

Vision and Intent

The City of Naperville's approach to transportation planning, design, and construction supports the core concepts of Complete Streets. The City believes that the needs of all users and travel modes should be taken into account when considering the usage of public rights-of-way.

This policy is intended to establish high-level practices for the design of transportation projects and provide guidance to ensure that all users can be safely and conveniently accommodated by a Complete Streets network.

The City implements a Complete Streets approach because of the established benefits provided to a community when roadways are designed to accommodate vehicles, pedestrians, bicycles, and transit. A multi-modal network can improve resident quality of life in several ways.

Safety

Historically, roads have been planned and constructed in a way that maximizes vehicle throughput while minimizing vehicle delay. This corresponds to wide travel lanes and high speed limits. Both of these factors create a less safe environment for non-vehicular users, especially when found in conjunction with a lack of pedestrian facilities.

Complete Streets practices lead to a reduction in crashes between vehicles and other transportation modes. When a roadway is comprehensively designed to meet the needs of all users, it is able to reduce crashes and improve overall safety. Specific facilities for pedestrians, cyclists, and transit, as well as appropriate speed limits and engineered safety countermeasures, create an environment that benefits all travel modes and the well-being of the community.

Health

Countless studies show the correlation between driving and obesity. When roadways are designed from a Complete Streets perspective, people are given the opportunity to travel in ways that improve health, such as walking or cycling. Residents of walkable neighborhoods, commuters who walk to transit stops, and commuting cyclists have all been proven to have higher levels of daily physical activity as opposed to users who do not participate in active transportation. A single Complete Street with designated facilities for active transportation is a benefit to the community; a network of Complete Streets even further improves health by maximizing active utilization of the public rights-of-way.

Transportation Choices

An environment that is designed solely for driving is one that excludes community members who cannot or do not drive. Senior populations, people with disabilities, youths, and non-car owners are examples of groups whose needs are not met by traditional roadway planning. A Complete Streets policy ensures that all users are accommodated within the public right-of-way, regardless of age, income, or disability.

Public Transportation

In order for a public transportation system to thrive, it must be supported by the rest of the transportation and roadway network. This entails bus stops that feel safe and comfortable for users to wait at, presence of first-mile and last-mile facilities, connected and accessible sidewalks, and prevalent and convenient crossing locations. The principles of Complete Streets prevent the supporting components for a public transportation system from being overlooked.

Environment

Complete Streets challenges the notion that roadways are areas exclusively for the movement of vehicles. When a community embraces and implements the practices of Complete Streets, public rights-of-way become versatile, vibrant, and welcoming spaces. Neighborhoods feel more close-knit and maintain higher property values, businesses benefit from increased foot traffic, children can be seen walking or biking to school, households have the freedom to reduce car ownership costs, and residents feel more comfortable knowing that they can safely reach their destination via a robust and connected transportation network.

Design Elements

This Complete Streets policy serves to direct the City of Naperville to consider the needs of *all users and travel modes* for *all transportation projects*.

All users and travel modes refers to vehicles, pedestrians, bicyclists, transit, and any person who uses the public right-of-way for transportation purposes.

All transportation projects includes, but is not limited to, new roadway construction, roadway improvements, pedestrian infrastructure, bicycle facilities, ADA improvements, intersection modifications, and traffic calming measures.

The City of Naperville currently follows various design standards and practices; elements of Complete Streets will also adhere to these design guidelines. They include: the City of Naperville Design Manual for Public Improvements, Standard Specifications, and Municipal Code, Illinois Department of Transportation (IDOT) standards, DuPage County and Will County design guidelines, the Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act (ADA) guidelines, the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and other applicable design standards.

Various design elements can be included in a transportation project in order to follow Complete Streets practices. The City understands the importance of flexibility in planning and design and will consider the application of the following treatments, when appropriate:

Pedestrian Facilities

- New Sidewalk Installation
- Marked Crosswalks / Enhanced Crosswalks
- Curb Ramps / Detectable Warning Tiles
- Curb Extensions / Bump-Outs / Pedestrian Refuge Islands
- Accessible/Audible Pedestrian Signals

Bicycle Facilities

- Signed Bike Routes
- Wide Lanes / Shared Lanes
- Marked Bike Lanes
- Shared-Use Paths / Trails

Transit Facilities

- Bus Stops
- Park-and-Ride

Vehicle Facilities (Traffic Calming)

- Pavement Treatments & Striping
- Driver Feedback Signs
- Landscaped Parkways & Medians
- Engineered Measures (e.g. curb extensions)

Other treatment types and design elements not listed here may also be considered.

Additionally, this Complete Streets policy will support the City's Comprehensive Transportation Plan. The overall goal of the Comprehensive Transportation Plan is to enhance transportation mobility, defined as the safe movement of people throughout the community using various transportation modes. The Comprehensive Transportation Plan has several core components and related practices that directly tie into the Complete Streets policy. The City will continue to follow these practices when determining the appropriate application of Complete Streets design elements:

Trip Reduction

- Develop infrastructure to support alternative transportation modes
- Coordinate installation of alternative transportation facilities with capital improvement projects
- Encourage multi-modal trip patterns

Pedestrian

- Require the installation of pedestrian facilities through various development processes
- Coordinate the installation of pedestrian facilities with capital improvement projects
- Seek opportunities to improve the pedestrian environment
- Ensure ADA compliance
- Address pedestrian issues with a variety of planning, design, and engineering techniques
- Consider the pedestrian needs of all population groups

Bicycle

- Encourage the installation of bicycle facilities through various development processes
- Seek opportunities to improve the environment for bicycles
- Ensure ADA compliance
- Promote regional connectivity
- Address bicycle issues with a variety of design and engineering techniques

Transit

- Consider transit needs when planning the City's infrastructure
- Develop and promote alternative transportation modes to support and complement transit use
- Seek opportunities to improve the transit environment
- Ensure ADA compliance
- Seek opportunities to appropriately locate transit-related infrastructure

Traffic Safety Plan

- Require new developments and redevelopments to provide sidewalks
- Evaluate the potential for using traffic calming techniques to address unsafe locations
- Minimize conflicts between vehicles, pedestrians, and bicyclists

Design Exemptions

While this policy asserts that all transportation projects be looked at from the perspective of all potential users, the City acknowledges that not all projects will be able to accommodate all travel modes. Various physical constraints, financial constraints, or practical limitations may prevent implementation of an improvement. This policy provides flexibility in situations where it is not feasible or reasonable to accommodate all users.

The City reserves the right to designate when a specific project is exempt from the design elements of this policy. Potential exemptions include, but are not limited to, the following:

- Projects in areas where specific travel modes are prohibited (e.g., bicyclists on the sidewalk in the downtown)
- Projects where the cost of accommodation is disproportionate to the need or probable use
- Projects where it can be demonstrated that there is no current or future need
- Projects that are considered to be maintenance of existing infrastructure/facilities

Furthermore, many corridors within Naperville's planning boundary are under the jurisdiction of other agencies, such as the State, the County, or the Township. The City affirms its support for Complete Streets initiatives, but in these locations, the inclusion of Complete Streets elements is ultimately the decision of the regulatory agency.

Context Sensitivity

In regards to transportation planning, context sensitivity refers to the understanding that not all implementation strategies are ideally suited to all locations. A designer must be attuned to the context of the surrounding land use because there is no "one size fits all approach" for Complete Streets. A residential neighborhood street, a street in the retail-heavy downtown, and a major arterial roadway will all look different when Complete Streets principles are applied. Design for transportation projects will be context sensitive by considering the current and future land use, the local character, the existing transportation uses, and the surrounding transportation network.

Implementation

By way of this policy, the City of Naperville sets forth its guiding principles and design practices for implementing Complete Streets. During the planning process for all transportation projects, the City will determine if the project is exempt (as defined in this document) or if Complete Streets elements shall be included in the design process. Comprehensive assessment of the surrounding environment will be used when determining the appropriate elements of Complete Streets to incorporate. A project will be considered to have met the vision and intent of Complete Streets when it has taken into account the safe and convenient accommodation of vehicles, pedestrians, bicyclists, and transit.