



Memorandum

TO: Mr. Richard Kramer
Kramer Homes

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: May 26, 2026

RE: Residential Traffic Analysis
Spring Avenue at Mill Street
Naperville, Illinois

This memorandum summarizes a traffic assessment for a proposed residential development in Naperville, Illinois. The site is located at the northwest corner of Spring Avenue at Mill Street. The proposed plan will develop 25 rowhomes on a site currently occupied by a warehouse, an insurance office, and two single-family homes. The purpose of this study is to assess the change in traffic volumes and impact of the road system.

Development Plan

The site consists of four properties bounded by railroad tracks to the north, Mill Street to the east, Spring Avenue to the south, and a cement business to the west. It is occupied by a 30,000 square foot warehouse, two single-family homes, and an insurance brokerage (1,638 sq. ft.). There are four full access driveways serving these properties on Mill Street (1), and Spring Avenue (3).

The proposed plan will redevelop the properties with 25 rowhomes (recently reduced from 26 rowhomes) with two access points located on Spring Avenue. Each drive will have one inbound and one outbound lane under stop sign control. No access will be provided on Mill Street. The angled parking spaces on the north side of Spring Avenue will be replaced with a grass parkway.

Area Roadways

Mill Street is a two-lane north-south minor arterial street extending north from Jackson Avenue to north of I-88. It is under the jurisdiction of the City of Naperville with a 25 miles per hour speed limit. North of Spring Avenue, it goes under railroad tracks with a 12-foot 11-inch clearance. On-street parking is not permitted. Mill Street carries 15,400 vehicles per day (IDOT-2024).

Spring Avenue is a local east-west road that parallels the railroad tracks to the north. It is under stop sign control at Mill Street with a 25-mph speed limit. It is under the jurisdiction of the City of Naperville. On-street parking is not permitted near Mill Street. Further west, parallel and angled on-street parking is permitted.

Trip Generation

Trip estimates were made for the existing and proposed uses to document the changes in traffic generated by the site. Site trips for each use was based on data in the Institute of Transportation Engineer's (ITE) Trip Generation 11th Ed. Manual which contains trip generation surveys of similar uses. Copies of the trip calculations are in the **Appendix**. The resulting site traffic volumes are shown in **Table 1**.

The proposed use will generate similar volumes of traffic during the weekday morning and evening peak-hours. It generates more traffic during the Saturday peak-hour due to the businesses being closed or having minimal traffic.

Conclusions

Mill Street at Spring Avenue is a two-way stop-controlled intersection with stop signs on both legs of Spring Avenue. During the peak hours, morning, after-school, and evening, the intersection has higher levels of delay primarily due to the higher volume of traffic northbound and southbound on Mill Street. The local traffic approaching Mill Street on the west leg of Spring Street is light with 11 to 27 vehicles an hour.

Table 1
Existing and Proposed Site Traffic Volumes

Use	Size	ITE LUC	Daily	Morning Peak			Evening Peak			Saturday Peak			
				In	Out	Total	In	Out	Total	In	Out	Total	
Existing	Warehouse	30,000 sq. ft.	150	86	4	1	5	2	3	5	1	1	2
	Office	1,638 sq. ft.	712	24	2	1	3	1	3	4	Closed		
	Single-Family Detached	2 dwellings	210	28	1	1	2	2	1	3	1	1	2
	Existing Volumes			138	7	3	10	5	7	12	2	2	4
Proposed	Single-Family Attached	25 dwellings	215	148	2	6	8	7	5	12	11	11	22
Net Change				+10	-5	+3	-2	+2	-2	0	+9	+9	+18

Excerpts from the *Westside Neighborhood Traffic Study* are provided in the **Appendix**. It shows the infrastructure and traffic data for the intersection and surrounding area. Residents of the rowhomes have several routes to access their homes via the Mill Street/Spring Avenue intersection or avoid it by going west on Spring Avenue and then south on either Ewing or West Streets. **Table 2** shows the expected directional distribution and volume approaching the site. The additional amount a traffic is low at 1 to 4 vehicles per hour per direction. The impact on any given location is nominal at best. This does not account for the existing traffic traveling to the existing uses that will no longer be on the road system.

Table 2
Directional Distribution and Site Traffic Volumes

Route	Percentage	AM Peak		PM Peak	
		In	Out	In	Out
North on Mill Street	20%	0	1	1	1
South on Mill Street	20%	1	1	2	1
West on Spring Avenue	30%	1	2	2	2
East on Spring Avenue	30%	0	2	2	1
Total		2	6	7	5

The proposed residential use will generate a similar volume of traffic as the three existing uses on the site. Any increase in Saturday traffic will be offset by the lower background volumes on Mill Street and Spring Avenue. Removal of the driveway on Mill Street and the reduction of three to two drives on Spring Avenue will reduce conflicting traffic movements and improve safety. No off-site improvements are warranted.

Appendix

- **ITE Trip Generation Sheets**
- **Spring and Mill Traffic Data**

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

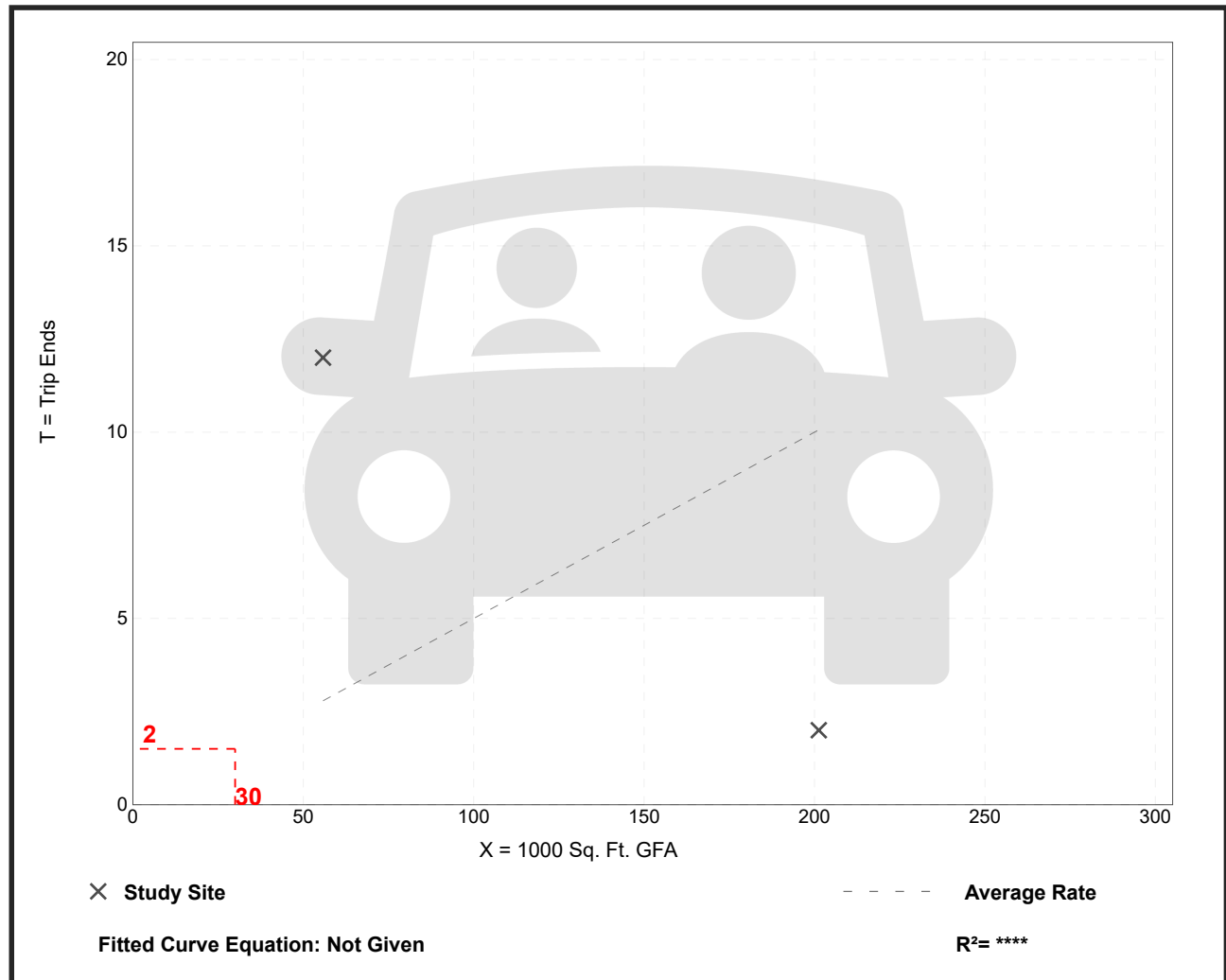
Setting/Location: General Urban/Suburban
 Number of Studies: 2
 Avg. 1000 Sq. Ft. GFA: 129
 Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.01 - 0.22	*

Data Plot and Equation

Caution – Small Sample Size



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

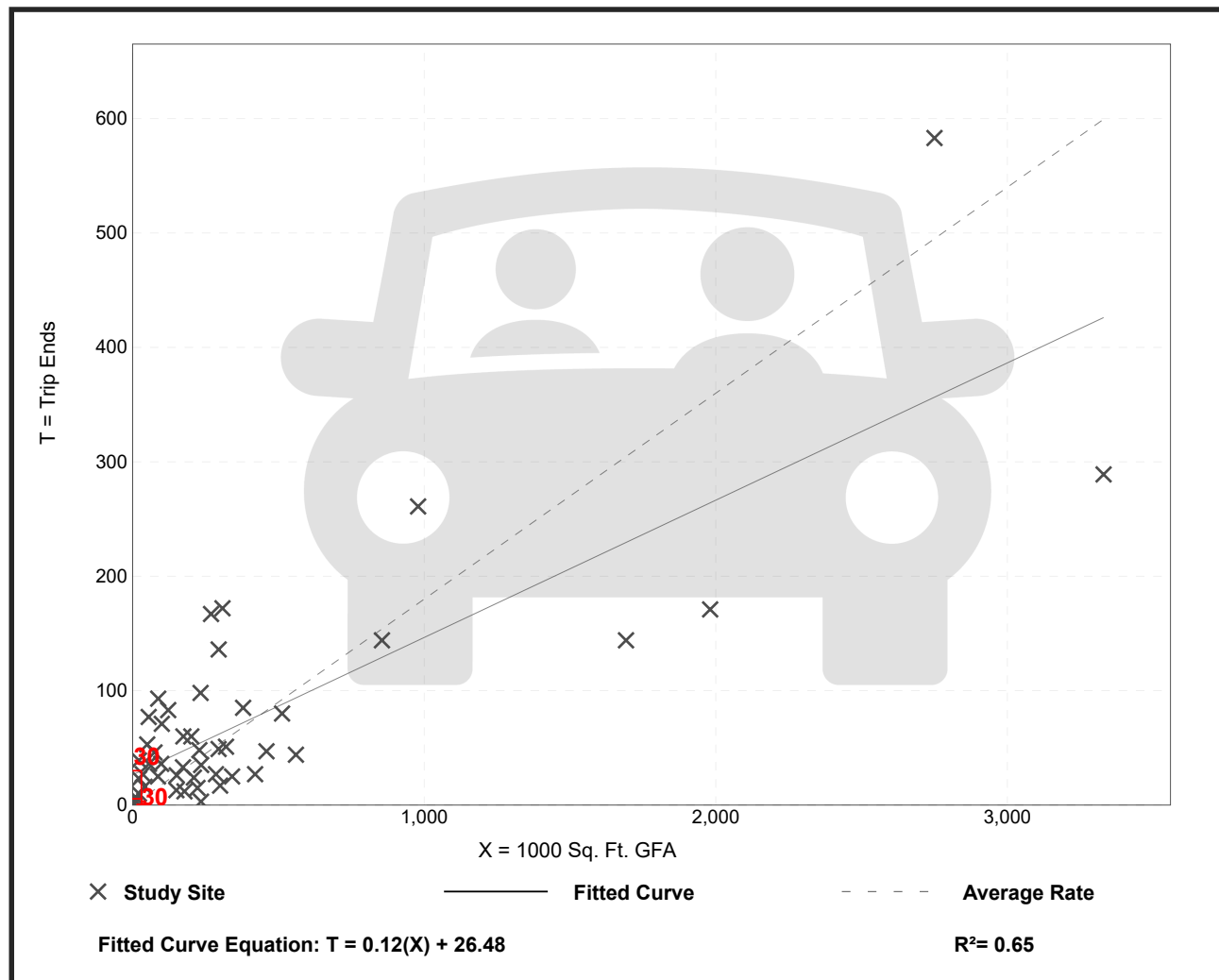
Setting/Location: General Urban/Suburban

Number of Studies: 49
 Avg. 1000 Sq. Ft. GFA: 400
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing (150)

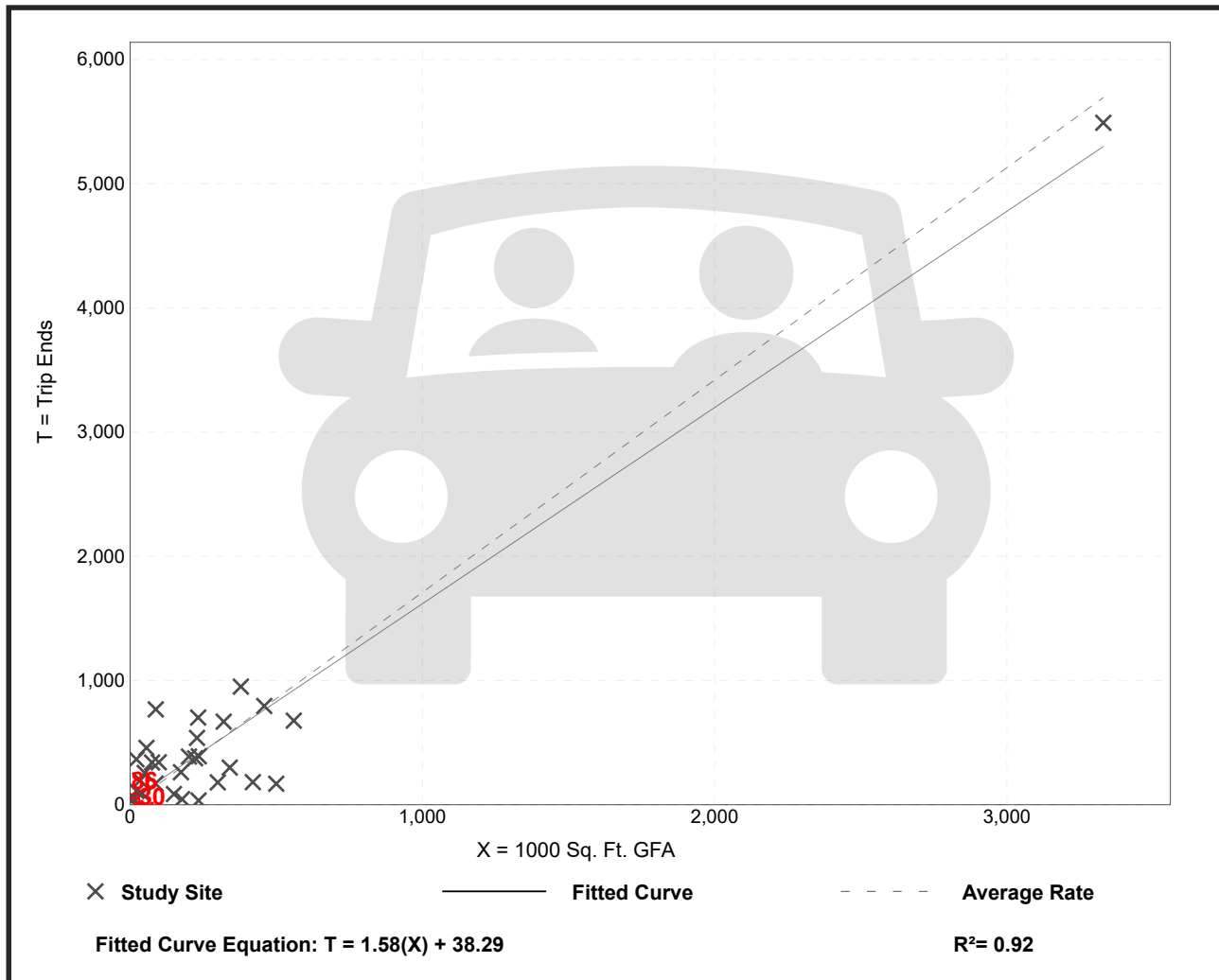
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



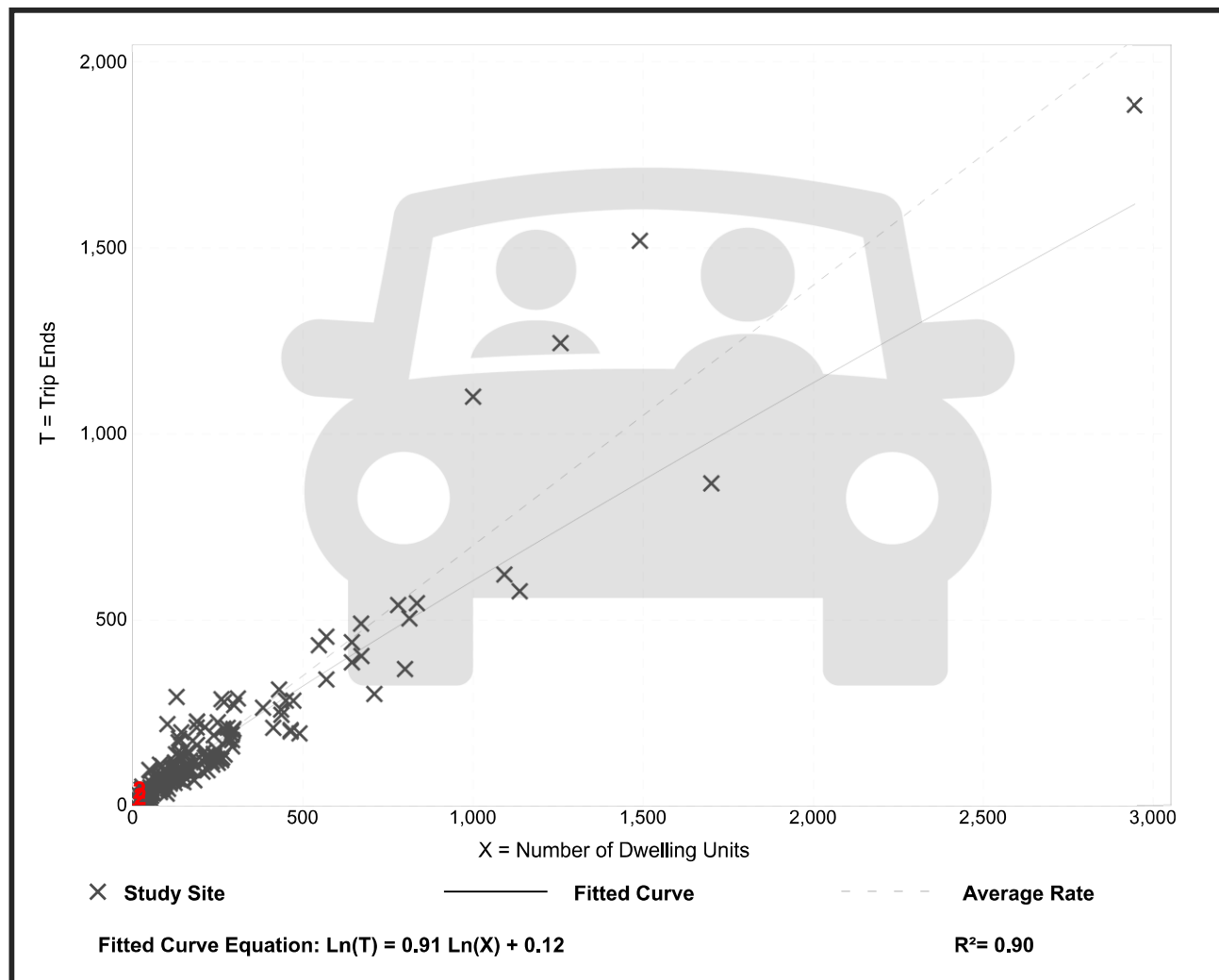
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



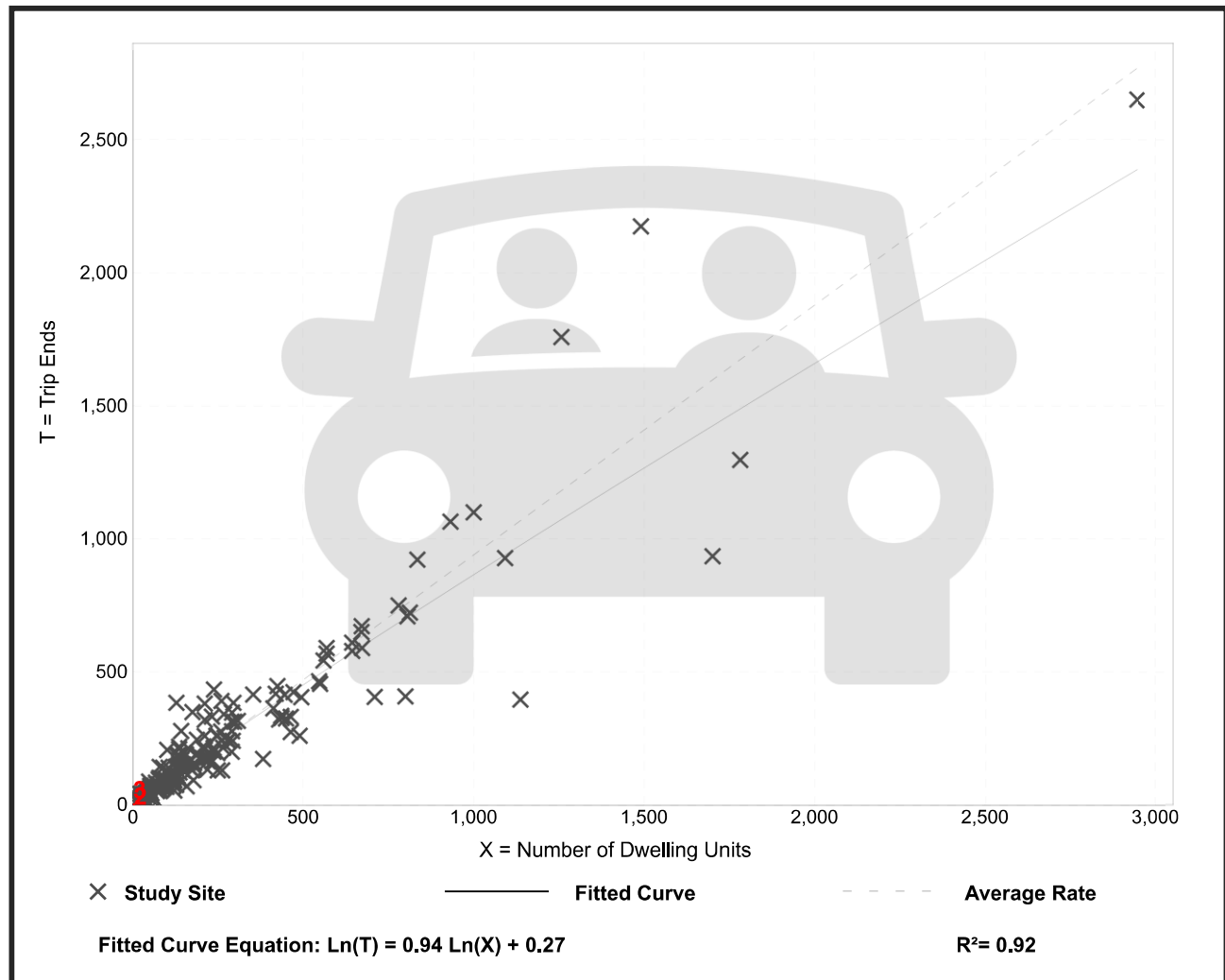
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing (210)

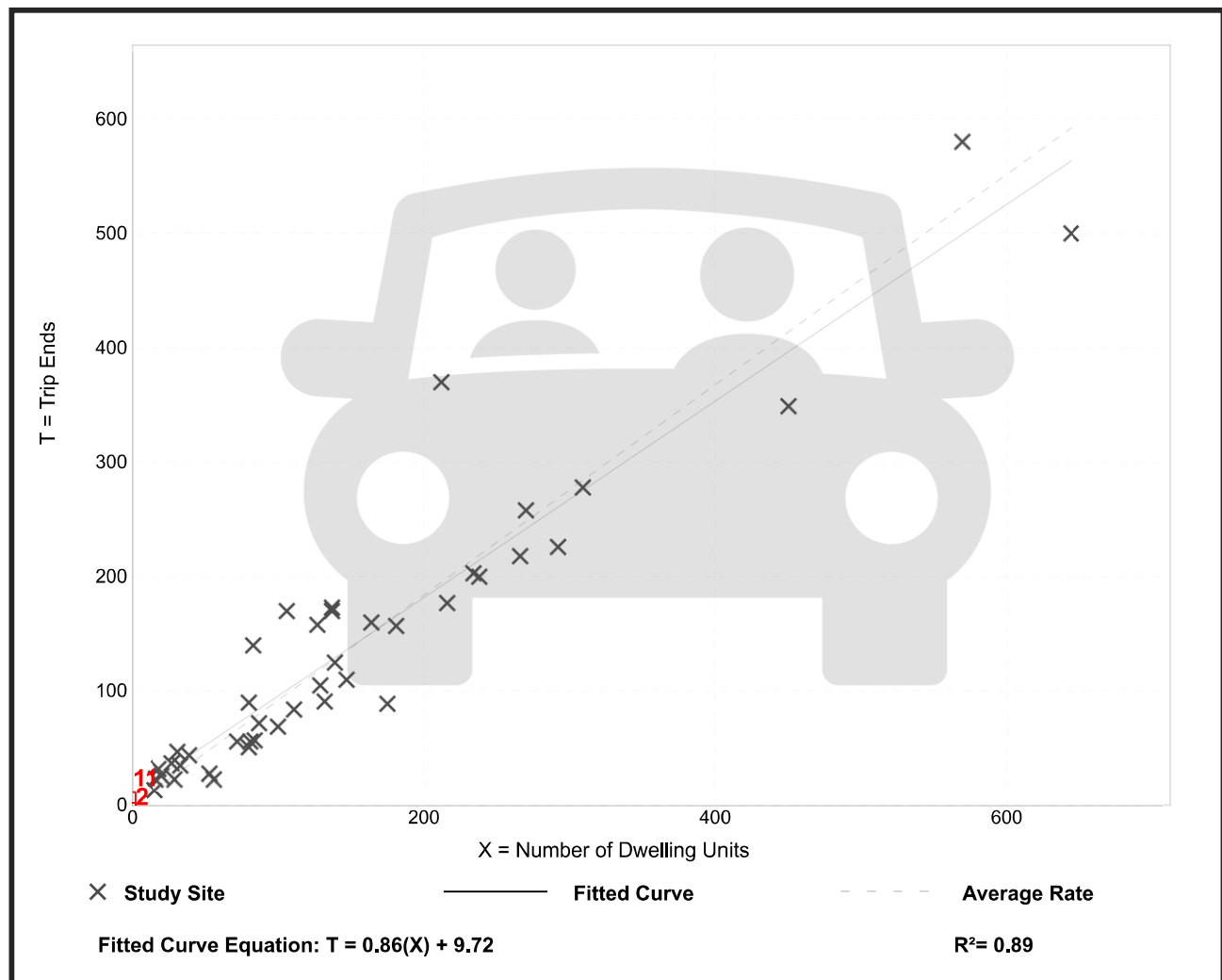
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



Single-Family Detached Housing (210)

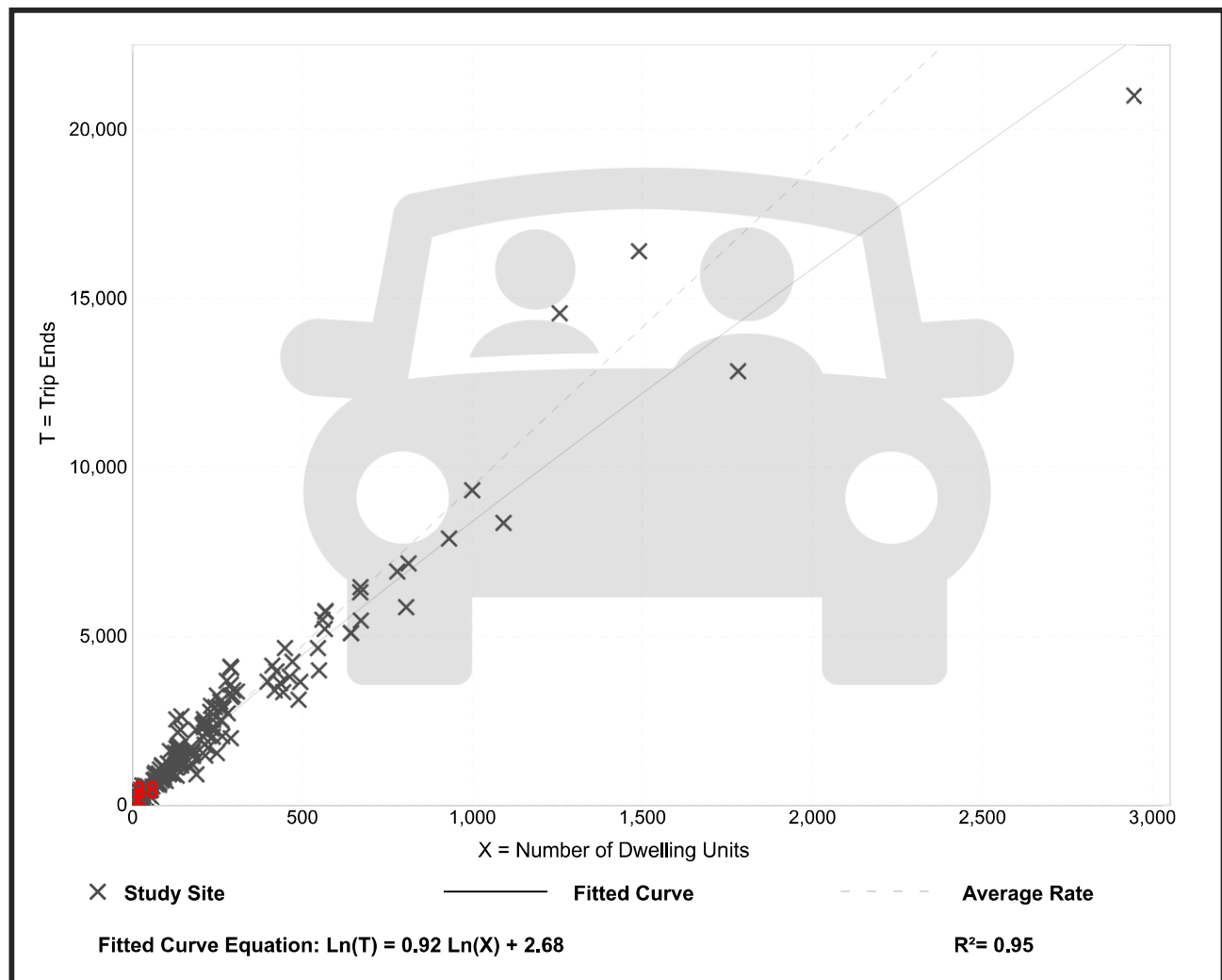
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

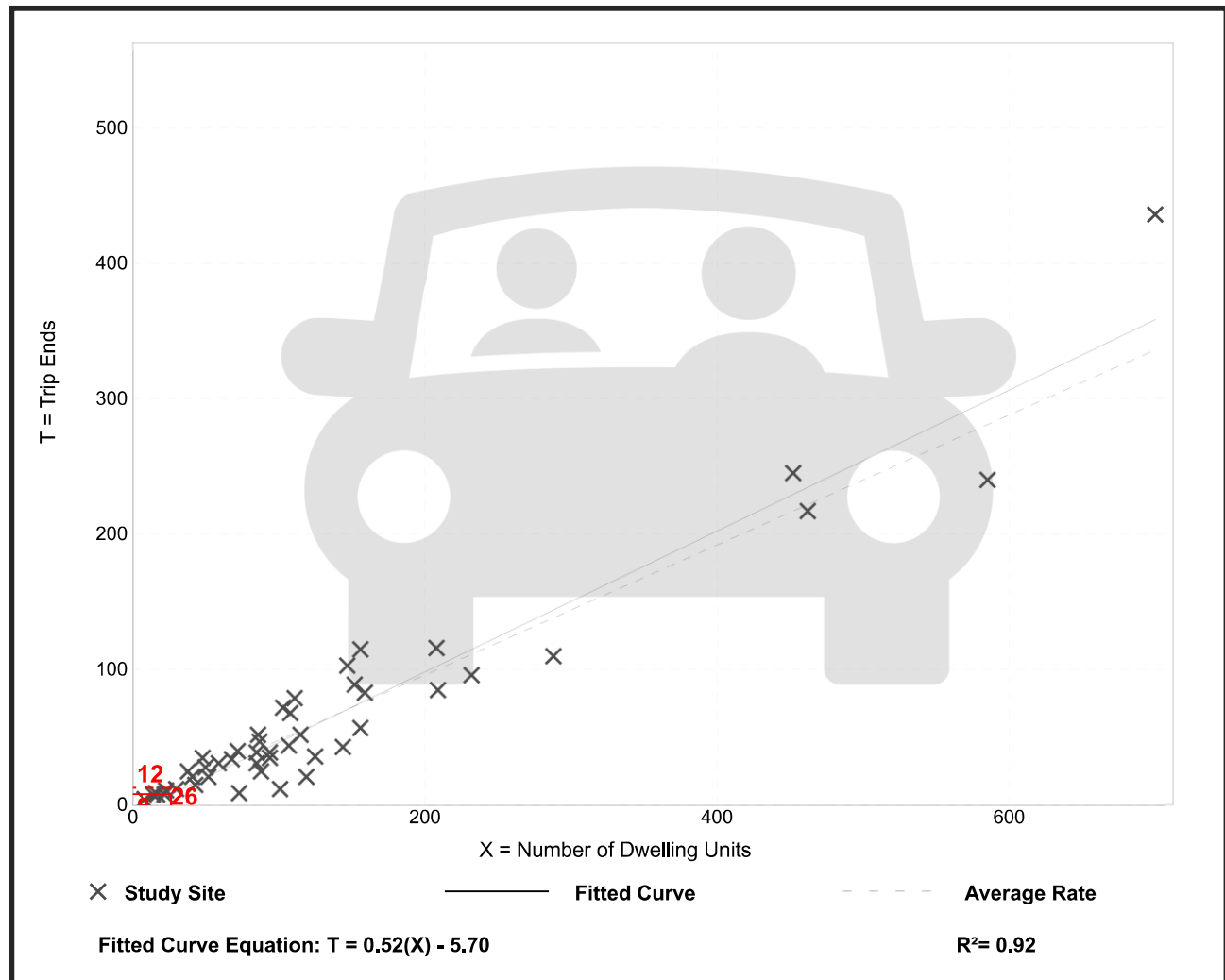
Setting/Location: General Urban/Suburban

Number of Studies: 46
 Avg. Num. of Dwelling Units: 135
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



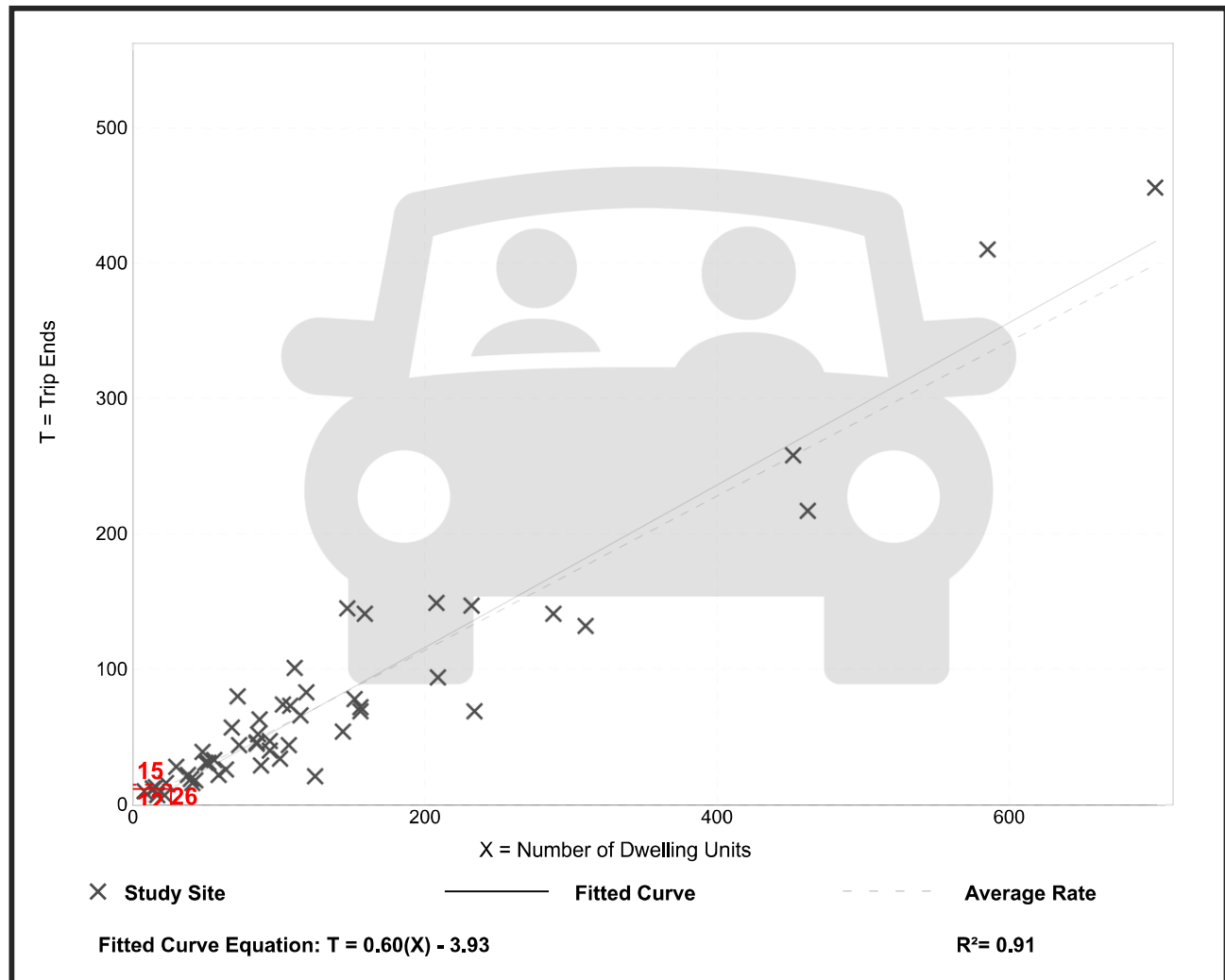
Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 51
 Avg. Num. of Dwelling Units: 136
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

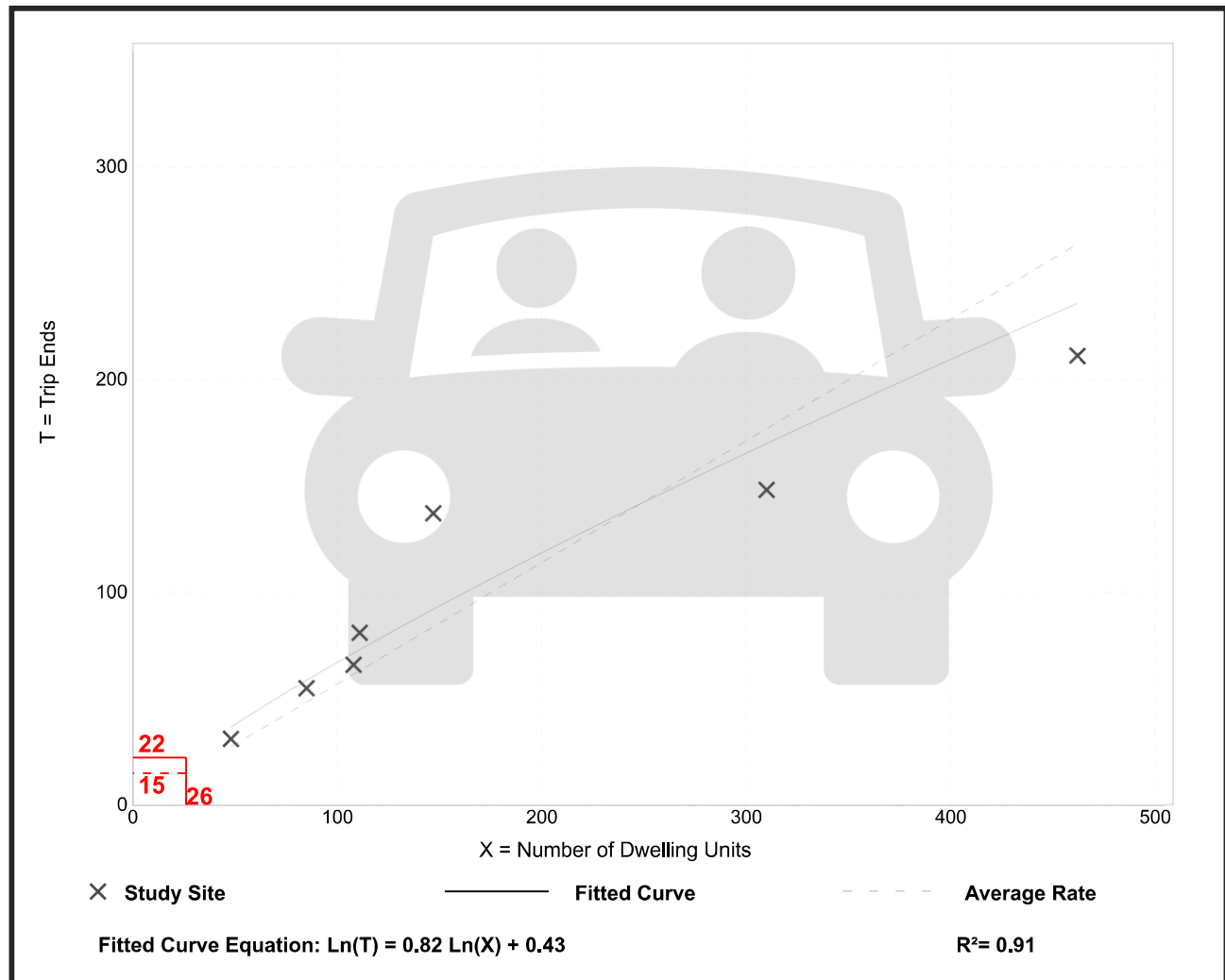
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 182
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



Single-Family Attached Housing (215)

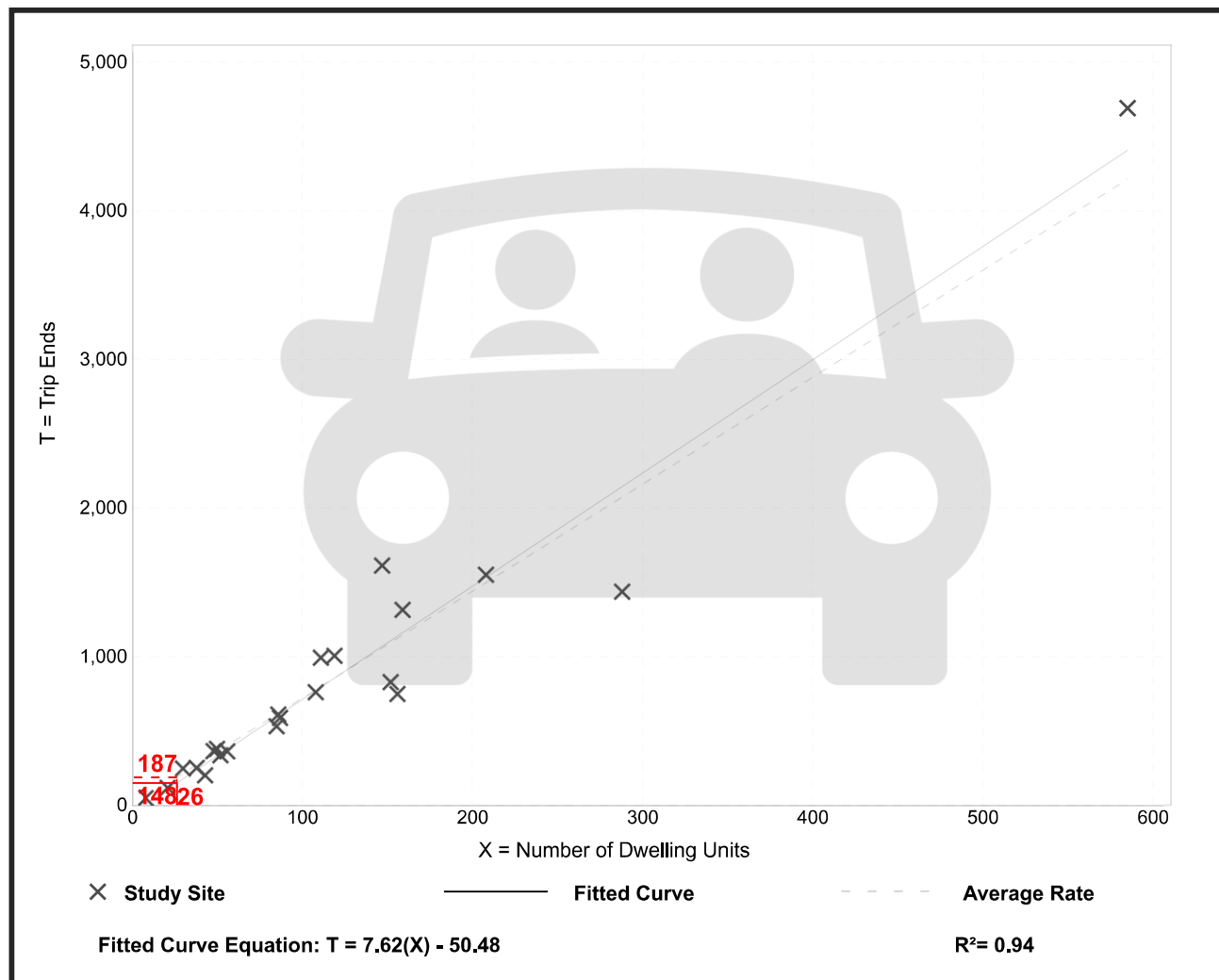
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Westside Neighborhood Traffic Study

Naperville, Illinois



Prepared For:



City of Naperville



January 15, 2021

Table 3

AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY STREET CLASSIFICATION

Street	Section	Within City-wide Typical Volume	Existing Volume
Collector Streets		5,000 – 12,000	
Mill Street	Spring Avenue – Douglas Avenue	Above	12,120
Mill Street	Douglas Avenue – Franklin Avenue	Yes	11,030
Mill Street	Benton Avenue – Jefferson Avenue	Yes	8,898
Jefferson Avenue	Parkway Drive – West Street	Yes	6,764
Jefferson Avenue	West Street – Ewing Street	Yes	6,071
Jefferson Avenue	Mill Street – Eagle Street	Below	4,841
Neighborhood Connector Streets		500 – 5,000	
Eagle Street	Benton Avenue – Van Buren Avenue	Yes	4,292
Benton Avenue	Mill Street – Eagle Street	Yes	3,491
Spring Avenue	Mill Street – Eagle Street	Yes	2,681
Spring Avenue	Big Rail Drive – Washington Street	Yes	2,607
Benton Avenue	Ewing Street – Mill Street	Yes	1,588
Douglas Avenue	Ewing Street – Mill Street	Yes	1,047
Douglas Avenue	Fremont Street – West Street	Yes	969
Benton Avenue	Forest Avenue – Laird Street	Yes	733
Douglas Avenue	Parkway Drive – Wilson Avenue	Yes	673
Douglas Avenue	Jefferson Avenue – Parkway Drive	Yes	631
Local Streets		0 – 1,500	
Eagle Street	Douglas Avenue – Franklin Avenue	Above	1,657
Douglas Avenue	Webster Street – Washington Street	Yes	1,112
Douglas Avenue	Eagle Street – Webster Street	Yes	1,007
Spring Avenue	Ewing Street – Mill Street	Yes	772
West Street	Benton Avenue – Stevens Street	Yes	713
Ewing Street	Stevens Street – Jefferson Avenue	Yes	603
West Street	Douglas Avenue – Franklin Avenue	Yes	404
West Street	Spring Avenue - Douglas Avenue	Yes	383
Ewing Street	Douglas Avenue – Franklin Avenue	Yes	309

Existing Travel Speeds

All of the neighborhood streets within the Westside neighborhood are regulated by a 25 mph neighborhood speed limit. In addition, there are two 20 mph school speed zones that are in effect on school days when children are present in the vicinity of Naper Elementary School and Washington Junior High School.



Travel speeds were collected by KLOA, Inc. over the same 3-day period as the traffic counts and at the same 25 locations within the Westside neighborhood.

The travel speed data was also summarized in two ways for each location. First the 85th-percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark that traffic engineers use to determine speed limits. Second, the average speed was calculated, which is the arithmetic mean of the speeds of all vehicles recorded. The differential between the 85th-percentile speed and average speed is useful in addressing speeding issues. **Figure A9** in the Appendix shows the 85th-percentile speeds and the average speeds on the neighborhood streets.



In general, the average speeds recorded on most of the neighborhood streets were at or below the posted 25 mph speed limit. There were a couple of locations in which the average speeds were 1 or 2 mph above the posted speed limit and there was one location on Jefferson Avenue in which the average speed was 4-5 mph above the posted speed limit.

Table 4 summarizes the existing 85th-percentile travel speeds on the streets within the Westside neighborhood, categorized by street classification, and compares the speeds with the typical City-wide 85th-percentile speed ranges experienced on similar streets within the City of Naperville.

By policy, the City considers speeding to be a concern and in need of mitigation when the 85th-percentile speed exceeds the City-wide average 85th-percentile speed. As shown in Table 4, there are no streets within the Westside neighborhood in which the 85th-percentile speed exceeds the City-wide average 85th-percentile speed for its respective street classification.

There were five street segments with 85th-percentile speeds at or above the 25-mph posted speed limit, as described below:

- Jefferson Avenue between Parkway Drive and West Street (both directions) has the highest 85th-percentile speeds recorded on any street in the neighborhood at 33-34 mph. In addition, as noted previously, the average speeds recorded (29-30 mph) on this street segment ranged from 4 to 5 mph above the posted speed limit. This location is along a one-mile long uncontrolled segment of Jefferson Avenue (Mill Street-River Road), which is the longest uncontrolled street segment within the neighborhood.
- Mill Street between Spring Avenue and Franklin Avenue (both directions) has an 85th-percentile speed ranging from 4 to 7 mph above the posted speed limit. This location is along an 1/3-mile long uncontrolled segment of Mill Street (5th Avenue-Benton Avenue).

Table 4
85th-PERCENTILE TRAVEL SPEEDS BY STREET CLASSIFICATION

Roadway	Section	Within City-wide Average 85 th -Percentile Speeds	Existing 85 th - Percentile Speeds	
			NB/EB	SB/WB
Collector Streets		29 - 34 mph		
Mill Street	Spring Avenue – Douglas Avenue	Yes	32	31
Mill Street	Douglas Avenue – Franklin Avenue	Yes	31	29
Mill Street	Benton Avenue – Jefferson Avenue	Yes	29	29
Jefferson Avenue	Parkway Drive – West Street	Yes	33	34
Jefferson Avenue	West Street – Ewing Street	Yes	29	29
Jefferson Avenue	Mill Street – Eagle Street	Below	24	24
Neighborhood Connector Streets		29 - 34 mph		
Spring Avenue	Mill Street – Eagle Street	Yes	30	29
Douglas Avenue	Jefferson Avenue – Parkway Drive	Yes	30	30
Douglas Avenue	Parkway Drive – Wilson Avenue	Yes	27	29
Spring Avenue	Big Rail Drive – Washington Street	Below	24	26
Douglas Avenue	Fremont Street – West Street	Below	27	27
Douglas Avenue	Ewing Street – Mill Street	Below	27	24
Benton Avenue	Forest Avenue – Laird Street	Below	28	22
Benton Avenue	Ewing Street – Mill Street	Below	27	28
Benton Avenue	Mill Street – Eagle Street	Below	25	27
Eagle Street	Benton Avenue – Van Buren Avenue	Below	23	26
Local Streets		27 – 32 mph		
Douglas Avenue	Eagle Street – Webster Street	Yes	28	24
Douglas Avenue	Webster Street – Washington Street	Yes	29	28
Ewing Street	Stevens Street – Jefferson Avenue	Yes	28	28
Eagle Street	Douglas Avenue – Franklin Avenue	Yes	32	30
West Street	Benton Avenue – Stevens Street	Below	23	26
West Street	Douglas Avenue – Franklin Avenue	Below	25	26
West Street	Spring Avenue - Douglas Avenue	Below	24	25
Spring Avenue	Ewing Street – Mill Street	Below	22	26
Ewing Street	Douglas Avenue – Franklin Avenue	Below	25	26

- Spring Avenue between Mill Street and Eagle Street (both directions) has an 85th-percentile speed ranging from 4 to 7 mph above the posted speed limit. This location is along a four-block long uncontrolled segment of Spring Avenue (Washington Street-Mill Street).
- Douglas Avenue between Jefferson Avenue and Parkway Drive (both directions) has an 85th-percentile speed that is 5 mph above the posted speed limit. This location is along an approximately ½-mile long uncontrolled segment of Douglas Avenue (Jefferson Avenue-Laird Street).
- Eagle Street between Douglas Avenue and Franklin Avenue (both directions) has the highest 85th-percentile speeds recorded on a local street in the neighborhood at 30-32 mph. This location is along a three-block long uncontrolled segment of Eagle Street (Spring Avenue-Benton Avenue).

Traffic speed mitigation measures for these streets are shown in **Figure 4** and discussed following the traffic crash history below.

Traffic Crash History

Traffic crash reports for the streets within the Westside neighborhood were provided by the City of Naperville for review and consideration when developing recommended traffic volume and/or speed mitigation measures in this study. **Table 5** summarizes the traffic crash history during the three-year period from January 2016 to December 2018.

Based on the data shown in Table 5 and a review of the individual crash reports, the following observations were made on the intersections internal to the neighborhood:

- Most of the crashes occurred along the arterial, collector and neighborhood connector streets.
- The intersections of Washington Street/Franklin Avenue, Washington Street/Spring Avenue, Mill Street/Spring Avenue and Webster Street/Van Buren Avenue experienced the highest number of crashes during the 3-year period including at least one year in which 5 or more crashes occurred.
- The intersections of Washington Street/Franklin Avenue, Washington Street/Spring Avenue, Mill Street/Spring Avenue and Mill Street/Jefferson Avenue had the most crashes (3) over the 3-year period that resulted in injury.
- More than 85% of the crashes occurred at intersections along Mill Street or east of Mill Street.
- The neighborhood intersections west of Mill Street and north of Jefferson Avenue function had a very low incidence of crashes with all intersections experiencing two or fewer crashes in the 3-year period only one of which resulted in an injury.
- Stop controlled minor streets along busy arterial streets are prone to turning and angle collisions from the cross streets due in part to a limited number of gaps in the arterial street traffic flow and are prone to rear-end collisions on the arterial street by motorists that fail to brake for turning vehicles. The crashes experienced at the Washington Street intersections with Spring Avenue, Douglas Avenue and Franklin Avenue are consistent with these collision types.
- The Mill Street/Spring Street intersection experienced the highest number of crashes (16) within the neighborhood over the 3-year period, three of which resulted in an injury. There were many collision types, including turning, rear-end, sideswipe and fixed-object collisions, with no discernable pattern that would be correctable by design changes.
- The Webster Street/Van Buren Avenue intersection experienced the second highest number of crashes (13) within the neighborhood over the 3-year period. All but one collision at this all-way stop controlled intersection was caused by driver error involving a parked vehicle on the street or a vehicle exiting a private driveway near the intersection. The severity of these collisions was low with all but one causing property damage only. No street design changes are proposed.
- The all-way stop controlled intersection of Jefferson Avenue/Eagle Street experienced 8 angle collisions over the 3-year period all caused by drivers failing to yield the right-of-way to other vehicles at the intersection. One of the crashes resulted in an injury. There was no discernable pattern to these crashes that would be correctable by design changes.

TABLE 5
INTERSECTION CRASH HISTORY (2016-2018)

Intersection	Crash Frequency (Crashes per Year)				Crash Severity 3-Year Totals		
	2016	2017	2018	3-Year Total	Property Damage	Injury	Fatality
Washington Street / Franklin Avenue	6	5	5	16	13	3	0
Mill Street / Spring Avenue	6	5	5	16	13	3	0
Webster Street / Van Buren Avenue	4	4	5	13	12	1	0
Washington Street / Spring Avenue	2	2	5	9	6	3	0
Jefferson Avenue / Eagle Street	1	4	3	8	7	1	0
Benton Avenue / Eagle Street	3	3	2	8	7	1	0
Mill Street / Douglas Avenue	3	2	2	7	7	0	0
Jefferson Avenue / West Street	1	2	3	6	4	2	0
Jefferson Avenue / Mill Street	2	2	2	6	3	3	0
Mill Street / Benton Avenue	1	3	2	6	4	2	0
Benton Avenue / Webster Street	4	1	1	6	5	1	0
Franklin Avenue / Webster Street	4	1	1	6	4	2	0
Washington Street / Douglas Avenue	0	2	3	5	5	0	0
Spring Avenue / Eagle Street	2	2	1	5	5	0	0
Eagle Street / Franklin Avenue	2	1	2	5	5	0	0
Eagle Street / Van Buren Avenue	1	3	1	5	5	0	0
Spring Avenue / Webster Street	0	2	2	4	4	0	0
Mill Street / Franklin Avenue	1	1	1	3	3	1	0
Franklin Avenue / Main Street	0	1	2	3	3	0	0
Douglas Avenue / Petterson Court	0	0	2	2	2	0	0
Douglas Avenue / West Street	0	1	1	2	2	0	0
Douglas Avenue / Ewing Street	1	0	1	2	2	0	0
Douglas Avenue / Webster Street	0	1	1	2	2	0	0
Spring Avenue / West Street	1	1	0	2	2	0	0
Benton Avenue / West Street	0	2	0	2	2	0	0
Jackson Avenue / West Street	0	1	1	2	2	0	0
Jackson Avenue / Ewing Street	1	1	0	2	2	0	0
Douglas Avenue / Parkway Drive	1	0	0	1	0	1	0
Douglas Avenue / Eagle Street	0	0	1	1	1	0	0
Benton Avenue / Parkway Drive	0	0	1	1	1	0	0
Benton Avenue / Ewing Street	0	0	1	1	1	0	0

Mill Street

Existing Conditions

Mill Street is an approximately 34-foot wide street in the Westside neighborhood with centerline striping and Naperville-standard School & Pedestrian (high-visibility) crosswalks at Benton Avenue and Jefferson Avenue and a Type 3a crosswalk (standard crosswalk with in-street pedestrian sign) at Douglas Avenue. The pedestrian crossing at Douglas Avenue is also a major crossing on the designated walking routes to WJHS and NES and is supplemented with a crossing guard during school arrival and dismissal hours.

The volume of traffic on Mill Street to the south of Spring Avenue is slightly above the typical City-wide volume range for a collector street. The 85th-percentile travel speeds along this section of Mill Street is within the typical City-wide average for a collector street but still ranges from 4 to 7 mph above the posted speed limit. Just over 20 percent of the crashes in the Westside neighborhood occurred at intersections along Mill Street. The Mill Street/Spring Street intersection experienced the highest number of crashes (16) within the neighborhood over the 3-year period, three of which resulted in an injury. The Mill Street/Douglas Avenue intersection experienced 7 crashes over the 3-year period several involving turning/angle collisions. The Jefferson Avenue/Mill Street intersection experienced 6 crashes over the 3-year period, three resulting in an injury. The Mill Street/Benton Avenue intersection experienced 6 crashes over the 3-year period, two resulting in an injury.

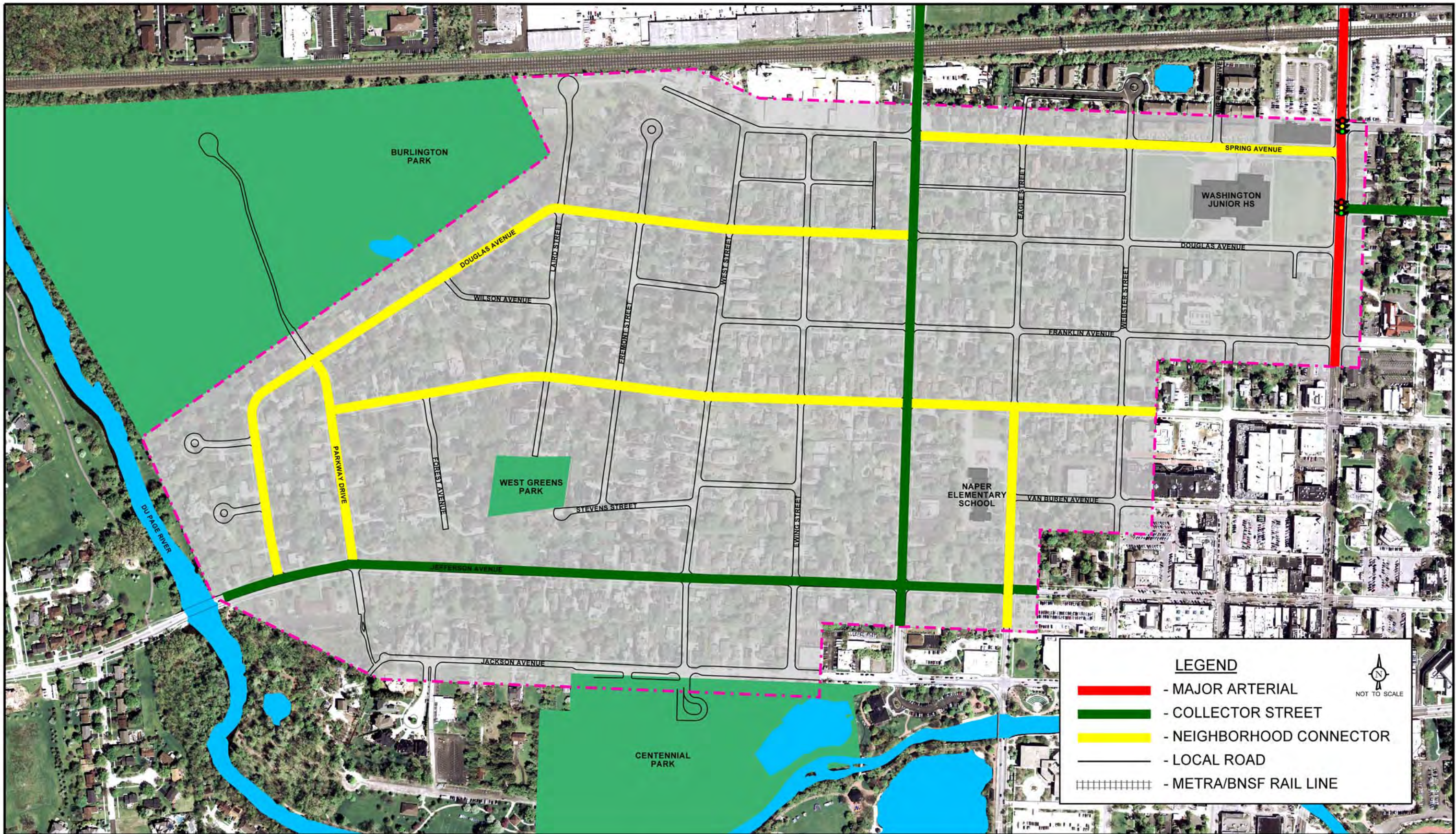
Analysis / Evaluation

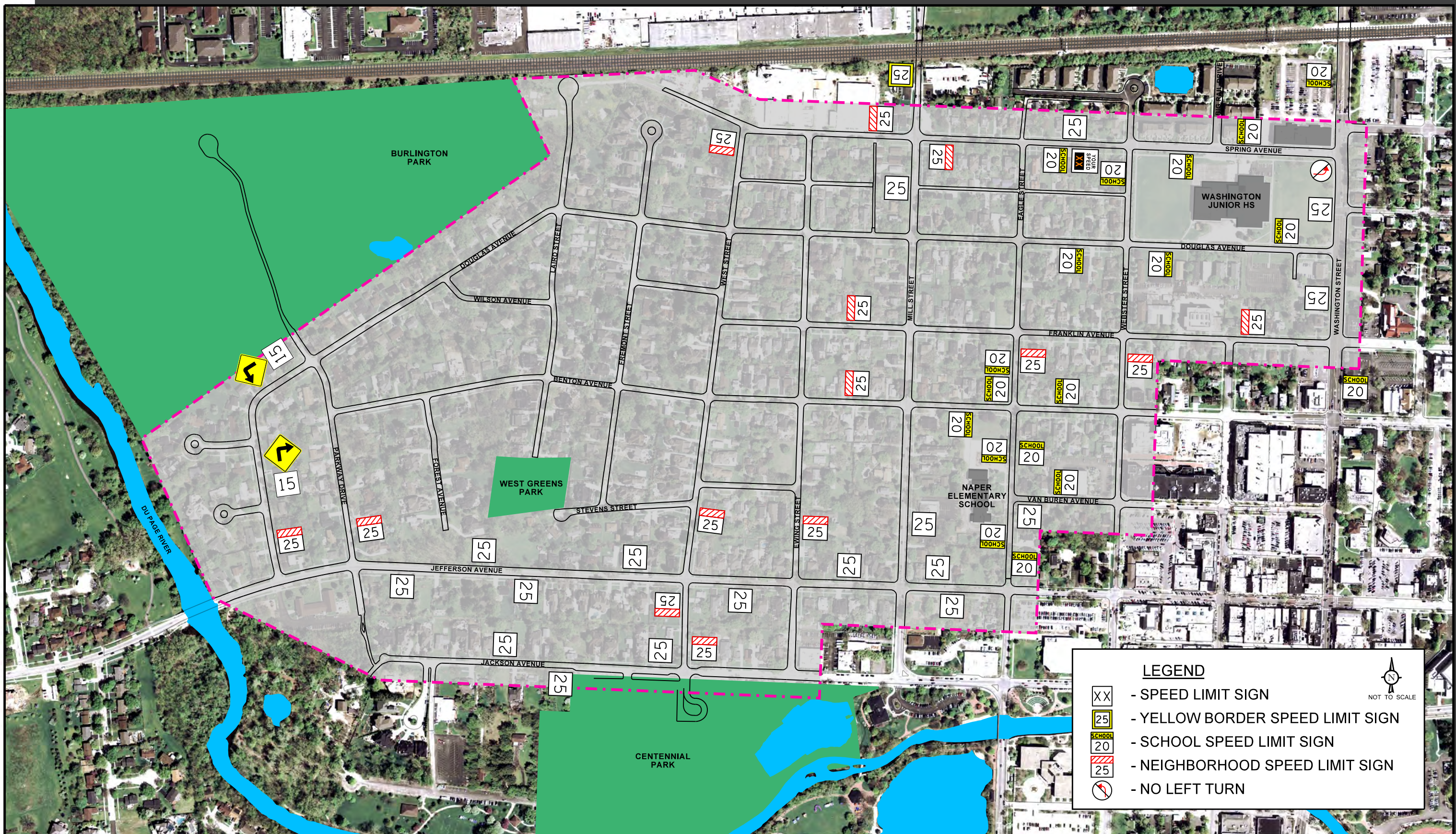
The primary contributing factors responsible for the higher traffic speeds is the wider street section and the lack of a stop-control device over a 1/3-mile segment of Mill Street between 5th Avenue and Benton Avenue. Parking is permitted on both sides of Mill Street but is not heavily utilized. The parking boxes on both sides of Jefferson Avenue effectively narrow the 34-foot travel way to 20 feet and result in lower travel speeds regardless of whether vehicles are parked on the street. There is no discernable pattern for the crashes at the Mill Street/Spring Avenue that would be correctable by design changes. The Mill Street/Douglas Avenue intersection experience several turning/angle collisions which could be reduced by improving the limited sight lines between the two streets. The Mill Street intersections with Jefferson Avenue and Benton Avenue also experienced angle collisions as well as collisions with pedestrians and bicyclists and may benefit from measures that increase the visibility of the all-way stop control.

Measures were recommended earlier in this report to increase the visibility of the pedestrian crossings and stop controls along Mill Street, including upgrading the pedestrian crossings at Douglas Avenue to Type 3b and Type 2 crosswalks and relocating the school crossing signs to the Type 3b crossing location, and installing stop lines and new or enhanced high-visibility crosswalk markings at the Douglas Avenue and Jefferson Avenue intersections. Further measures recommended to calm traffic speeds and enhance student safety are discussed below.

Appendix A

Figures A1-A9

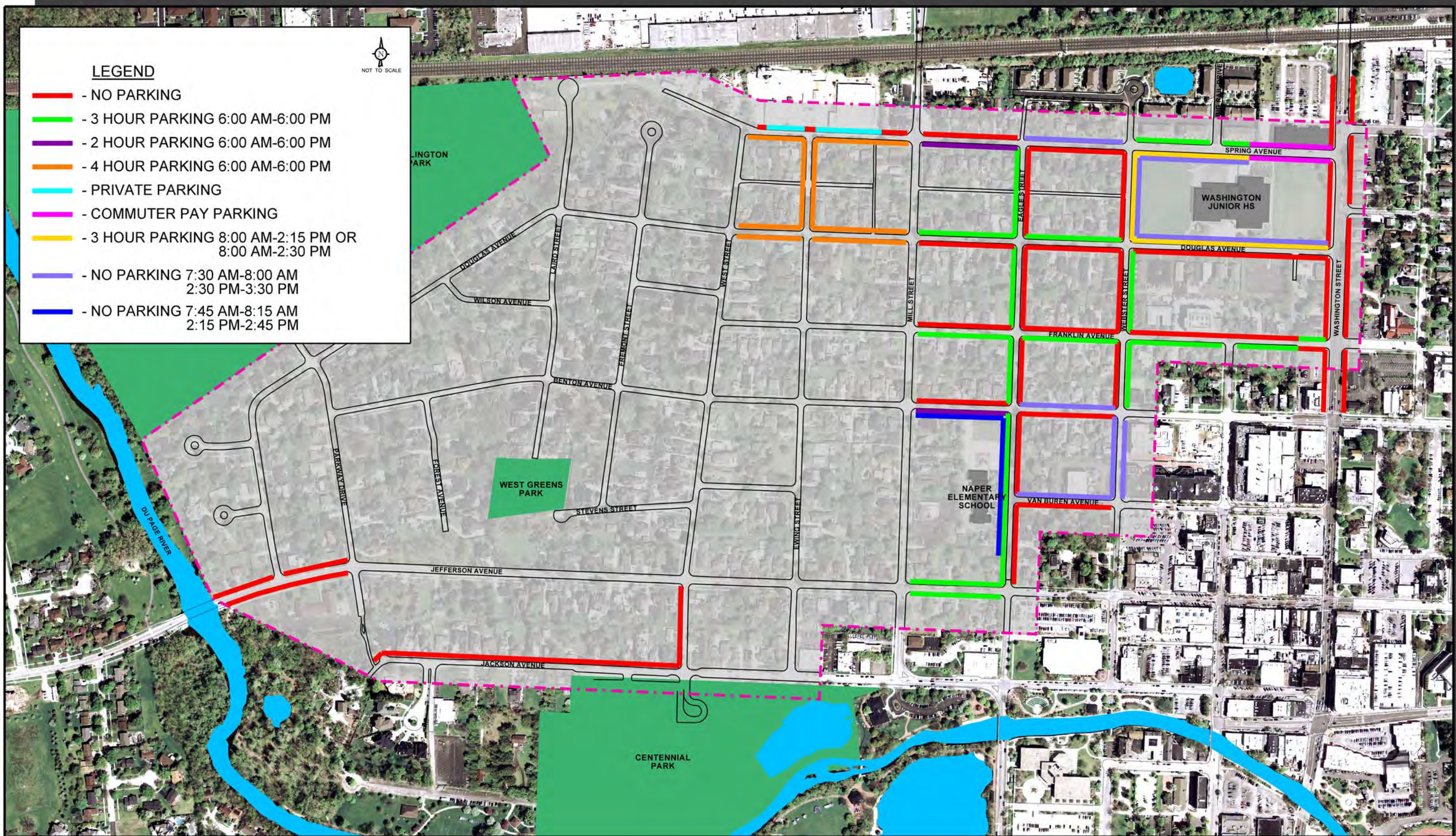


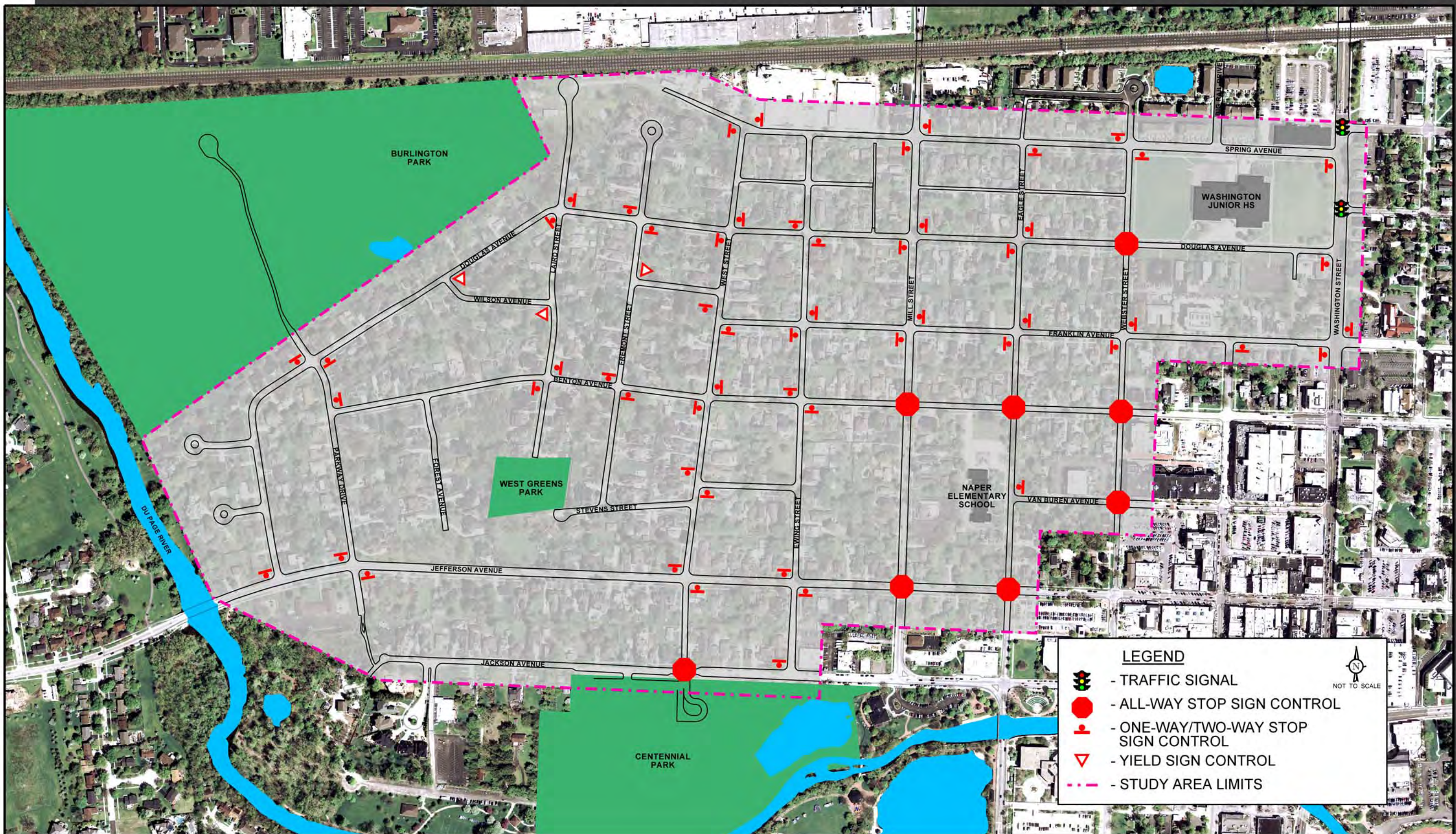


LEGEND



- - NO PARKING
- - 3 HOUR PARKING 6:00 AM-6:00 PM
- - 2 HOUR PARKING 6:00 AM-6:00 PM
- - 4 HOUR PARKING 6:00 AM-6:00 PM
- - PRIVATE PARKING
- - COMMUTER PAY PARKING
- - 3 HOUR PARKING 8:00 AM-2:15 PM OR 8:00 AM-2:30 PM
- - NO PARKING 7:30 AM-8:00 AM 2:30 PM-3:30 PM
- - NO PARKING 7:45 AM-8:15 AM 2:15 PM-2:45 PM





WESTSIDE NEIGHBORHOOD
TRAFFIC STUDY
NAPERVILLE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Job No: 19-079 Figure: A4

