BICYCLE & PEDESTRIAN PLAN REVISIONS

Date 9/24/2026
To Transportation Advisory Board
From Sydney Smith, Project Manager

The purpose of this document is to address requests and questions received during public forum and to summarize all revisions made to the planning document following the September 3, 2026 Transportation Advisory Board Meeting.

Summary of Public Forum

A preliminary draft of the Bicycle and Pedestrian Plan was made available to the public on August 27, 2026 and overview was presented for public comment by Epstein, the consulting firm for the project, at the September 3, 2026 Transportation Advisory Board Meeting. Public comments showed broad support for the plan and expanding bicycle and pedestrian infrastructure citywide. Speakers requested that plan revisions highlight safety improvements, provide additional connections, correct omissions, and include more details on implementation. The main concerns expressed were whether the proposed recommendations would provide sufficient safety and connectivity, whether specific omissions and neighborhood impacts would be addressed, and whether the City would provide the funding and implementation commitment to turn recommendations into projects.

Key themes & requests:

1. **Incorporate a Downtown bicycle connection**
    - Add a recommendation for an off-street bicycle route through Downtown as part of the DuPage River Trail.
    - Reflect planned Riverwalk improvements that will accommodate cyclists.
    - Identify the Downtown Naperville Alliance, Downtown Advisory Committee, and Naperville Riverwalk Commission as partners for future projects.
2. **Make bicycle facilities safer and more protected**
    - Increase the use of protected bicycle lanes, particularly on roads with speed limits above 25 mph.
    - Incorporate intersection treatments such as bike boxes, all-way stops, and restrictions on right turns red.
    - Give greater attention to cyclist visibility and safety at trail crossings and consider adding technology such as motion activated beacons.
3. **Strengthen citywide connectivity and prioritize pedestrian improvements**
    - Continue expanding access to bicycle and pedestrian facilities throughout Naperville.
    - Improve north-south connectivity on the east side of Naperville.
    - Better communicate existing low-stress routes.

- Improve the New Sidewalk Program, particularly along city-owned arterial roads.
- Give pedestrian crossing improvements greater priority.
- Re-examine the No Build Sidewalk designation while retaining locations where sidewalks are unnecessary or undesirable.

4. **Correct omissions and inaccuracies in the draft**
   - Restore the existing Charles Ave shared-use bicycle route between Benton Ave and Gartner Rd.
   - Update the sidewalk map to remove gaps that have already been addressed.
   - Correct missing shopping center on Map 5.
5. **Address neighborhood impacts when implementing projects**
   - Provide details about what proposed bicycle facilities will look like and whether they could eliminate on-street parking.
   - Consult residents before removing parking.
6. **Provide adequate funding and prioritize implementation**
   - Clarify how the $54 million estimate for all projects relates to existing CIP and roadway maintenance spending.
   - Clarify what annual spending will be required to install and maintain proposed recommendation.

Response to Public Comment

The project team reviewed all public comments and revised the plan accordingly. The outline below summarizes the revisions made to the plan in response to key themes and requests during the public forum or highlights where the topic is addressed in the planning document.

Theme 1: Incorporate a Downtown bicycle connection

Revision Overview:

- Added recommendation for a feasibility study for an off-street bicycle connection through the Downtown (p 109).
- Future projects that will include bicycle facilities were noted in the Riverwalk 2031 Master Plan description (p 66).
- List of external partners was expanded to include Downtown Naperville Alliance and Riverwalk Commission (p 110).

Theme 2: Make bicycle facilities safer and more protected

Revision Overview:

- Added clarification that protected bike lanes are the most comfortable bicycle lane treatment and should be considered as the preferred facility where feasible (p 82).
- Added an overview of project implementation that identifies crossing improvements as falling under the design phase of implementation (p 110).

Find in Planning Document:

- P 86 - 97 - Provides guidance on intersection and crossing enhancements for cyclists, including bike boxes and flashing beacons

Theme 3: Strengthen citywide connectivity and prioritize pedestrian improvements

Revision Overview:

- Added clarification on how the No Build designation has been applied and provided an explanation for why locations will be re-evaluated (p 54 and 114).

Find in Planning Document:

- P 84 – Provides guidance on Uncontrolled Pedestrian Crossing Enhancements
- P 101 - Identifies closing network gaps as a primary objective of infrastructure recommendations
- P 105 & 107 – Recommends feasibility studies for sidewalk on Naper Blvd and Lisson Rd and bicycle facilities on Wehrli Rd, which target north-south connectivity on the east side of Naperville
- P 108 – Recommends improving wayfinding for the existing on-street network
- P 114 – Recommends updating the New Sidewalk Program to include a method for prioritizing infill on arterials and notes that No-Build designation should be revoked as supported by public feedback

Theme 4: Correct omissions and inaccuracies in the draft

Revision Overview:

- Confirmed that existing facilities included on p 45 are accurate (no revision required) and added a new recommendation for a buffered bike lane on Charles Ave (p 105).
- Revised Maps 5 and 13 to address errors.

Theme 5: Address neighborhood impacts when implementing projects

Revision Overview:

- Added an overview of project implementation that identifies facility design and public engagement as future steps for each project (p 110).

Theme 6: Provide adequate funding and prioritize implementation

Revision Overview:

- Added clarification that Table 26 cost summaries are for construction costs only and additional costs will be incurred for design and engineering services and ongoing maintenance (p 109).

Find in Document:

- P 110 – Explains that prioritization considers coordination with other maintenance projects, ease of implementation, community need, and funding availability.
  Discusses avenues for implementation including incorporating projects into the CIP program, project phasing, and incorporating into annual roadway maintenance projects.
- P 113– Recommends updating the Complete Streets Policy to define the types of projects subject to the policy for the purpose of consistent application of Complete Streets principles.
- P114 – Recommends routine reporting to TAB on plan implementation and progress.
  Recommends updating New Sidewalk Program to develop a new prioritization scheme.
- P124 – 128 – Discusses funding sources that Naperville may utilize in addition to operating funds.

Summary of Revisions

Ch 3 Existing Conditions

P 35 – Corrected symbology error on Map 3

P 39 – Corrected computational error for combined volumes in Table 7

P 40 – Added Shopping Center to Olesen Dr and Chicago Ave to Map 5

P 54 –
Updated:
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 intend ed 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. However, in the past, adjacent property owners were able to request a No-Build designation regardless of whether the street met the official designation criteria. The No-Build list has not been evaluated since the program was adopted and currently creates gaps in sidewalk connectivity to desirable destinations. Conditions, including public sentiment, that resulted in the No-Build designation in the past may have changed over time.

P 56 – Updated Map 13 to reflect sidewalk infill at several locations

P 66 –
Updated:
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, and the East Bank Riverwalk which will provide a parallel path for cyclists between North Central College and Hillside Road. These additions will extend the DuPage River Trail to Downtown and provide a new opportunity for cyclists to enjoy the Riverwalk.

Ch 5 Bicycle & Pedestrian Toolkit

P 82 –
Updated:
A sidepath or protected bike lane will always be the most comfortable facility regardless of AADT or posted speed limit and should be considered as the preferred treatment where street context and available space make them feasible.

P 94 – Updated Image 29 with a more accurate example of a RRFB

Ch 6 Recommendations

p 100 & 102 – Recommendation Overview numbers updated to reflect additions of Charles Ave bike lane and feasibility study for Downtown bicycle trail

p 105 – Recommendation added for a Buffered Bicycle Lane on Charles Ave from Benton Ave to Elizabeth Ave

p 109 –
Added:
A feasibility study for an off-street connection through downtown between Villa Avenue and Jefferson Avenue would identify ways to connect the north and south segments of the DuPage River Trail. Completing this "missing mile" segment would result in a continuous riverfront trail throughout Naperville, a vision that was frequently expressed during public engagement. The feasibility study would help overcome existing challenges of constrained space, heavy multi-modal activity through downtown, and current bicycle restrictions along the Riverwalk. The Riverwalk Commission, the Naperville Riverwalk Foundation, the Park District and the Downtown Naperville Alliance are key stakeholders in this effort.

Updated:
Cost summaries are provided in Table 26. These cost estimates are vase dib 2026 IDOT District 1 bid tabs for similar work and are subject to inflation over time. Cost estimates include construction costs for bicycle and pedestrian infrastructure and consultant costs for feasibility studies. Additional costs will be incurred for design engineering phases and ongoing maintenance.

Table 26 cost estimates updated to reflect additions of Charles Ave bike lane and feasibility study for Downtown bicycle trail.

p 110 –
Updated:
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. Project partners may include the Riverwalk Commission, Downtown Naperville Alliance, IDOT, DuPage and Will Counties, the Forest Preserves, and School Districts.

Added:
This plan provides initial concepts, but the details are decided once the project is initiated. Project steps include:
Data: Collecting speed data, traffic volumes, and land surveys where necessary ensures the project team has the most accurate data about current conditions.
Design: Identify the appropriate facility type, crossing improvements, and other design elements that support safety and comfort for all road users based on engineering best practices and design guidance.
Engagement: Share designs for public input and refine.
Funding: Complete detailed cost estimates and identify funding sources, including grant opportunities.
Construction: Bid, schedule, and construct the project!

P 114 –
Updated:
The City of Naperville should review the current no-build list to determine whether included locations still warrant a no-build designation. Public feedback indicated the No-Build designation has created gaps in connectivity to desirable destinations. 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.