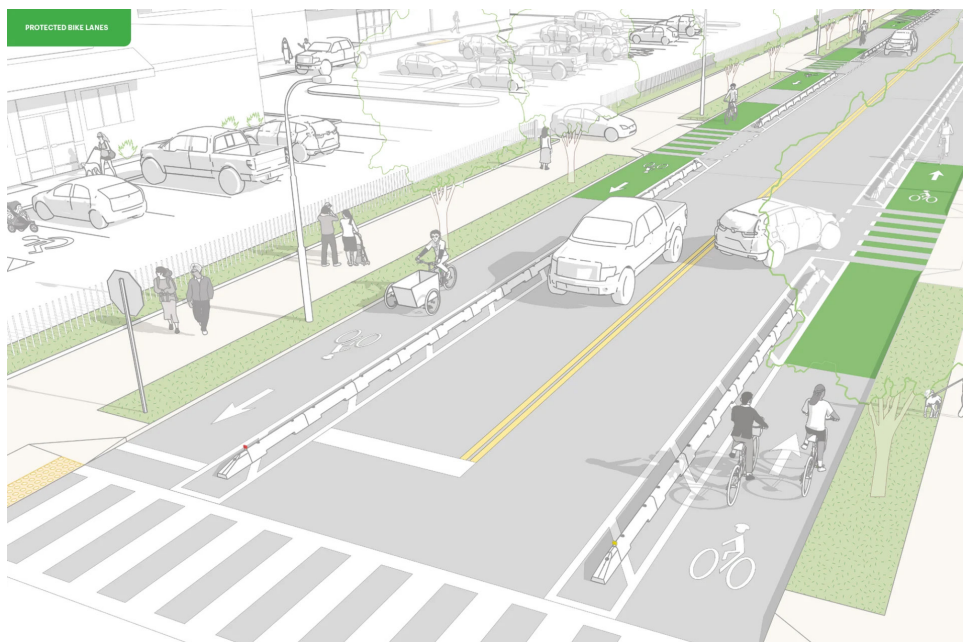


Table 17. State and National Design Guidance

Guide	Agency	Description	Applicability
<u>Manual on Uniform Traffic Control Devices (MUTCD)</u>	FHWA	National standard for traffic control devices used on all public roads in the U.S.	Designing or evaluating traffic control devices; ensuring uniformity and compliance with federal regulations
<u>Bikeway Selection Guidance</u>	FHWA	Provides methodologies for selecting appropriate bicycle facilities based on factors such as traffic volume and speed	Planning and designing new or upgraded bicycle facilities; evaluating existing facilities for potential improvements
<u>Small Town and Rural Multimodal Networks Guide</u>	FHWA	Design guidance for small towns and rural communities to develop transportation systems	Bicycle boulevard design guidelines and recommendations for streets without curb and gutter
<u>Public Rights-of-Way Accessibility Guidelines (PROWAG)</u>	U.S. Access Board	Guidelines and standards to ensure that public rights-of-way are accessible to all; including those with disabilities	Designing or renovating public rights-of-way; ensuring ADA compliance
<u>Bureau of Local Roads and Streets (BLRS) Manual</u>	IDOT	Guidelines for the planning, design, construction, and maintenance of local roads and streets in Illinois	Planning, designing, or maintaining local roads and streets; ensuring compliance with state standards
<u>Bureau of Design and Environment (BDE) Manual</u>	IDOT	Comprehensive guide for the planning, design, and environmental considerations of Illinois transportation projects	Designing or evaluating transportation projects in Illinois; ensuring compliance with state regulations
<u>Guide for the Development of Bicycle Facilities</u>	AASHTO	Guidelines for the planning, design, operation, and maintenance of bicycle facilities	Designing, operating, or maintaining bicycle facilities; ensuring alignment with national standards; case studies
<u>Urban Bikeway Design Guide</u>	NACTO	Innovative solutions for the planning and design of urban bicycle infrastructure. Includes best practices and guidelines	Designing urban bicycle infrastructure; implementing user-friendly facilities
<u>Urban Street Design Guide</u>	NACTO	Strategies and design principles for creating functional and aesthetically pleasing urban streets	Designing or renovating urban streets and public spaces; creating multimodal and aesthetically pleasing areas

Table 18. Bicycle and Pedestrian Design Toolbox

Facility Type	Description	Functional Hierarchy			
		Local	Neighborhood Connector	Collector	Arterial
Bicycle Facilities					
Bicycle Boulevard	A low-speed, low-volume street prioritizing bicycle movement marked by wayfinding and signage and pavement markings	☒			
Bicycle Lane	A portion of roadway designated by striping and signage for use by bicycles	☒	☒	☒	
Buffered Bicycle Lane	A bicycle lane with a painted buffer space separating it from the adjacent motor vehicle lane		☒	☒	
Protected Bicycle Lane	A bicycle lane separated from motor traffic by physical barriers like curbs, planters, or parked cars			☒	☒
Pedestrian Facilities					
Sidewalk	A paved path for pedestrians alongside a roadway	☒	☒	☒	☒
Multi-Use Facilities					
Sidepath	A shared-use path located adjacent to a roadway, separated by a buffer or barrier	☒	☒	☒	☒
Bridge	A bridge designed exclusively for pedestrians and, in some cases, bicyclists				☒

Table 18. Bicycle and Pedestrian Design Toolbox cont.

Facility Type	Posted Speed (mph)	Volume (AADT)	Cost Per Mile	Maintenance Requirements	Key Considerations
Bicycle Facilities					
Bicycle Boulevard	25 or less	<3,000	Low	Sign and pavement marking refreshment	Traffic calming measures can be implemented to supplement
Bicycle Lane	25-35	3,000-6,500	Low	Pavement marking refreshment, snow removal, and debris removal	Potential conflicts with or removal of on-street parking
Buffered Bicycle Lane	25-35	3,000-6,500	Low	Pavement marking refreshment, snow removal, and debris removal	Potential conflicts with on-street parking and driveways
Protected Bicycle Lane	≥25	>6,500	Medium	Pavement marking refreshment, maintenance of protective elements, snow removal, and debris removal	Potential conflicts with driveways, specialized equipment needed for snow removal, increased capacity of maintenance crews
Pedestrian Facilities					
Sidewalk	N/A	N/A	Medium	Regular surface inspections and upkeep to maintain ADA compliance	
Multi-Use Facilities					
Sidepath	≥25	>6,500	High	Regular path surface maintenance, off-street snow removal, and debris removal	Requires clear delineation, potential conflicts with driveways, potential ROW acquisition, potential vegetation removal, specialized equipment needed for snow removal, increased capacity of maintenance crews
Bridge	N/A	N/A	High	Structural inspections and surface upkeep	ADA compliance, signage, and connection to other paths are key considerations

Facility Selection

The following facility selection tools help recommend bicycle facilities and countermeasures for uncontrolled pedestrian crossings. In this context, countermeasures are defined as roadway interventions which are designed to promote pedestrian safety at intersections. The selection tools, based on the aforementioned design guides, will help Naperville ensure a comfortable and consistent bicycle and pedestrian network. When selecting facilities, it is important to consider the local context of Naperville and use professional judgment to determine the most appropriate recommendation.

Bicycle Facilities

Graphic 7 is a tool that was created to bring an objective approach to bicycle facility selection using AADT and posted speed. This tool does not consider local context, such as surrounding land use, parking utilization, or roadway width. The tool should be used as an initial first step of facility selection, then further refined with professional judgment. This tool shows the preferred minimum bike facility for each AADT threshold that will provide a comfortable experience for people of all ages and abilities. Providing a higher level of facility is

recommended whenever possible and may be necessary due to the land use context or type of development along the street. A sidepath or protected bike lane will always be the most comfortable facility regardless of AADT or posted speed limit.

If engineering constraints prevent the use of the preferred minimum facility, it is not recommended to provide bike facilities below the preferred minimum. Instead, Naperville can consider other roadway treatments such as traffic calming, re-evaluating speed limits per IDOT policy, or identifying an alternative route that can accommodate the appropriate bike facility. If operating speed is regularly faster than the posted speed, it is recommended to implement traffic calming to encourage appropriate vehicle speeds.

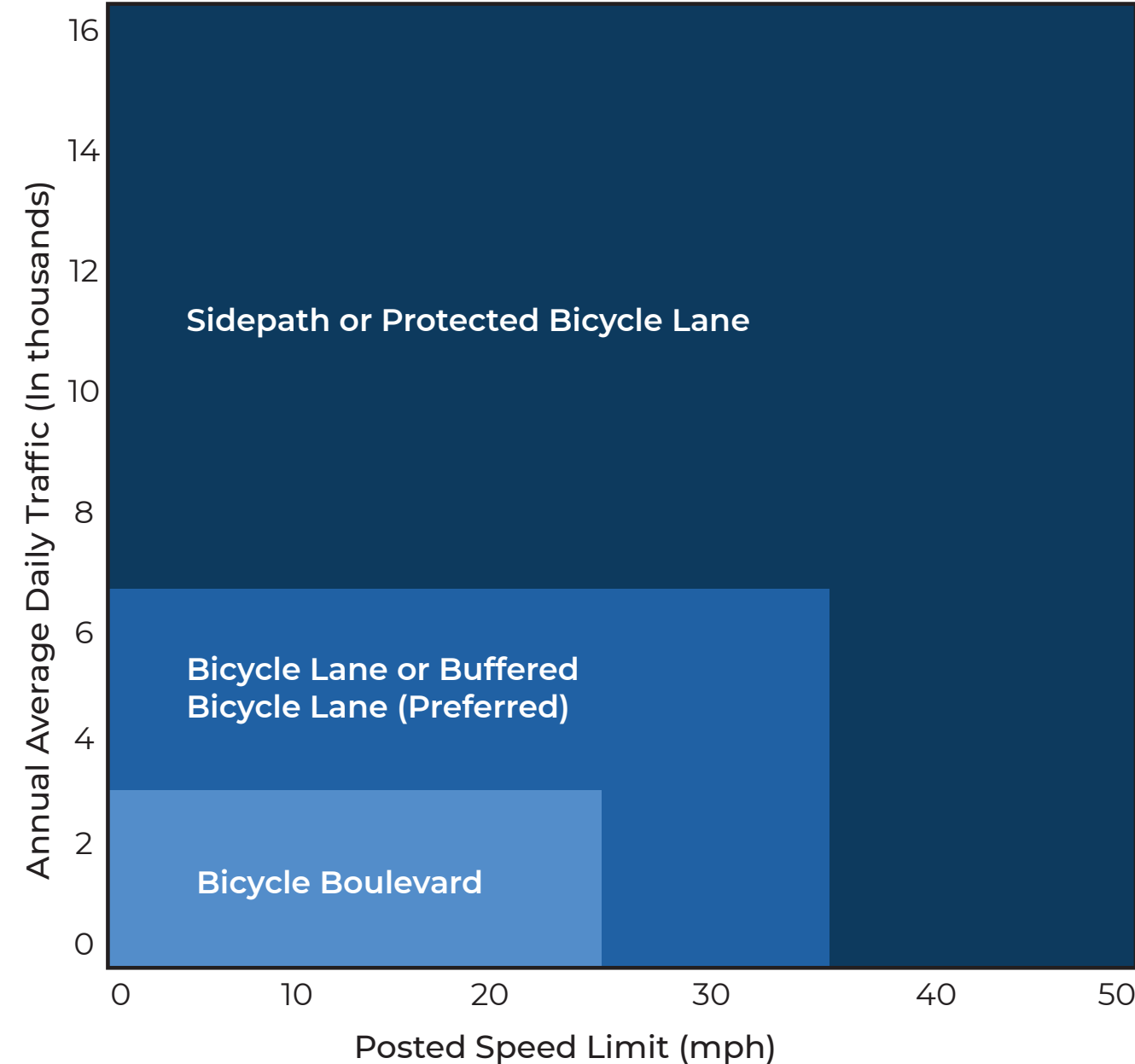
Note that this tool only includes bicycle facilities. It is recommended that pedestrians are accommodated on all roadways on at least one side with either a sidewalk or sidepath.

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

AADT is a product of IDOT's Traffic Count Program. AADT measures the average number of vehicles that drive on a roadway per day. AADT for Naperville and the entire state can be found at <https://idot.illinois.gov/travel-and-maps/highway-maps/average-annual-daily-traffic.html>.



Graphic 7. Bicycle Facility Selection Tool



**Bicycle facilities recommended in the graphic above are dependent on site-specific factors such as roadway width and available right-of-way.*

The resources used to develop this tool include Chapter 17 of the IDOT *BDE Manual* and Chapter 4 of the AASHTO *Guide for the Development of Bicycle Facilities* (5th edition).

Uncontrolled Pedestrian Crossings

The following guidance supports decision-making processes for installing countermeasures at uncontrolled pedestrian crossings at both mid-block and intersection locations. Countermeasures are targeted strategies designed to reduce fatalities and serious injuries on roadways. An uncontrolled pedestrian crossing is a crossing where there are no stop signs, yield signs, or traffic signals. As a part of the countermeasure selection process, a traffic study will be necessary to select the most applicable countermeasure.

Table 19 categorizes the specific safety issues that different countermeasures can address at uncontrolled pedestrian crossings. Safety issues, and the appropriate countermeasures, can be identified through the evaluation of existing speed and AADT data, crash history data, and through community identification.

Table 20 provides recommended and candidate countermeasures for uncontrolled crossings based on roadway configuration, AADT, and posted speed limit. Recommended countermeasures should be prioritized first, followed by candidate countermeasures

designed to supplement. These factors provide an objective approach to facility selection at uncontrolled pedestrian crossings. Note that pedestrian crossings can also serve as bicycle crossings and the same approach can be taken when designing specific bike crossings where applicable.

Ultimately, the countermeasures selected for uncontrolled crossing locations will require consideration of the surrounding context, such as land use, pedestrian travel patterns/demand, gap analysis, and costs, alongside professional judgment. Determining which countermeasures (if any) are applicable to an intersection is dependent upon engineering evaluation. However, **Table 18** and **Table 19** provide a starting point to guide facility selection with the goal of improving safety for pedestrians. For countermeasures under a case-by-case basis, Naperville can evaluate and select countermeasures that provide the greatest degree of pedestrian comfort.

Table 19. Safety Objectives for Countermeasures at Uncontrolled Crossings

Countermeasures for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at Crossing Locations	Excessive Vehicle Speed	Inadequate Conspicuity or Visibility	Drivers not Yielding to Pedestrians	Insufficient Separation from Traffic
1 High Visibility Crosswalk	✓		✓	✓	
2 Improved Nighttime Lighting	✓		✓	✓	
3 In-Street Pedestrian Crossing Sign	✓	✓	✓	✓	
4 Curb Extension*	✓	✓	✓	✓	✓
5 Pedestrian Refuge Island	✓	✓	✓	✓	✓
6 RRFB	✓		✓	✓	✓
7 Advanced Stop Here For Pedestrian Signs	✓		✓	✓	✓

*Curb extensions are an option for any uncontrolled pedestrian crossing, especially where on-street parking is present. When a bike lane is present, curb extensions should not extend into the bike lane, breaking up a bicyclist's travel and creating gaps in the bike lane.

Table 20. Countermeasure Selection Guidance at Uncontrolled Crossings

Roadway Configuration	AADT & Posted Speed Limit							
	AADT <9,000			AADT 9,000 - 15,000			AADT >15,000	
	<30 mph	35 mph	>40 mph	<30 mph	35 mph	>40 mph	<30 mph	>35 mph
2 Lanes (1 Lane in Each Direction)	1, 2 3, 4, 5	1, 2 4, 5, 6	1, 2, 6 4, 5	1, 2 3, 4, 5	1, 2 4, 5, 6	1, 2, 6 4, 5	1, 2 3, 4, 5, 6	1, 2 4, 5, 6
3 Lanes with Raised Median (1 Lane in Each Direction)	1, 2 3, 4, 7	1, 2, 7 4, 6	1, 2, 6, 7 4	1, 2 3, 4, 6, 7	1, 2, 6, 7 4		1, 2, 7 3, 4, 6	1, 2, 6, 7 4
3 Lanes with Striped Median or Left Turn Lane (1 Lane in Each Direction)	1, 2 3, 4, 5, 6, 7	1, 2, 7 4, 5, 6	1, 2, 7 4, 5, 6	1, 2 3, 4, 5, 6, 7	1, 2, 6, 7 4, 5	1, 2, 7 4, 5, 6	1, 2, 7 3, 4, 5, 6	1, 2, 7 4, 5, 6
4+ Lanes with Raised Median (2 or More Lanes in Each Direction)	1, 2, 7 4, 6		Case-By-Case	1, 2, 7 4, 6	1, 2, 6, 7 4	Case-By-Case		
4+ Lanes Without Raised Median (2 or More Lanes in Each Direction)	1, 2, 7 4, 5, 6	1, 2, 5, 7 4, 6	Case-By-Case	1, 2, 5, 7 4, 6	1, 2, 5, 6, 7 4			

Key:

= Recommended Infrastructure

Signifies that the countermeasure should always be considered, but not required, based upon engineering judgment at a marked, uncontrolled crossing location.

= Candidate Infrastructure

Signifies that the countermeasure may be considered at a marked, uncontrolled crossing location. Recommended infrastructure should be considered first, but candidate infrastructure may supplement.

1 = High Visibility Crosswalk

4 = Curb Extension

7 = Advanced Stop Here For Pedestrian Sign

2 = Improved Nighttime Lighting

5 = Pedestrian Refuge Island

3 = In-Street Pedestrian Crossing Sign

6 = RRFB

This table is derived from the FHWA's *Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations*.

Design Overview

The following design overview provides a description of each recommended improvement. Each description also reviews operational impacts, provides suggested means for mitigation, and highlights general maintenance needs and suggested

dimensions where appropriate. **Table 21** provides an overview of the infrastructure recommendations discussed in this section.

Table 21. Potential Infrastructure Recommendations

Improvements	New/ Existing	Traffic Issue				Street Classification			Location		Typical Cost
		Speeding	Crashes	Ped Safety	Bicyclist Safety	L/N	C	A	Intersection/ Crossing	Street Segment	
Bicycle Boulevard (Shared Lane Markings)	Existing	●	●	●	●	✓	✓			✓	L
Bike Lanes	Existing	●	●	●	●	✓	✓			✓	L
Buffered Bike Lanes	Pilot	●	●	●	●	✓	✓			✓	L
Protected Bike Lanes	New	●	●	●	●		✓	✓		✓	M
Sidepath	Existing	○	● *	●	●	✓	✓	✓		✓	M
Green Pavement Markings	New	○	●	●	●	✓	✓	✓	✓	✓	L
Bike & Ped Bridge	Existing	○	●	● *	●	✓	✓	✓	✓		H
Underpass	Existing	○	●	● *	●	✓	✓	✓	✓		H
Refuge Islands	Existing	●	●	●	●		✓	✓	✓		M
RRFB	New	●	●	●	●		✓	✓	✓		M
Curb Bump-Outs	Existing	●	●	●	●	✓	✓		✓		M
Chicanes	Existing	●	○	○	●	✓	✓			✓	M
LTTC	Existing	●	●	●	●		✓	✓	✓		L

Key:

● = Highly Effective

● = Moderately Effective

○ = Neutral

* = Improvements specific to those involving bicycles or pedestrians

Street Classifications

L/N = Local and Neighborhood

Connector (< 5000 AADT)

C = Collector (5000 – 12000 AADT)

A = Arterial (>12000 AADT)

Cost Ranges

L = Low (< \$6,000)

M = Moderate (\$6,000 – \$15,000)

H = High (>\$15,000)

On-Street Bike Facilities

Protected Bike Lane

Protected bike lanes provide separation from motor vehicles using a curb, planters, bollards, or the parking lane. Protected bike lanes are suitable for roadways with traffic volumes greater than 6,500, or speeds greater than 25 mph (i.e. major collectors and arterials). Protected bike lane dimensions are provided in **Table 22**.

Protected bike lanes provide physical separation from motor vehicles, increasing cyclist comfort. Protected bike lanes are more costly to install and maintain than standard bike lanes. Protected bike lanes are also more complex to design, especially at intersections. They may affect on-street parking or travel lanes. Access to fire hydrants and utility boxes should be maintained.

Maintenance Impacts

- Potential increase in the frequency of pavement marking maintenance
- Increased seasonal workload for Department of Public Works for snow plowing and street sweeping
- Protected elements may be vulnerable to damage by snowplows depending on the type of barrier used

Emergency Service Impacts

- Protective elements may impact emergency access unless mountable or designed with access points
- Often require increased enforcement for several months following installation to ensure vehicles are not driving into and parking in the bike lane

Impact Mitigation

- Map routes with protected bike lanes and train snowplow and street sweeping operators on how to avoid damaging the protective elements
- Purchase specialized vehicles sized to fit within the protected bike lane to plow and sweep
- Conduct a pilot program to evaluate the maintenance impacts of different protective elements

- Introduce bike lane street sweeping program
- Design bike lanes to preserve adequate widths of the motor vehicle lane to accommodate emergency vehicles and maintenance equipment program

Table 22. Protected Bike Lane Dimensions

Protected Bike Lane	Minimum Width	Preferred Width
One-Way Bike Travel Lane	5 ft.	6-9 ft.
Buffer	2 ft.	2-5+ ft.
Buffer (adjacent to parking)	3 ft.	3-5 ft.

Data Source: NACTO & AASHTO



Image 16: Curb-Protected Bike Lane, Chicago, IL
Source: Quinn Myers, Block Club Chicago



Image 17: Bollard Protected Bike Lane, Chicago, IL

Green Pavement Markings

Green pavement markings highlight the intended path of bicycle travel at intersections, driveways, merge areas, and other conflict points where bicyclists and motorists interact. The markings increase bicyclist visibility, reinforce the designated operating space, and help motorists anticipate bicycle movements. Green pavement markings may also be applied to guide bicyclists through transitions between bikeway types, such as from a bike lane to a sidepath, improving route continuity. Green pavement also defines bike boxes, which provide an advanced stop area between the motor vehicle stop line and the crosswalk at signalized intersections. Green pavement markings work best on collector and arterial roadways where turning movements and traffic volumes create more frequent conflicts.

Green pavement markings improve driver awareness, encourage compliance with the designated bicycle operating area, and enhance users' perception of comfort and safety. The colored surface fades with traffic and weather exposure, requiring maintenance to maintain visibility and effectiveness.

This enhancement would not impact City maintenance operations or emergency services.



Image 18: Marked Bike Crossing, Chicago, IL

Source: City of Chicago



Image 19: Two Stage Turn Box, Chicago, IL

Source: City of Chicago

Bicycle Boulevard

A bicycle boulevard is a low-speed, low-volume street where bicyclists ride in the travel lane with motor vehicles. The street design emphasizes comfort by prioritizing bicycle travel through cyclists' full use of the travel lane and reduced vehicle speeds and volumes rather than physical separation.

Bicycle boulevards use a combination of shared lane markings (sharrows), wayfinding signs, and regulatory signs that permit bicyclists to use the full travel lane to reinforce bicycle priority and improve route legibility. Traffic calming measures, such as chicanes or curb extensions, help maintain low operating speeds while measures like traffic diverters may be used to reduce traffic volume. Traffic diverters are physical barriers or median treatments that restrict through movements for motor vehicles while allowing bicyclists and pedestrians to continue, reducing cut-through traffic. Additional traffic calming measures are provided on **page 95**.

Roadways where bicyclists and motor vehicles share the same travel lane may be identified with shared lane markings or bicycle route signs. However, a shared lane, or shared roadway, is not considered a bikeway unless it incorporates the design features of a bicycle boulevard. Shared lanes are most appropriate on streets that are designed to function as bicycle boulevards, and their application in other contexts should be limited to providing short connections between bikeway segments, or as an interim treatment where a dedicated bikeway is not currently feasible. Shared lanes should not be utilized on streets where traffic volumes exceed 6,000 AADT or the posted speed limit is above 35 mph.

Maintenance Impacts

- Potential increase in the frequency of pavement marking and sign maintenance
- Traffic calming elements may be vulnerable to damage by snowplows depending on the measure used

Impact Mitigation

- Train snowplow and street sweeping operators on maneuvering around traffic calming elements
- Perform sign maintenance and installation outside of high demand seasons
- Conduct a pilot program to evaluate the maintenance impacts of different traffic calming elements



Image 20: Bicycle Boulevard Signage, Oak Park, IL



Image 21: Bicycle Boulevard, Oak Park, IL

Bike Lane

A bike lane is a portion of roadway designated by striping and road markings for preferential or exclusive use of bicycles. Bike lanes offer minimal separation from vehicles, typically a 4- to 8-inch painted line, with no further protection or horizontal separation. The minimum operating space for a cyclist is 4 to 5 feet and the width of a bike lane impacts a cyclist's level of comfort, safety, and positioning on the roadway. As such, recommended bike lane widths vary according to the bike lane context, considering factors such as the presence of curbs, guardrails, or parking (see *AASHTO Guide for the Development of Bicycle Facilities* for further guidance).

In some instances, on-street parking removal or consolidation will be a consideration to ensure there is adequate space for a bike lane. Where bike lanes and on-street parking coexist, bike lanes should be strategically designed to reduce dooring, such as through the inclusion of additional buffer space.

Bike Lanes are most appropriate on neighborhood connectors and lower-speed collectors.

Bike lanes provide dedicated space for cyclists on roadways, improving predictability and visibility. They are relatively low-cost and easy to implement if sufficient right-of-way is available. The lack of physical protection can make riders feel exposed, especially on high-speed or high-volume roads. Encroachment by vehicles can occur.

Maintenance Impacts

- Potential increase in the frequency of pavement marking and sign maintenance
- Increased workload to Department of Public Works for street sweeping

Emergency Service Impacts

- May require police enforcement following installation to ensure vehicles do not drive or park in the bike lane

Impact Mitigation

- Perform sign maintenance and installation outside of high demand seasons
- Introduce bike lane street sweeping program

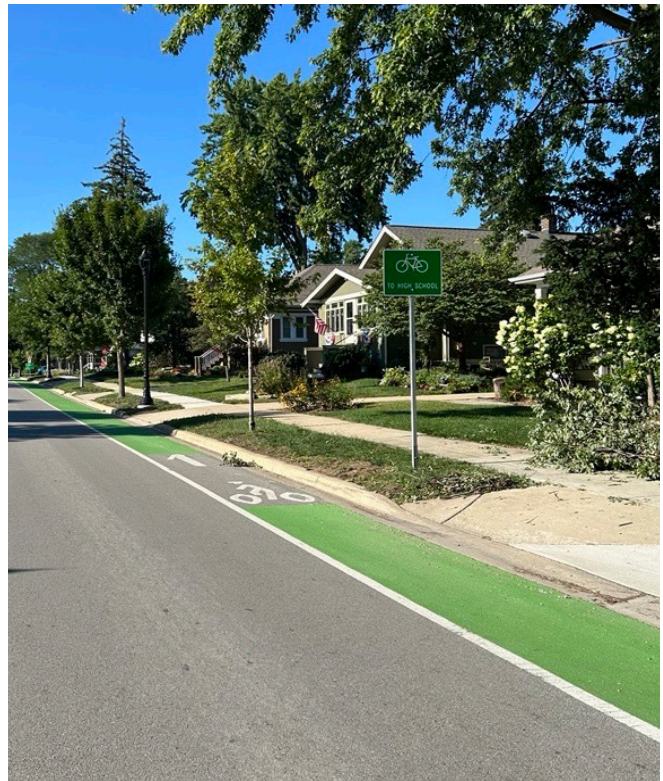


Image 22: Bike Lane, Downers Grove, IL

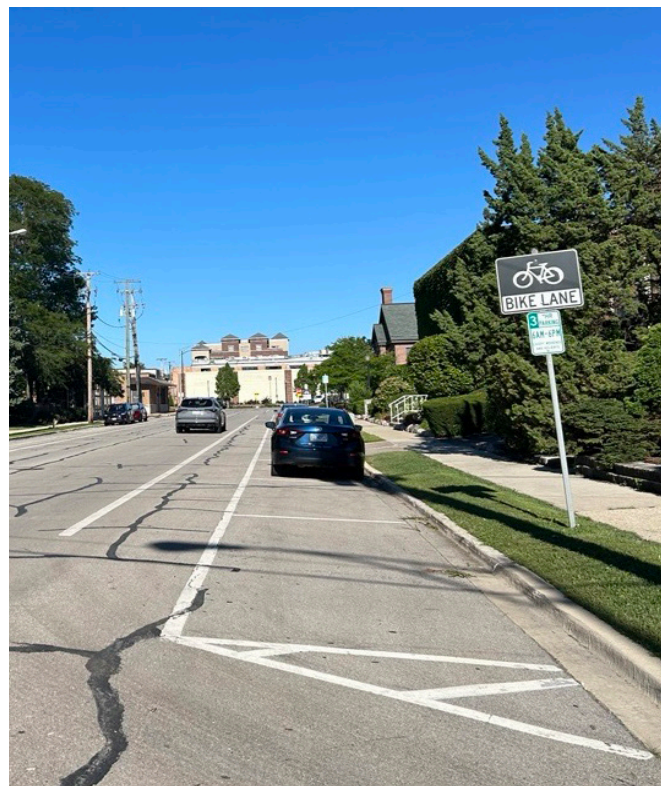


Image 23: Bike Lane with Parking, Downers Grove, IL

Buffered Bike Lane

A buffered bike lane offers more separation from motor vehicles than a standard bike lane due to the addition of a painted buffer. The painted buffer separates cyclists from either motor vehicles traveling along the roadway (left buffer) or parked cars opening their doors (right buffer), reducing the likelihood for encroachment or dooring crashes, respectively.

Buffered bike lanes should follow the same design standards as a standard bike lane, with a preferred buffer width of 2.5 to 3 feet. The bike lane may be reduced to the minimum width to increase the buffer. Painted buffers are the preferred treatment for any bike lane, but are especially desirable where vehicle operating speeds exceed 30 mph or traffic volumes exceed 6,000 AADT.

Buffered bike lanes add visual and spatial separation between cyclists and vehicles, increasing comfort and safety. This helps reduce dooring risk when placed next to parking. However, buffered bike lanes still lack physical separation, and encroachment by vehicles can occur. Buffers may require additional roadway width, compared to a standard bike lane.

Maintenance Impacts

- Potential increase in the frequency of pavement marking and sign maintenance
- Increased workload to Department of Public Works for street sweeping

Emergency Service Impacts

- May require police enforcement following installation to ensure vehicles do not drive or park in the bike lane

Impact Mitigation

- Perform sign maintenance and installation outside of high demand seasons
- Introduce bike lane street sweeping program



Image 24: Buffered Bike Lane, Naperville, IL

Off-Street Bike Facilities

Sidepaths

A sidepath is a separate, shared-use path dedicated to cyclists and pedestrians. They are typically constructed at sidewalk level, located adjacent to the roadway, within the public ROW, and separated by a landscape buffer or barrier. Sidepaths offer enough width for bidirectional travel of both cyclists and pedestrians. A sidepath also gives cyclists complete physical separation from the roadway and traffic, creating a safe and comfortable riding experience for people of all ages and abilities. Sidepaths can work on all types of roadways and are recommended on roads with high traffic volumes and speeds, such as collector streets and arterials. Sidepath dimensions are provided in **Table 23**.

Sidepaths offer an off-street option for cyclists and pedestrians, which can encourage greater ridership. However, driveway and intersection crossings can create conflict points. Other conflict points can include utility conflicts, as they often use space adjacent to utilities. These conflicts can lead to competing demands for access and maintenance

Sidepaths may also add complexity to intersections and locations where bikeways transition between on-street and off-street facilities. These locations may require additional design features, such as pavement markings and signage, to direct cyclist's movements, and bike ramps or mountable curbs, to provide comfortable transitions.

Table 23. Sidepath Dimensions

Sidepath	Minimum Width	Preferred Width
Path	8 ft.	10-14 ft.
Roadway Separation (Curb Present)	5 ft.	>5 ft.
Roadway Separation (No Curb Present)	10 ft.	>10 ft.

Data Source: AASHTO, & IDOT BDE

Maintenance Impacts

- Increased workload to Department of Public Works for vegetation trimming, clearing debris, and winter maintenance
- Regular path surface inspections and repairs to ensure ADA compliance and maintain path condition

Impact Mitigation

- Purchase specialized vehicles sized to fit on the path for snow removal



Image 25: Aurora Rd Sidepath, Naperville, IL

Grade Separated Crossings

Bicycle & Pedestrian Bridge

A bicycle and pedestrian bridge is a bridge dedicated to pedestrians and cyclists to safely travel over busy roadways (i.e. arterials and expressways), railroads, or bodies of water. These bridges are most suitable where there is no safer existing way for a cyclist or pedestrian to cross a barrier. Bridges should be ADA compliant and bicycle-friendly, with ramps to access the bridge.

It is recommended that the path on a bicycle and pedestrian bridge be wider than the rest of the path approaching the bridge. If the approaching shared-use path is 10 feet, it is recommended that the path on the bridge be 14 to 16 feet. It is also recommended that the bridge have 10 feet of clear space above the bridge users. However, an agency may require it to be more than 10 feet to allow for maintenance vehicles to access the bridge.

Bridges eliminate conflicts with road or rail crossings, improving safety and connectivity. They also encourage active transportation over major barriers. However, bicycle and pedestrian bridges have high capital cost and accessibility requirements. Additionally, bridges may require significant right-of-way and environmental review to build.

Typical maintenance of a bicycle and pedestrian bridge involves maintaining the path surface and structural inspections. Potential operation impacts include debris/snow removal and emergency services are minimally impacted. Additionally, bicycle and pedestrian bridges may require further environmental review to ensure Naperville's natural areas are minimally impacted.



Image 26: DuPage River Trail Bridge, Naperville, IL

Underpass

An underpass is a separate bicycle and pedestrian facility that travels underneath busy roadways or railroad tracks. These facilities offer a safer route for cyclists to cross dangerous or otherwise uncrossable gaps in a route. Similar to bridges, underpasses are most suitable for wider, busier, more dangerous roadways and where there is no existing crossing infrastructure for active transportation users.

It is recommended that the path in the underpass be wider than the rest of the path approaching the structure to allow for enough room. If the approaching shared-use path is 10 feet, it is recommended that the path in the underpass be 14 to 16 feet. It is also recommended that the underpass has 10 feet of clear space above the underpass users. However, an agency may require it to be more than 10 feet to allow for maintenance vehicles to access the underpass. The walls of an underpass could be beautified with public art, such as a mural or mosaic.

Underpasses eliminate conflicts with road or rail crossings, improving safety and connectivity. Underpasses can feel isolated or unsafe without lighting and visibility, and drainage is critical. Typical maintenance of an underpass involves maintaining the path surface and structural inspections. Potential operation impacts include debris/snow removal and emergency services are minimally impacted.



Image 27: DuPage River Trail Underpass, Naperville, IL

On-Street Crossings

Refuge Island

A refuge island is a median that provides a protected waiting area for pedestrians and cyclists crossing the street, reducing crossing distance by allowing users to cross in two stages.

Refuge islands improve safety and reduce crashes on multi-lane, higher-speed, higher-volume, and wider roadways, such as major collectors and arterials. The refuge area should accommodate multiple users and be at least as wide as the connecting pedestrian or bicycle facility.

Installation requires sufficient roadway width and may affect turning movements. Maintenance is generally limited to debris and snow removal, and mountable designs can maintain emergency vehicle access.

Rectangular Rapid Flashing Beacons

A rectangular rapid flashing beacon (RRFB) is a pedestrian- or bicyclist-activated flashing beacon that alerts drivers to pedestrians and cyclists crossing at a marked crosswalk or trail crossing across uncontrolled approaches. When activated, flashing amber lights increase driver awareness and yielding compliance.

Naperville should consult IDOT's *TRA-23: Guidelines for Establishing Pedestrian Crossings* for guidance on RRFB installation throughout the City. They can be installed at intersections, midblock crossings, and trail crossings. RRFBs effectiveness is dependent on driver compliance.



Image 28: Refuge Island, Chicago, IL

Source: NACTO



Image 29: RRFB, Bolingbrook, IL

Source: Google Maps

Traffic Calming

Curb Bump-Out

Curb bump-outs are traffic calming features that extend the curb into the roadway to narrow the street, shorten pedestrian crossing distances, and improve visibility at intersections. They restrict parking near crossings and reduce vehicle turning speeds by tightening turning radii. Curb bump-outs are located in the parking lane space within 20 or 30 feet of crosswalks or stop signs, utilizing space that is ineligible for parking. This reinforces proper parking behavior in addition to the other benefits that curb bump-outs provide.

Curb bump-outs are most appropriate on local streets, neighborhood connectors, and collectors. They improve pedestrian safety and calm traffic but may affect drainage, parking, and large-vehicle turning movements.

Maintenance Impacts

- May require frequent maintenance, such as vegetation trimming, debris removal, bollard replacements, and paint refreshment, depending on design
- May be vulnerable to damage by snowplows depending on design

Emergency Service Impacts

- May constrain turning movements of emergency vehicles, delaying response time

Impact Mitigation

- Map traffic bump out locations and train snowplow and street sweeping operators on maneuvering around them
- Remove bollards prior to snow removal/ street sweeping, or establish protocols for clearing these areas
- Conduct a pilot program to evaluate the maintenance impacts of paint and post designs
- Design with mountable curbs or adequate radii to accommodate emergency and maintenance vehicle access



Image 30: Curb Bump Outs, Oak Park, IL



Image 31: Paint & Post Bump-Out, Oak Park, IL

Chicane

A chicane slows roadway traffic by creating a slight curve, or serpentine effect in the roadway, forcing drivers to slow down and pay closer attention to the changes in the roadway. Chicanes introduce horizontal deflection in the roadway to slow vehicle speeds and discourage cut-through traffic. This effect can be created through alternating curb extensions or parking on either side of the roadway, using paint and/or a concrete curb.

A chicane is typically recommended on residential streets with lower traffic volumes. The curb extensions in a chicane can also be used as a way to increase pedestrian and cyclist space through benches, bike parking, or other active transportation-friendly amenities. Chicanes require space and may affect on-street parking.



Image 32: Chicane, San Francisco, CA

Source: NACTO

Maintenance Impacts

- May require frequent maintenance, such as vegetation trimming, debris removal, bollard replacements, and paint refreshment, depending on design
- May be vulnerable to damage by snowplows depending on design

Emergency Service Impacts

- May constrain turning movements of emergency vehicles, delaying response time

Impact Mitigation

- Map traffic bump out locations and train snowplow and street sweeping operators on maneuvering around them
- Remove bollards prior to snow removal/ street sweeping, or establish protocols for clearing these areas
- Conduct a pilot program to evaluate the maintenance impacts of paint & post designs
- Design with mountable curbs or adequate radii to accommodate emergency and maintenance vehicle access

Left Turn Traffic Calming

Left turn traffic calming (LTTC) treatments reinforce the centerline at intersections using raised curbs, bollards, or rubber speed bumps placed parallel to the direction of travel. In some cases, a rubber speed bump may extend slightly into the intersection. These treatments discourage drivers from cutting across the centerline and instead guide them to turn at a slower, safer angle with improved visibility of people crossing the street. As a result, drivers make left turns more intuitively within the designated safe turning zone, reducing potential conflicts with pedestrians. They are most appropriate on major collectors and arterials.

LTTC treatments slow turning vehicles and reduce conflict severity for pedestrians and cyclists. They may restrict turning radii for large vehicles and require careful design.

Maintenance Impacts

- May require frequent replacement, depending on the durability of the treatment used
- May be vulnerable to damage by snowplows

Emergency Service Impacts

- May constrain turning movements of large emergency vehicles, delaying response time

Impact Mitigation

- Map LTTC locations and train snowplow and street sweeping operators on maneuvering around them
- Evaluate the durability of treatment options
- Design to accommodate emergency and maintenance vehicle access



Image 33: Left-Turn Traffic Calming, Chicago, IL

Source: City of Chicago

06

Recommendations



Image 34: Bike Route and Historic District Signage

The recommendations in this chapter address a broad spectrum of community needs and preferences, seeking to respond to feedback from the public involvement process and key findings identified in the existing condition evaluation. By focusing on the development and improvement of bicycle and pedestrian infrastructure, as well as implementing new policies and programs, Naperville is demonstrating that providing a comfortable and accessible active transportation network for all people is a priority.

Recommendations Overview

The recommendations for bicycle and pedestrian infrastructure improvements prime the City of Naperville to meet infrastructure and equity goals. Recommendations target infrastructure goals through enhancements to existing routes aimed at improving user friendliness and comfort through new routes that would provide a more connected network of sidewalks, bikeways, and trails. Recommended infrastructure also targets equity goals by introducing low stress bikeway designs and expanding access to key destinations to better serve people of all ages, abilities, and backgrounds. The recommendations for bicycle and pedestrian policies and programs encourage the City of Naperville to meet its education goal of promoting a culture of responsible and courteous behavior among all network users through education and encouragement.

Infrastructure and program recommendations consider the City's ongoing programs and planned projects, as well as potential impacts and coordination across City departments and partner agencies. Continued coordination will help the City meet its collaboration goals and successfully implement the Bicycle and Pedestrian Plan Update.

These recommendations provide a plan for transforming Naperville into a more walkable and bikeable city. The implementation timeline extends from adoption of the plan through 2050 and will depend on various factors, including feasibility, ongoing community support, and funding availability. Recommendations will require further evaluation before being integrated into future Capital Improvement Plans (CIPs).

Recommendations at a Glance

84	miles of new facilities	5	policy recommendations
112	infrastructure projects	4	program recommendations
12	enhancements to existing facilities		

NAPER-NOTE

CAPITAL IMPROVEMENT PLAN

Capital Improvement Plans (CIPs) are strategic outlines that cities and counties craft to plan for future large-scale projects. They serve as to-do lists that outline significant infrastructure developments such as the maintenance or construction of roads, bridges, schools, parks, and libraries. The goal of a CIP is not only to prioritize what projects will be carried out but also to schedule them and budget accordingly.



Goals and Objectives

Infrastructure

- 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.

Education

- 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.

Equity

- 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.

Collaboration

- 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.

Bicycle & Pedestrian Facilities



The City of Naperville's commitment to fostering a safer, more interconnected community is at the heart of its capital improvement strategy. This section lays out a series of carefully considered infrastructure recommendations for upgrading the bicycle and pedestrian network. The City of Naperville can meet its infrastructure and equity goals by implementing recommendations where feasible.

The plan proposes a significant expansion of the bicycle network. Recommendations that serve bicyclists include 32 miles of bicycle boulevards, 13 miles of bike lanes, and 2 miles of protected bike lanes. To improve accessibility and safety for pedestrians, recommendations include feasibility studies for sidewalk installation where there are known constructability challenges. In addition, the plan recommends 37 miles of sidepaths or trails, five of which fill existing sidewalk gaps, as well as a feasibility study for the 87th Street bicycle and pedestrian bridge. These recommendations are summarized on the following pages.

Recommendations Overview

- 112 facility projects
- 10 crossing improvement locations
- 4 feasibility studies

Recommendations

Implement Crossing Improvements at Strategic Intersections

Crossing improvements are proposed in several locations. **Table 24** summarizes the key issues at select intersections and possible treatments the City of Naperville can consider to better serve bicyclists and pedestrians. Key issues were identified through the evaluation of Naperville's existing conditions and through public engagement. These intersections may also be further evaluated for the use of countermeasures identified in the **Chapter 5** Bicycle and Pedestrian Design Toolkit.

Develop New Bicycle and Pedestrian Facilities

The City of Naperville should implement 112 new infrastructure projects consisting of bicycle boulevards, bike lanes, protected bike lanes, and sidepaths or trails.

The completion of these recommendations can be aided through the application of City of Naperville's Complete Streets Policy and by adherence to the aforementioned **Chapter 5** design standards during annual roadway maintenance.

For all routes, short-term enhancements can be made as an interim measure where there may be a medium- or long-term implementation timeline for the preferred treatment. For example, pavement markings and sign enhancements along Modaff Road can serve as a short-term, interim treatment, while a sidepath is the long-term goal.

Shown recommendations are ultimately the preferred treatments based on a preliminary evaluation and are subject to change based on further engineering studies. Routes are also subject to change if engineering studies determine a low-stress treatment cannot be implemented on the recommended route.

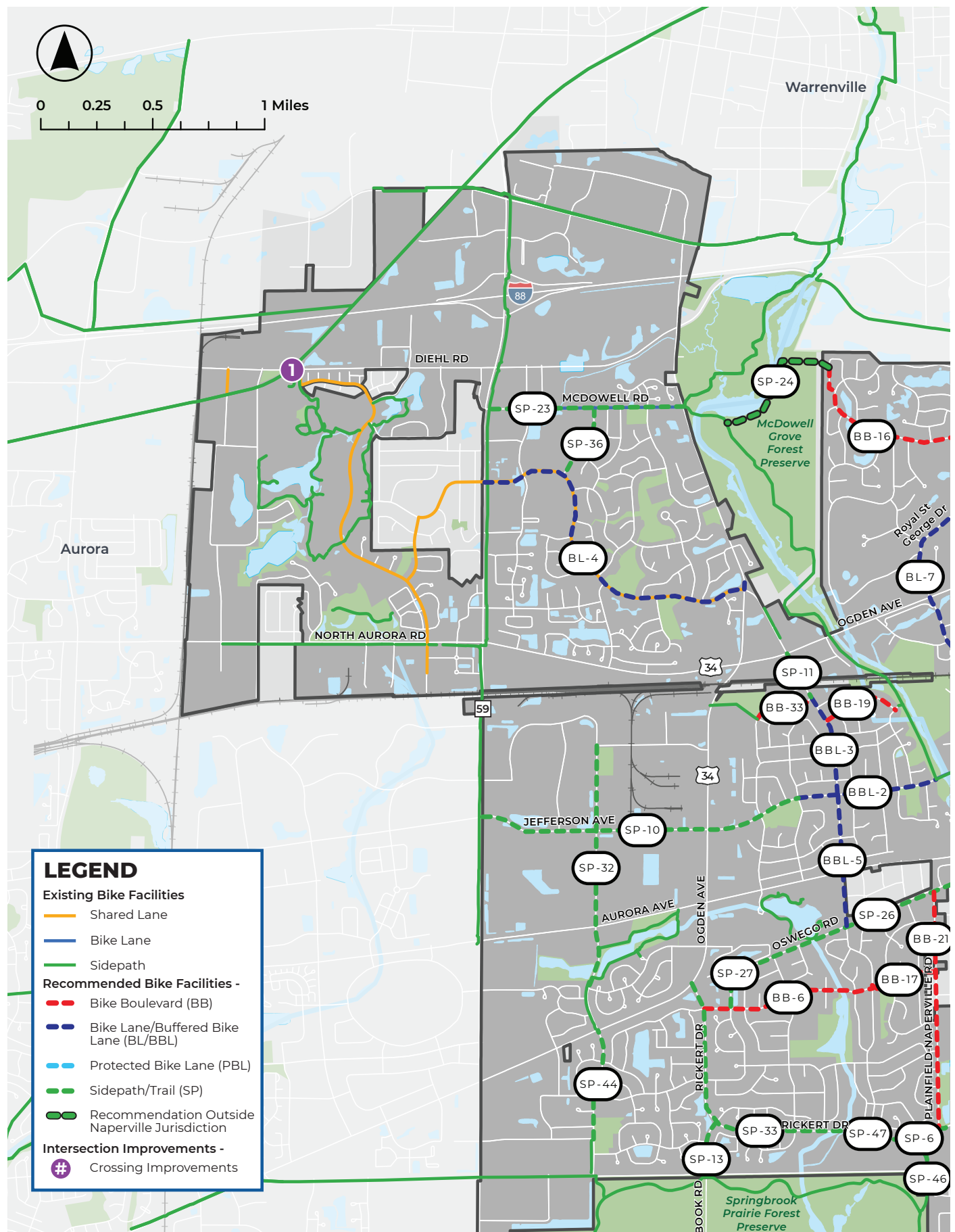
The full suite of recommendations are shown in **Maps 17, 18, 19, and 20**, with a full summary of the projects provided in **Appendix E**. A brief summary of recommendations by mileage is provided in **Table 25**. The appendix lists all 112 proposed projects, as well as facility type, jurisdiction, length, priority, and estimated cost.

Improve Existing On-Street Network

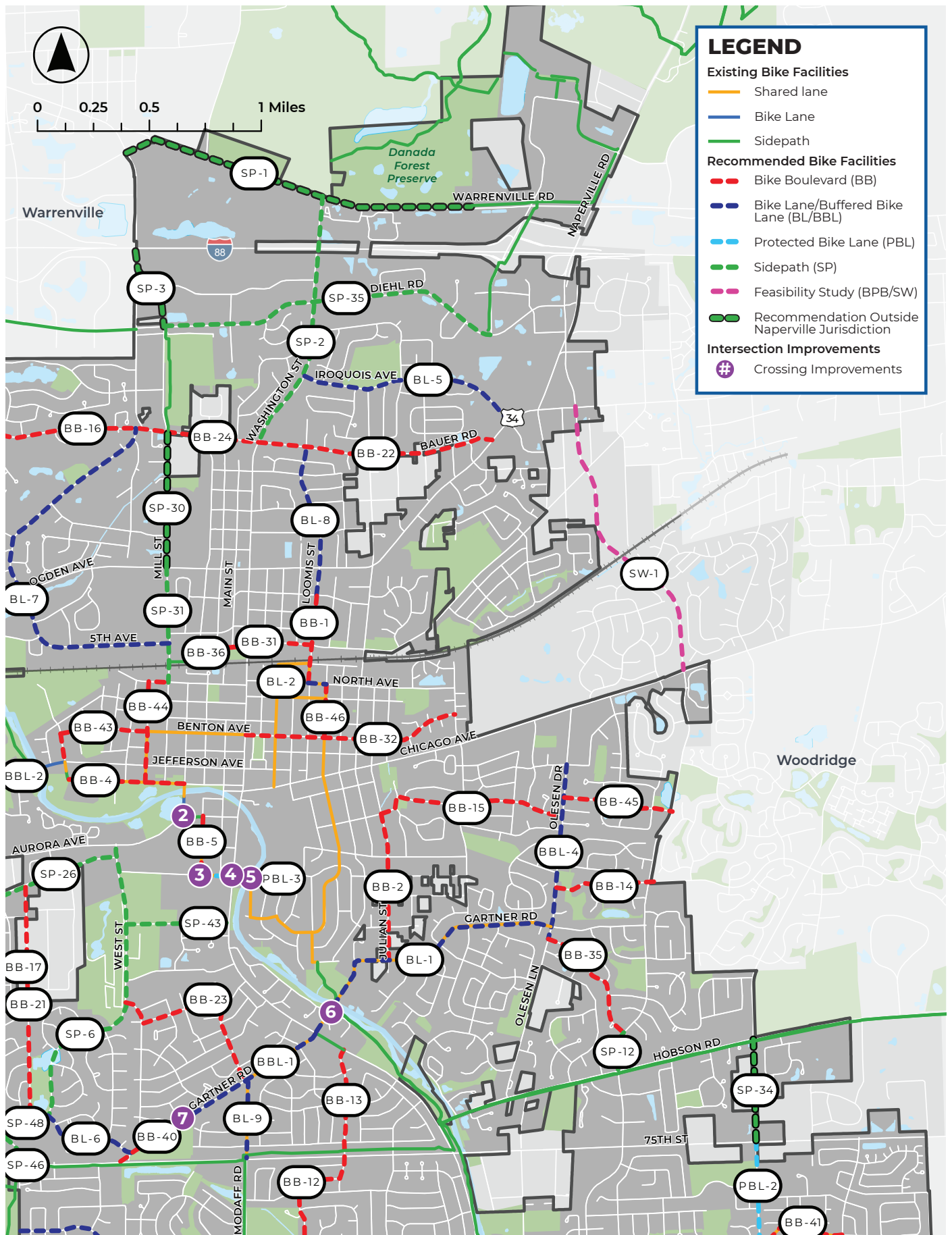
The City of Naperville should ensure existing on-street facilities have appropriate signage, pavement markings, and maintenance especially for bikeways, routes to key destinations, and areas with bicycle parking. This can be done by:

Table 24. Crossing Improvements

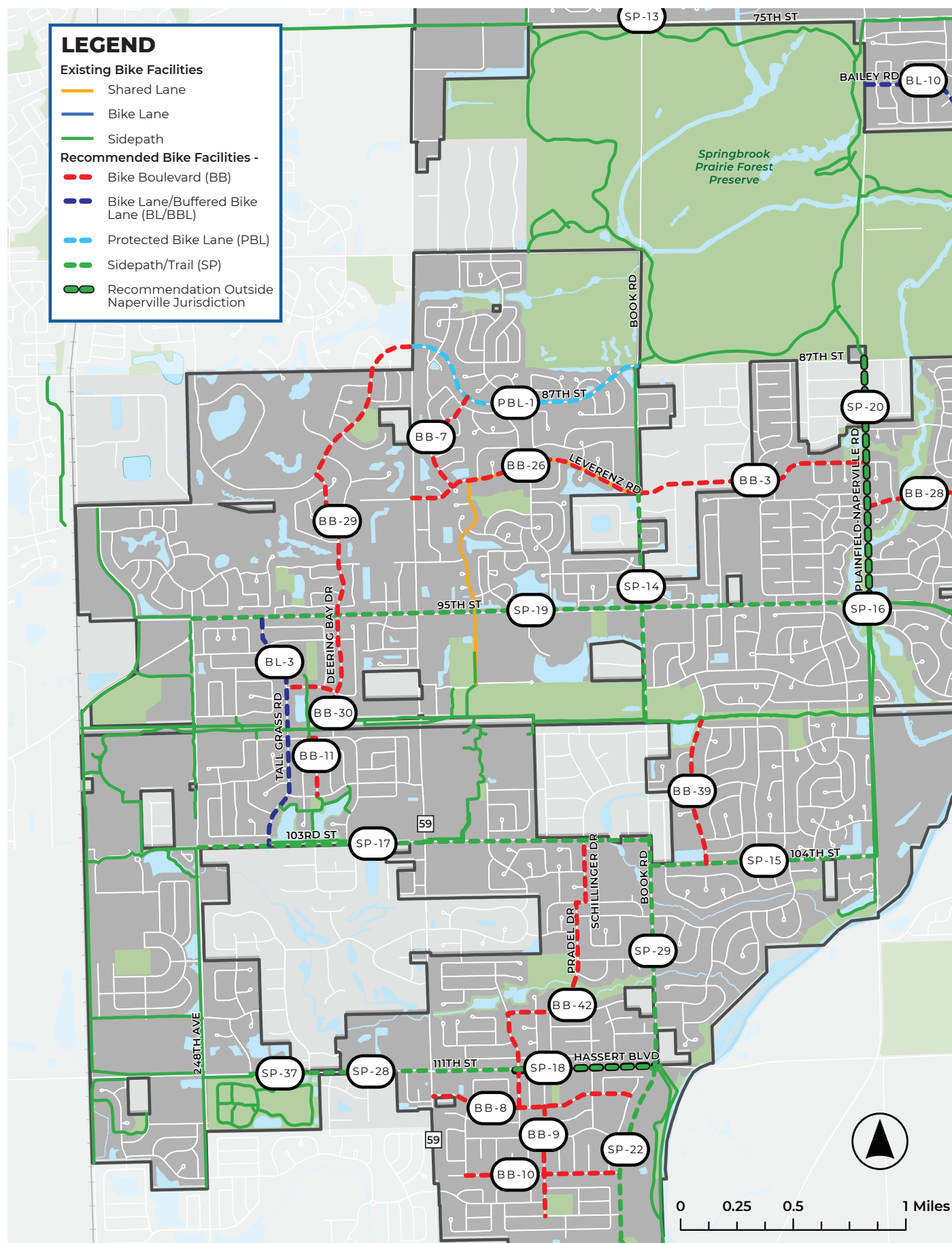
ID	User Type	Intersection	Key Issues	Treatment Considerations
1	Bicycle and Pedestrian	Diehl Road & Illinois Prairie Path	High vehicle speed in combination with length and skew of the crossing.	Realign crossing.
2	Bicycle Only	Eagle Street & Aurora Avenue	Facility type transitions and conflicts with right turn lane.	Options include transitioning Eagle Street bike lane onto the sidewalk and direct cyclists to do a two-stage turn via the crosswalk, or install bike box with green pavement markings to Eagle Street bike lane.
3	Bicycle Only	Hillside Road & Webster Street	Bike lanes ends abruptly. Uncontrolled crossing to access eastbound bike lanes. Limited visibility due to hill.	Bump-outs at intersection. Traffic calming on Hillside Road. Green dashed markings from Webster Street onto Hillside Road.
4	Bicycle Only	Hillside Road & Washington Street	Lack of separation from traffic. Conflicts with bikes and vehicles making right turns.	Green dashed markings through intersection. Modify west-leg geometry.
5	Bicycle Only	Melody Lane & Hillside Road	Bike lanes end abruptly. Uncontrolled crossing on Hillside Road to access westbound bike lanes.	Improved bike wayfinding and signage.
6	Bicycle and Pedestrian	Gartner Road & Edgewater Drive	Speeding. Vehicles do not consistently stop for people crossing Gartner Road.	Traffic calming on Gartner Road. Bump outs and RRFB at trail crossing.
7	Pedestrian Only	Gartner Road & Alder Lane	Speeding. Vehicles do not consistently stop for people crossing Gartner Road.	Traffic calming on Gartner Road.
8	Bicycle Only	Bailey Road & Modaff Road	Crossing on uncontrolled leg for Bailey Road. Left turn from northbound lane on Modaff Road. Abrupt end to sidepath.	Extend sidepath or add intersection markings to guide cyclists between on and off-street facilities.
9	Bicycle Only	Modaff Road & Springbrook Prairie Trailhead	Current signage doesn't effectively alert drivers to left turning bicyclists from northbound bike lane on Modaff Road onto trail.	Install marked trail crossing with sidepath extension on Modaff Rd. Improve signage and pavement parkings as an interim measure.
10	Bicycle Only	Bailey Road & Washington Street	Unclear cyclist wayfinding.	Additional Crossing Signage. Sidepath extension to west leg of Bailey Road. Additional intersection markings for westbound cyclists to get into the correct position on Bailey Road.



Map 18. Recommendations Quadrant 2



Map 19. Recommendations Quadrant 3



Map 20. Recommendations Quadrant 4

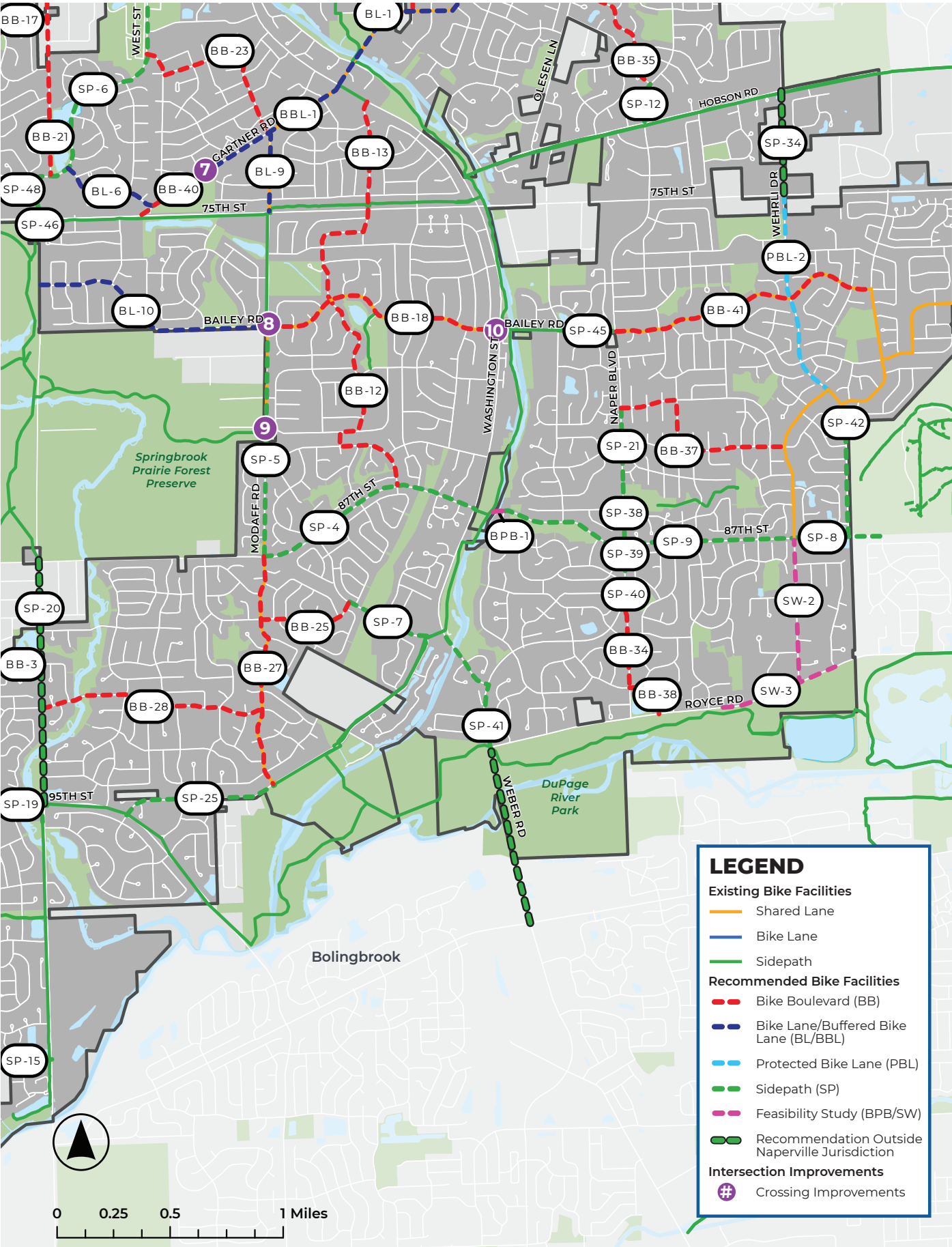


Table 25. Overall Infrastructure Recommendations

Facility Type	Existing (Miles)	Proposed Additional (Miles)	New Total Mileage	Miles Upgraded
BICYCLE FACILITIES				
Bicycle Boulevard	18	32	50	5
Bike Lane	2	13	15	3
Protected Bike Lane	0	2	2	0.2
BICYCLE & PEDESTRIAN FACILITIES				
Sidepath/Trail	62	37	99	4
TOTAL				
	82	84	166	12.2

- Designing Naperville's existing shared lanes to match the principles of bicycle boulevards.
- Ensuring sharrow placement is consistent with AASHTO guidance on existing shared roadways where a bikeway is not currently feasible.
- Providing preferred bike lane width matching the street context or buffers where feasible.
- Expanding wayfinding on all existing bike routes and add destination signage along routes to key locations like downtown, the Metra station, and trails.

Based on public feedback, routes to the DuPage River Trail and Naperville Metra Station should be prioritized.

Conduct Feasibility Studies for Select Bridge and Sidewalk Projects

The City of Naperville should ensure a strategic expansion of the bicycle and pedestrian network through the development of several key feasibility studies that would improve accessibility and comfort for pedestrians and cyclists. The 87th Street Bridge feasibility study crossing the DuPage River at 87th Street will evaluate design potential to provide additional bicycle and pedestrian access over the DuPage River.

Several sidewalk installation feasibility studies will evaluate construction potential in areas where there are known development challenges, specifically:

- Naper Boulevard – Ogden Avenue to Chicago Avenue
- Lisson Road - Bonnema Avenue to Royce Road
- Royce Road – Trillium Lane to Fleetwood Court

The challenges at Lisson Road and Royce Road exist because of their designation as no-build zones. Results from these studies may prompt a re-evaluation of the City of Naperville's no-build list in the Comprehensive Sidewalk Policy. Possible changes to these designations would be subject to public comment and input from residents in advance. Any re-evaluation proposals will be reviewed by City Council for approval and include a public

comment process. These segments are worth evaluating as they will improve pedestrian connections to Whalon Lake and the DuPage River Trail. Additionally, due to the railroad underpass, there is limited right-of-way to construct sidewalk along Naper Boulevard. Constructing sidewalk in this location would lead to an improved north/south connection for residents on the east side of the City, act as an access point to traverse the BNSF railroad, and improve access to the commercial corridor on Ogden Avenue.

Project Cost Summary

Cost summaries are provided in **Table 26**. These estimates are based on 2026 IDOT District 1 bid tabs for similar work and are subject to inflation over time.

Table 26. Estimated Costs by Recommendation Type

	Bicycle Boulevard (BB)	Bike Lane (BL)	Sidepath (SP)	Feasibility Study (FS)	Total
Cost	\$930,000	\$1,452,000	\$51,504,000	\$280,000	\$54,166,000

Data Source: Epstein

Image 35: Open House Attendees



Prioritization

Recommendations were issued a score based on data from the existing conditions analysis, such as the LTS, bicycle and pedestrian accident history, gaps and barriers, and public feedback from the interactive map to determine priority routes. Recommendations were then re-scored according to ease of implementation (considering coordination with maintenance projects, need for corridor-level planning services, level of public outreach required, and cost). The combined route and ease of implementation score was used to rank the priority of individual projects and then reviewed from a network level to assess connectivity. **Map 21** illustrates these rankings for the recommended facilities as high, medium, or low priority. A full summary of the projects and their prioritization ranking is provided in **Appendix E**. Because not all recommendations can be implemented at once, projects will be prioritized based on funding availability, eligibility requirements, and community needs.

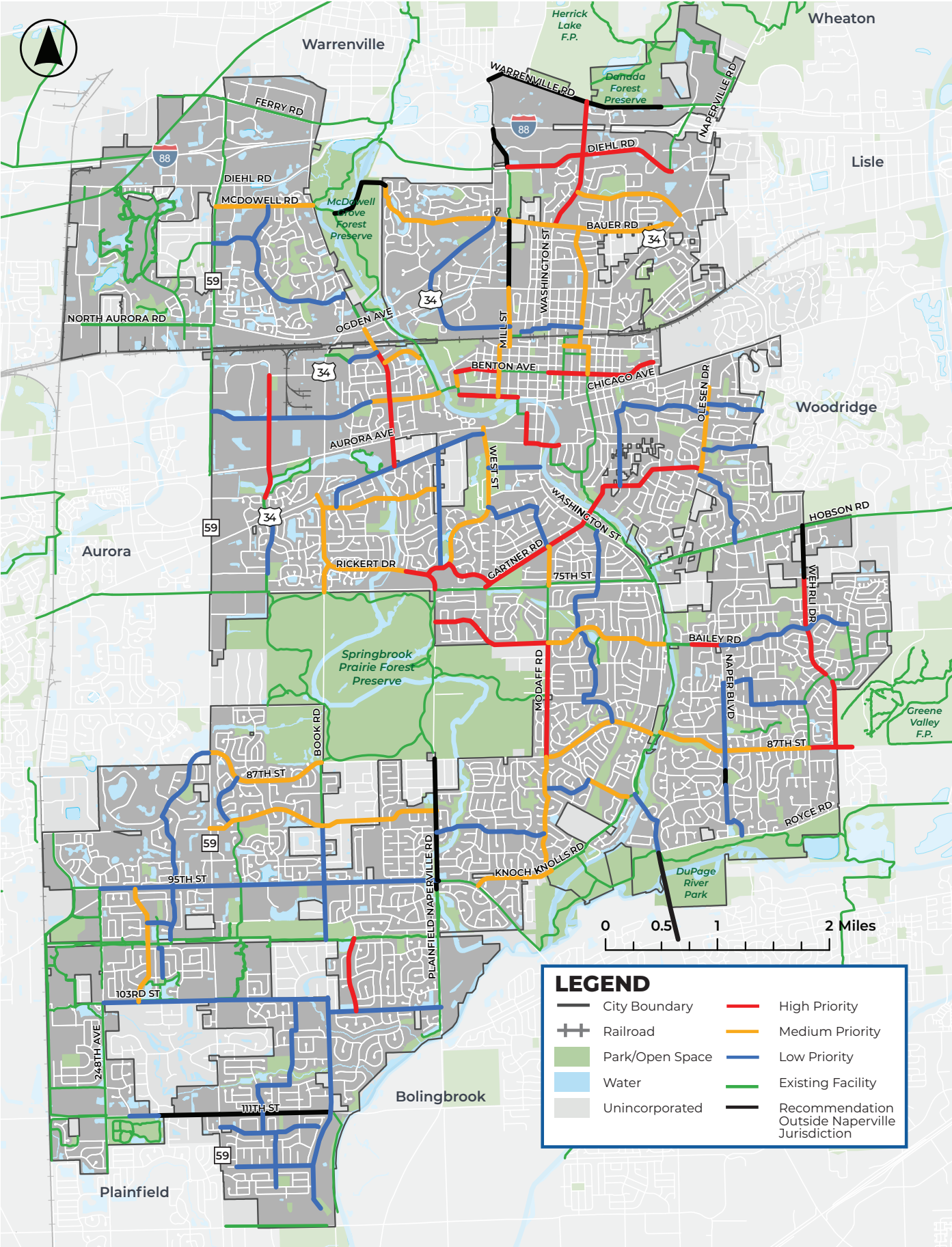
Implementation Timeline

Project implementation is expected to take place through 2050. **Appendix E** lists all recommended projects and their implementation timeline as short term (0-8 years), medium term (8-16 years), or long term (16+ years, through 2050). Project implementation may be funded using the City's operating budget. Recommendations should be incorporated into the City's capital improvement planning and budgeting process.

Project timelines are generally aligned with project priority, though other factors may impact implementation such as:

- **Coordination with External Partners** - Projects that are under the jurisdiction of external partners in whole or in part may take longer to implement due to the need for additional coordination.
- **Site Constraints** - Constraints such as site topography, available right-of-way, or other factors that increase the project complexity can impact the implementation timeline.
- **Project Budget** - More expensive projects may need to be split into smaller phases, or may require external funding to be feasible.
- **Coordination with Other Projects** - Naperville's recently adopted Road Improvement Plan will be implemented over the same time period as the Bicycle and Pedestrian Plan. Lower priority projects may be implemented sooner than higher priority projects if they overlap with other construction efforts as part of the Road Improvement Plan, new development, or annual maintenance.

Map 21. Prioritization



Policies & Programs

While the recommended bicycle and pedestrian facilities will create the physical infrastructure to support active transportation, policies and programs play a key role in creating the conditions that enable their success. Policies establish the framework, standards, and expectations that guide decision-making, while programs provide opportunities to educate and encourage safe walking and bicycling.

This plan identifies policies and programs to improve the ease and safety of walking and biking in Naperville as summarized in **Table 27**. Successful implementation will require collaboration with community partners to maximize the reach, effectiveness, and long-term impact of these initiatives.

Table 27. Policy and Program Recommendations

Policy/Program	Type	Estimated Cost	Recurring Cost
Update the Complete Streets Policy	Policy	\$	No
Utilize the Transportation Advisory Board (TAB) to Coordinate Plan Implementation Efforts and Monitor Plan Progress	Policy	\$	Yes
Update the Annual New Sidewalk Program	Policy	\$	No
Update Traffic Calming Threshold for Bicycle Boulevards in the Traffic Calming Toolkit	Policy	\$	No
Establish an Annual Bikeway Implementation and Maintenance Program	Policy	\$	Yes
Provide Safety Activities for Children	Program	\$\$	Yes
Host Biking and Walking Celebrations	Program	\$\$	Yes
Develop a Comprehensive Bicycle Education, Awareness, and Encouragement Campaign	Program	\$\$	Yes
Encourage a Bicycle Benefits Program to Incentivize Biking to Local Businesses	Program	\$	Yes

Key:

\$ = Staff Time

\$\$ = Staff Time + Materials

Policies

1. Update the Complete Streets policy.

The City of Naperville should update its Complete Streets policy to provide clear direction and accountability for developing a safe, connected, and accessible transportation network for all users.

A Complete Streets policy is a commitment to integrating multi-modal infrastructure into roadway design, construction, and maintenance to create a network that can accommodate people of all ages and abilities, regardless of how they travel. Complete Streets integrates the diverse needs of network users, including pedestrians, cyclists, motorists, and people with disabilities, into transportation projects and programs. When effectively implemented, Complete Streets improve safety, expand transportation options, support accessibility, and strengthen network connectivity.

To be effective, a Complete Streets policy should establish clear requirements, define policy application, assign implementation responsibilities, incorporate accessibility considerations, and assign responsibility for implementation. Strong Complete Streets policies ensure that multi-modal improvements are routinely incorporated into transportation projects and become a standard part of decision-making.

The City of Naperville's existing policy provides a foundation for implementing Complete Streets principles but can be strengthened to better support long-term outcomes. The updated policy should:

- Use clear and directive language, such as "shall" or "must", to establish the City's commitment to Complete Streets and ensure consistent application across projects.
- Reinforce commitment to accessibility and equity by identifying ADA and PROWAG compliance as citywide priorities and ensuring all users can comfortably access the transportation network.
- Clearly define the types of projects subject to the policy, including new construction, reconstruction, retrofit, maintenance, and repair projects.

- Promote network connectivity by encouraging multi-modal improvements and connections through private development projects when feasible.
- Direct the use of the Bicycle and Pedestrian Design Toolkit and other design standards to guide project development and implementation.
- Assign responsibility for policy implementation to the Transportation Engineering and Development (TED) Business Group.
- Require annual reporting to the Transportation Advisory Board on the implementation of bicycle and pedestrian improvements.
- Provide regular training for City staff to ensure consistent understanding and application of Complete Streets principles.

By strengthening the policy in these areas, Naperville can ensure that Complete Streets principles are consistently integrated into transportation decisions and project development, resulting in a more accessible and connected network for all users.

Table 28. Policy 1 Impact Summary

Implementing Agency	City of Naperville
Supporting Partners	N/A
Estimated Cost (\$-\$)	\$
Goal & Objective Met	Goal 3, Objective 8
Resource	Smart Growth America

2. Utilize the Transportation Advisory Board (TAB) to coordinate plan implementation efforts and monitor plan progress.

The City of Naperville's Transportation Advisory Board (TAB) should serve as the advisory body monitoring implementation progress of the Bicycle and Pedestrian Plan Update over time. Adding this advisory role to TAB's current duties will provide oversight and ensure that the goals and recommendations outlined in the plan continue to be prioritized as projects and policies are developed.

In this role, TAB would serve as a key liaison between City staff, elected officials, and community members. Its responsibilities could include reviewing proposed transportation projects, providing input on funding opportunities, and monitoring plan implementation, including tracking progress toward the plan's goals and identifying barriers to implementation. Additionally, the advisory board can help promote community engagement and awareness around bicycling and walking initiatives.

TED should schedule staff presentations every six months on plan implementation and progress. Public comments related to the Bicycle and Pedestrian Plan Update implementation can also be included as part of TAB's regular public forum time. By maintaining a regular forum for discussion and coordination, the board can help ensure that active transportation considerations are integrated into ongoing planning, engineering, and development decisions.

Table 29. Policy 2 Impact Summary

Implementing Agency	City of Naperville
Supporting Partners	N/A
Estimated Cost (\$-\$)	\$
Goal & Objective Met	Goal 4, Objective 11
Resource	City of Geneva: Bike & Pedestrian Committee

3. Update the Annual New Sidewalk Program.

The City of Naperville should review the current no-build list to determine whether included locations still warrant a no-build designation. The City should revoke a no-build designation for unwarranted locations, as supported by public feedback. The process to revoke a no-build designation will be based on the results of the recommended feasibility studies, connectivity and safety considerations, and would require approval by City Council.

For Arterial Streets:

- Develop a method for prioritizing gaps on arterials in locations where there are not near-term road improvements or developments planned. Integrate them as a part of CIP projects independent from road improvement projects where there are no near-term improvements or developments planned.
- Determine how constructability and jurisdiction should be weighted in prioritization, including whether unincorporated properties or other jurisdictions should be considered.
- Use feedback from the Bicycle and Pedestrian Plan Update to guide infill prioritization on arterials.

For Residential Streets:

- Transition the selection process for residential sidewalk infill away from a scoring system that is based on pre-defined criteria and adopt a request-based approach to prioritize infill where desired by the public.
- Develop a process for residents to submit requests for locations to be considered for new sidewalk construction.

Table 30. Policy 3 Impact Summary

Implementing Agency	City of Naperville
Supporting Partners	N/A
Estimated Cost (\$-\$)	\$
Goal & Objective Met	Goals 1 and 3; Objectives 1, 7, 8, 9
Resource	N/A

4. Update Traffic Calming Threshold for bicycle boulevards in Traffic Calming Toolkit.

Naperville's current Traffic Calming Toolkit sets the traffic calming threshold at an 85th percentile speed of 32 mph on local streets, and 34 mph on neighborhood connector streets. It is recommended that Naperville update the Threshold Warranting Measure for the implementation of traffic calming on neighborhood connector streets that are recommended for bicycle boulevards to an 85th percentile speed of 32 mph.

Table 31. Policy 4 Impact Summary

Implementing Agency	City of Naperville
Supporting Partners	N/A
Estimated Cost (\$-\$)	\$
Goal & Objective Met	Goals 1 and 3; Objectives 1, 2, 3, 7, 8, 9
Resource	N/A

Programs

1. Provide safety activities for children.

Naperville, in partnership with the parks district, school districts, police department, and other community organizations can support a variety of safety activities targeted towards children to help them learn the rules of the road and to feel safe and confident exploring their community on foot or by bike. Potential activities include:

Learn to Ride programs

The parks district or school districts are ideal entities to provide learn to ride programming. Naperville can support these efforts by assisting in grant writing, assisting with program marketing, or providing educational materials (see recommended Program 3).

Helmet and bike light giveaways at community events

Helmet giveaways should include proper fitting demonstrations. Educational materials can be provided in conjunction with helmets and lights.

Supporting walking and biking programs at schools and other community organizations

Activities such as walking/biking school buses or Walk, Bike, & Roll to School Day that are best organized by schools or parent groups can be supported by providing additional police presence at busy intersections along the travel route.

Programming at Safety Town for older children

Safety Town is a great existing educational resource, but current programming is geared towards young children (kindergarten and first grade). Supporting additional programming for older children through grant funding or local funds could provide an ongoing opportunity to encourage safe walking and biking for kids of all ages.

While Naperville may not have the capacity or authority to implement all of the above programs, support in the form of grant writing assistance or staff time to coordinate between different organizational partners can help facilitate a program ecosystem that supports ongoing biking and walking safety education for Naperville kids throughout their childhood.

Table 32. Program 1 Impact Summary

Implementing Agency	Naperville Police Department, City of Naperville
Supporting Partners	Naperville Park District; CUSD 203; CUSD 204; Naperville Safety Town
Estimated Cost (\$-\$)	\$
Goal & Objective Met	Goal 2, Objectives 4, 5, 6
Resource	City of Chicago: Learn to Ride Program The League of American Bicyclists: How to do a Successful Bike Light Giveaway: New York City: Free Bike Helmets/Fittings: BikePGH: Operation Illumination Bike Light Giveaways

Image 36: Bike Helmet Fitting Promotional Graphic

Source: New York City Department of Transportation



2. Host biking and walking celebrations.

Nationwide advocacy organizations have begun to encourage annual celebrations that support and encourage walking and biking. The City of Naperville can participate in these annual activities to align Naperville communications with broader initiatives in the region, state, and country.

Bike Month

Many communities recognize May as Bike Month due to ongoing advocacy and coordination of the League of American Bicyclists.

The City of Naperville should issue a proclamation, declaring the month of May as Bike Month. This proclamation would formally recognize bicycling as an important part of Naperville's transportation system and signal the City's commitment to promoting active transportation. Establishing a Bike Month also provides the opportunity to coordinate outreach, programming, and encouragement initiatives that highlight the benefits of bicycling.

During Bike Month, Naperville can organize and promote a series of bike-themed educational materials, community campaigns, and encouragement events that engage residents of all ages and abilities. Many of the programs recommended within this plan could be launched or highlighted during this month to maximize visibility and participation.

The City of Naperville can further expand the impact of Bike Month by partnering with the Naperville Park District, local businesses, community groups, and schools. Collaborative efforts could include Bike to Work Day and Bike to School Days, offering incentives for residents who choose to bike instead of drive. By proclaiming Bike Month, Naperville can create a reoccurring opportunity to celebrate bicycling.

See **Appendix F** for a Bike Month proclamation template.

Table 33. Program 2 Impact Summary

Implementing Agency	Naperville Police Department, City of Naperville
Supporting Partners	Naperville Park District; CUSD 203; CUSD 204; Naperville Area Chamber of Commerce
Estimated Cost (\$-\$)	\$\$
Goal & Objective Met	Goal 2, Objectives 4, 5, 6
Resource	The League of American Bicyclists: National Bike Month Materials National Center for Safe Routes to School: Walk, Bike & Roll to School Day

Image 37: May is Bike Month Promotional Graphic

Source: The League of American Bicyclists



Walk, Bike, and Roll to School Days

A variety of national programs encourage Walk, Bike, and Roll to School Days in May, October, or November. Naperville can partner with schools to organize and promote these events annually, providing giveaways to encourage participation and offering additional police support along the route to support student safety.

Walk and Bike to School Day events can also include small incentives and activities to celebrate participation. Schools can offer giveaways such as snacks, custom stickers, reflective gear, or t-shirts, as well as safety information for students and families.

Image 38: May Watts Elementary School Bike Bus, Naperville

Source: May Watts Bike Bus



3. Develop a comprehensive bicycle education, awareness, and encouragement campaign.

The City of Naperville should develop an ongoing outreach and education campaign to inform residents about rules of the road and recommended behavior for all transportation modes. Content should encourage awareness that people walking and biking is a sign of a vibrant community and should be expected on all Naperville roads.

Highlighting the discrepancies in injury risk for people within versus outside of a vehicle can encourage safe and courteous behavior for people using all modes and builds on the themes and recommendations of this plan.

As part of the campaign, the City can create a set of educational and promotional materials that can be easily distributed and shared by partner organizations and through city communication channels. Materials could include brochures, posters, social media graphics, and digital toolkits that promote safe pedestrian and bicyclist behavior while discouraging unsafe driving practices. These materials should incorporate local context, such as community destinations, to ensure the messaging resonates with Naperville residents.

In addition to City-led efforts, Naperville's school districts provide direct education to the majority of Naperville children and could incorporate walking and biking safety education and encouragement as part of their curricula. The City of Naperville can partner with the school districts to provide support for education and encouragement efforts as part of physical education or other related subjects. The City can also support encouragement activities such as biking school buses or walk to school days by providing increased police at busy crossings or providing giveaway items like helmets or bike lights.

Table 34. Program 3 Impact Summary

Implementing Agency	Naperville Police Department, City of Naperville
Supporting Partners	Naperville Park District; CUSD 203; CUSD 204
Estimated Cost (\$-\$)	\$\$
Goal & Objective Met	Goal 2, Objectives 4, 5, 6
Resource	Safe Routes to School National Partnership: Bicycle and Pedestrian Curricula Guide Ride Illinois Bike Laws Ride Illinois Bike Safety Quiz Ride Illinois Bike Education Mini Grants

4. Encourage a Bicycle Benefits program to incentivize biking to local businesses.

The City of Naperville should encourage a Bicycle Benefits program to incentivize bicycling while supporting local businesses. Through this program, bicyclists would purchase a small annual helmet sticker that provides access to discounts, rewards, or promotions at participating local businesses when customers arrive by bike and display the sticker. The program incentivizes residents and visitors to choose bicycling for everyday trips while encouraging them to stop at local shops, restaurants, and attractions. One such example is the business discounts available with an Active Transportation Alliance membership in Chicago.

Table 35. Program 4 Impact Summary

Implementing Agency	Naperville Businesses
Supporting Partners	Naperville Area Chamber of Commerce, City of Naperville
Estimated Cost (\$-\$\$\$)	\$
Goal # Met	Goals 2 and 4; Objectives 4, 6, 10
Resource	Bicycle Benefits Active Transportation Alliance

Image 39: Bicycle Benefits Sign

Source: Bicycle Benefits



Image 40: Bicycle Benefits Sticker

Source: Bicycle Benefits



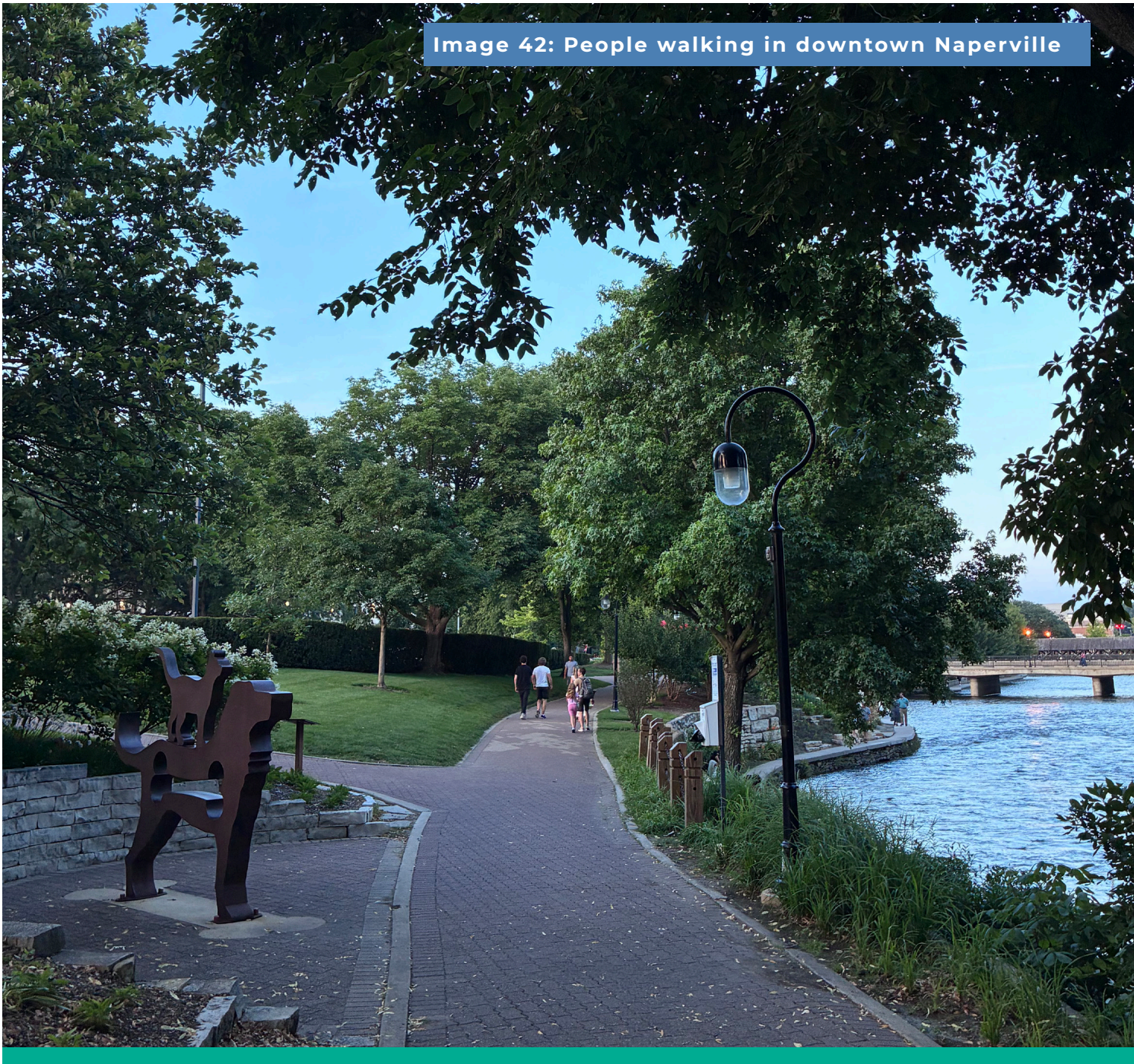
Image 41: Bicyclists near Fawell Dam



07

Funding

Image 42: People walking in downtown Naperville



The Funding section provides an overview of applicable funding and financing sources and opportunities, tailored to suit facilities recommended in this plan. This section recommends local, regional, statewide, and federal funding sources, and explains the applicability of each source. By ensuring proper funding sources, Naperville will be able to efficiently implement the recommended facilities in the most cost-effective way.

Funding Sources & Mechanisms

The City of Naperville will implement the proposed network by leveraging local, regional, federal, and private funding sources to deliver projects in a cost-effective manner. As recommended in the previous section, Naperville should implement an annual bikeway implementation and maintenance program as part of the CIP. These local dollars can be used to implement projects, but can also be used as leverage for state and federal matching programs. Often, external grant programs require a 20%-50% match which means a small investment by Naperville could fund a much larger project. Strategic selection of the recommended projects that align with the goals and mission of funding providers will help Naperville craft a competitive application and maximize the use of local funds.

Infrastructure Funding Sources

- Congestion Mitigation and Air Quality Improvement Program (CMAQ): Supports projects reducing congestion and improving air quality, such as trails and multimodal corridors. Award: \$1–2M; 20% local match.
- Crossing Safety Improvement Program (CSIP): Improves safety at public highway-rail crossings, highway-rail bridges, and pedestrian-rail bridges. Award: Varies; no match.
- Highway Safety Improvement Program (HSIP): Funds safety-focused projects that reduce severe crashes. Award: \$2–5M; 10% local match.
- Illinois Transportation Enhancement Program (ITEP): Enhances transportation systems to support walking and biking. Award: Up to \$2M; 50% local match for right-of-way acquisition.
- IDNR Bicycle Path Program (BIKE PATH): Assists local agencies in building and improving bike paths. Award: \$100K–\$200K; 50% local match.
- IDOT Local Project Funding (LPF): Assists local transportation agencies to

enhance local assets and complete streets initiatives and improve safety. Award: \$100K–\$1M; no local match.

- Open Space Lands Acquisition and Development (OSLAD): Funds acquisition and development of open spaces, including trails. Award: Up to \$1.5M; 50% local match.
- Railroad Crossing Elimination (RCE) Program: Eliminates at-grade rail crossings to improve safety. Award and match requirements vary.
- Federal Recreational Trails Program (RTP): Funds development and maintenance of trails. Award: \$200K; 20% local match.
- Surface Transportation Program - Shared (STP-Shared): Supports large-scale transportation projects. Award: \$150K–\$4M; 0–20% local match based on need.
- Transportation Alternatives Program (TAP-L): Funds projects aligning with the Regional Greenways and Trails Plan. Award: \$100K–\$1M; 20% local match.

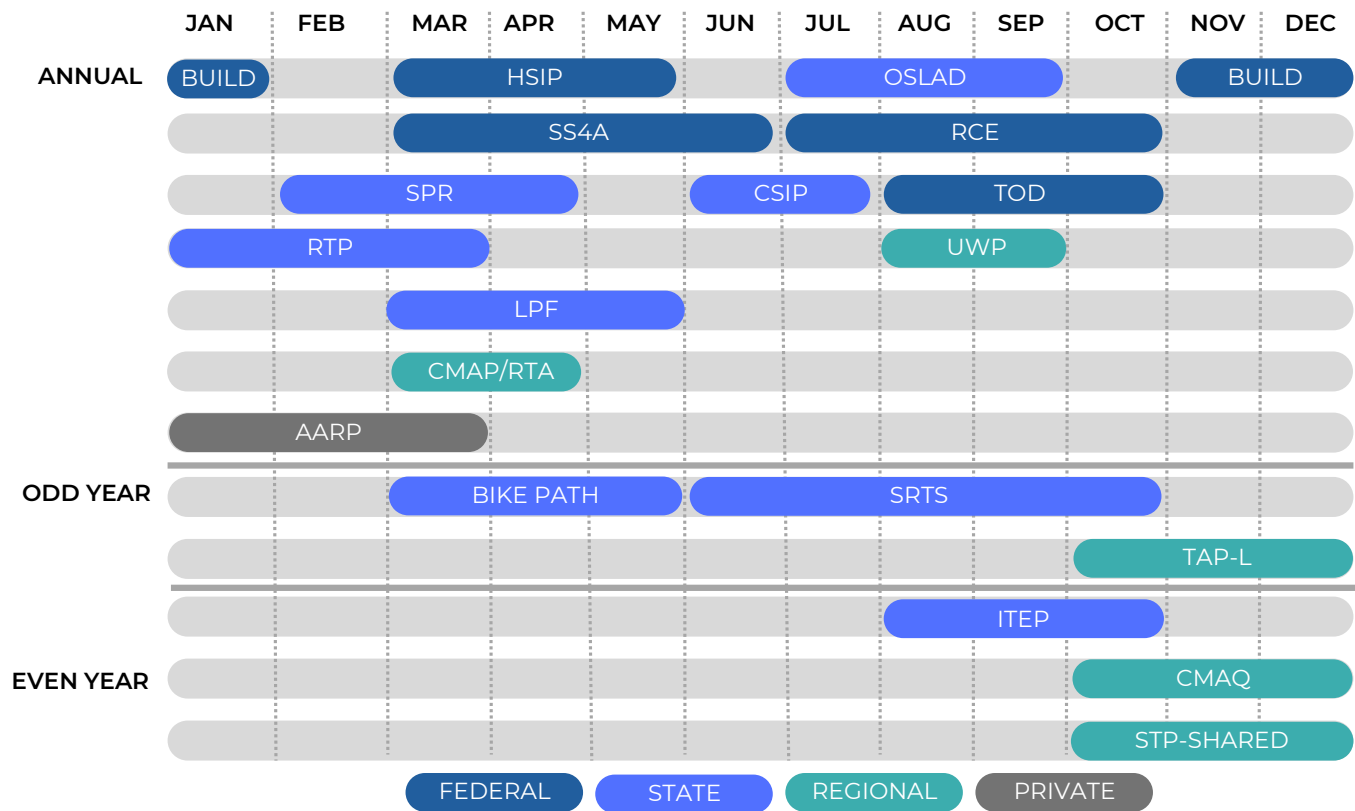
Infrastructure and Non-Infrastructure Funding Sources

- AARP Community Challenge: Supports projects enhancing community livability and accessibility. Award: \$500–\$25K; no match.
- Better Utilizing Investments to Leverage Development (BUILD): Funds significant local or regional surface transportation projects. Award and match vary by project size.
- Safe Routes to School (SRTS): Funds infrastructure and educational projects promoting safe walking/biking to school. Award: Varies; local match may be required.
- Safe Streets and Roads for All (SS4A): Focuses on eliminating roadway fatalities and serious injuries. Award: \$1M; 20% local match.

Non-Infrastructure Funding Sources

- CMAP Technical Assistance Program: Assist communities with planning and implementation, aligning with ON TO 2050. Award and match requirements vary.
- Illinois Traffic Safety Grants: Funds work to meet the goal of zero fatalities on Illinois roadways. Award and match requirements vary.
- Statewide Planning and Research (SPR) Funds: Funds planning and research studies for bicycle and pedestrian efforts and program development and outreach activities. Award: Varies; 20% local match.
- Transit Oriented Development (TOD) Pilot Program: Funds TOD planning efforts enhancing transit accessibility. Award: Up to \$2M; 20% local match.
- Unified Work Program (UWP): Supports planning efforts addressing regional transportation priorities. Award: Varies; match requirements apply.

Graphic 7: Funding Window Timeline*



* = Subject to change

Table 36. Funding Sources

Funding Source	Call for Proposals (window*)	Bike Parking	Bridges or Tunnels	Educational Programs	Off-Street Bicycle Facilities
Infrastructure Funding Sources					
CMAQ	Oct. - Dec. every even year	✓	✓	✓	✓
CSIP	Jun./Jul. annually		✓		
HSIP	Spring annually	✓	✓	✓	✓
ITEP	Aug. - Oct. every even year		✓		✓
BIKE PATH	Mar. - May every odd year		✓		✓
LPE	Mar. - May annually		✓		✓
OSLAD	Jul. - Sep. annually				✓
RCE	Jul. - Oct. annually	✓	✓		
RTP	Jan. - Mar. annually		✓		✓
STP-Shared	Oct. - Dec. every even year		✓		✓
TAP-L	Oct. - Dec. every odd year		✓		✓
Infrastructure and Non-Infrastructure Funding Sources					
AARP Community Challenge	Jan. - Mar. annually	✓	✓		✓
BUILD	Nov. - Jan. annually	✓	✓		✓
SRTS	Jun. - Oct. every odd year	✓	✓	✓	✓
SS4A	Mar. - Jun. annually		✓	✓	✓
Non-Infrastructure Funding Sources					
CMAP Technical Assistance Program	Spring annually				
Illinois Traffic Safety Grants	Annually, varies				
SPR	Feb. - Apr. annually				
TOD Pilot	Aug. - Oct. annually				
UWP	Aug. - Sep. annually				

* = Subject to change

Table 36. Funding Sources cont.

Funding Source	On-Street Bicycle Facilities	Planning & Technical Assistance	Safety	Sidewalks	Traffic Calming	Traffic Signals
Infrastructure Funding Sources						
CMAQ	✓		✓	✓		✓
CSIP						
HSIP	✓		✓	✓	✓	✓
ITEP	✓		✓	✓	✓	
BIKE PATH	✓					
LPE	✓		✓	✓		
OSLAD						
RCE			✓			
RTP						
STP-Shared	✓		✓	✓	✓	✓
TAP-L	✓			✓		
Infrastructure and Non-Infrastructure Funding Sources						
AARP Community Challenge	✓	✓	✓	✓	✓	✓
BUILD	✓	✓	✓	✓	✓	✓
SRTS	✓	✓	✓	✓	✓	✓
SS4A	✓	✓	✓	✓	✓	✓
Non-Infrastructure Funding Sources						
CMAP Technical Assistance Program		✓				
Illinois Traffic Safety Grants		✓				
SPR		✓				
TOD Pilot		✓				
UWP		✓				

Funding & Financing Sources

- Public-private partnerships (P3s) can be a valuable approach, where private entities contribute funding or resources in exchange for naming rights, advertising opportunities, or shared maintenance responsibilities.
- Developer contributions and impact fees can also be leveraged, requiring developers to contribute to infrastructure improvements that support new developments, ensuring that growth aligns with community mobility and safety goals.

The City can also explore local financing mechanisms:

- Corporate sponsorships and community fundraising campaigns can engage local businesses and residents in supporting projects that enhance quality of life.
- Philanthropic grants from foundations focused on sustainability, health, and community development may offer funding opportunities for active transportation and public space improvements.

Image 43: Cyclists near Fawell Dam



Image 44: Naperville Riverwalk



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Endnotes

Endnotes

- 1 Pucher J, Buehler R, Bassett DR, Dannenberg AL. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health*. 2010 Oct; 100(10):1986-92.
- 2 IDOT Crashes Data Sets
<https://gis-idot.opendata.arcgis.com/search?groupIds=6d2862031a6d47c7a8c211e38e423e05>