

Westside Neighborhood Traffic Study

Naperville, Illinois



Prepared For:



City of Naperville



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1. Introduction – Project Overview

This report presents the findings and recommendations of a Traffic Study of the Westside neighborhood of Naperville, Illinois.

Westside Neighborhood

Demographics and Existing Street System

The Westside neighborhood is located immediately west of the downtown area and is generally bounded by the Metra/Burlington Northern Santa Fe (BNSF) rail line on the north, Washington Street on the east, Centennial Park and the DuPage River on the south, and Burlington Park and the DuPage River on the west. **Figure 1** shows the boundaries of the Westside neighborhood study area.



Westside Neighborhood Study Area

Figure 1

Adjacent Arterial Streets

There is one arterial street that borders the Westside neighborhood and provides access to the neighborhood from the east, as described below.

Washington Street is a north-south street that is classified as a major arterial and is under the jurisdiction of the City of Naperville. It has a five-lane cross section with a posted speed limit of 25 miles per hour (mph) in the study area and a 20-mph school speed zone between North Avenue and Franklin Avenue. Parking is not permitted on Washington Street along the boundary of the West Side neighborhood study area. The street has dedicated left-turn lanes or a two-way center lane at all intersections that access the neighborhood with the exception of Van Buren Avenue and Jefferson Avenue. The intersections of Washington Street with North Avenue, School Street, Benton Avenue, Van Buren Avenue, and Jefferson Avenue are all under traffic signal control.

Internal Neighborhood Streets

The following summarizes the physical and operating characteristics of the streets within the Westside neighborhood.

- The streets have the following functional classifications as defined in the City’s Master Thoroughfare Plan (see **Figure A1** in the Appendix).

Classification ¹	Streets
Collector Streets	<ul style="list-style-type: none"> ○ Jefferson Avenue ○ Mill Street
Neighborhood Connector Streets	<ul style="list-style-type: none"> ○ Douglas Avenue (Jefferson-Mill) ○ Parkway Drive (Douglas-Jefferson) ○ Spring Avenue (Mill-Washington) ○ Benton Avenue ○ Eagle Street (Benton-Jefferson)
Local Streets	<ul style="list-style-type: none"> ○ All other streets in Westside neighborhood

¹ Road classification definitions per Naperville Master Thoroughfare Plan:
Collector Street: Connects residential and local streets and Neighborhood Connector streets through or adjacent to more than one neighborhood and have continuity between arterial streets. Collector Streets convey traffic out of the neighborhoods to the arterial streets.
Neighborhood Connector Street: Connects residential and local streets within a neighborhood to Collector streets and to the arterial street network. All neighborhoods have at least one Neighborhood Connector street, and many have two or more.
Residential (or Local) Street: Provides access to residences and businesses within a neighborhood.

- All of the streets within the Westside neighborhood study area provide one lane in each direction with the exception of Washington Street, as noted above.
- The posted speed limit on all neighborhood streets is 25 mph, with the exception of the school speed zones adjacent to Naper Elementary School and Washington Junior High School, as shown in **Figure A2** in the Appendix.
- There is a left-turn restriction posted on Spring Avenue at Washington Street.
- Parking is generally permitted on one or both sides of the street, although parking is regulated on several of the streets, as shown in **Figure A3** in the Appendix.

Land Use

The Westside neighborhood primarily consists of residential homes, but also contains Naper Elementary School (NES), Washington Junior High School (WJHS), Naperville Church of the Brethren, Little Shepherd Day School/Park, Burlington Park, West Greens Park, DuPage Children's Museum, Joseph Naper Homestead, Naper Auto Works, Friedrich-Jones Funeral Home, Harrison House Bed & Breakfast, Paul Davis Restoration of DuPage, and Ozinga Concrete, Materials & Logistics. Naperville North High School is located on Mill Street ¼-mile north of the neighborhood.



Study Purpose

The purpose of this neighborhood traffic study was to (1) thoroughly examine existing traffic conditions with respect to vehicular, pedestrian and bicycle movements within the neighborhood, (2) identify operational issues and safety concerns, (3) analyze potential mitigation measures, and (4) develop recommendations to address operational issues, calm traffic conditions, and increase vehicular and pedestrian safety using a toolkit of solutions and an “incremental” or phased-approach to implementing them.

Study Process and Public Involvement

In the past, the City's Transportation, Engineering and Development (TED) Business Group has been responding to resident requests, studying traffic control, parking regulations, pedestrian signage and school traffic safety within the Westside neighborhood, and making improvements on a spot-specific basis. In 2018, the Westside Home Owners Association (WHOA) sought a broader solution to the neighborhood traffic issues and brought their concerns to City Council. The following timeline of activities followed:

- Summer 2018: Residents of the Westside neighborhood distribute informal email survey to 225 Westside households regarding traffic concerns in the neighborhood. Receives 119 responses.
- October 2018: Survey results presented and discussed at WHOA annual meeting.
- November 2018: WHOA representatives appear before Naperville City Council to express safety concerns, present findings from survey, and offer potential traffic calming solutions. Council refers matter to the Transportation Advisory Board (TAB) and authorizes TED staff to allocate funds for consultant selection as directed by TAB.
- December 2018: WHOA representatives appear before TAB to express safety concerns, present findings from survey, and offer potential traffic calming solutions.
- January 2019: TED staff solicits proposals for a Westside Neighborhood Traffic Study from professional engineering firms.
- February 2019: TED staff issues online survey to neighborhood residents and businesses seeking input on concerns related to speeding, cut-through traffic, traffic controls and compliance, on-street parking, pedestrian and bicycle safety, and school-related traffic. Specification is requested on location of concerns, time of day, and day of week. Receive 175 responses (see Appendix for survey, responses and most frequently cited concerns).
- March 2019: TED staff retains KLOA, Inc. to perform the Westside Neighborhood Traffic Study and initiates study with a project kick-off/scoping meeting.
- April-May 2019: KLOA, Inc. collects traffic data within the neighborhood (vehicle volumes and speeds, pedestrian and bicycle counts, etc.), assesses traffic controls and safety measures, and observes traffic operations, parking utilization, and school traffic circulation.
- May 2019: TED staff and KLOA, Inc. meet with representatives from Naperville Community Unit School District (CUSD) 203 to discuss conditions near Naper Elementary School and Washington Junior High School. Meeting minutes are contained in the Appendix.
- October 2020: TED staff and KLOA, Inc. present the findings and recommendations from the draft Westside Neighborhood Traffic Study in a virtual neighborhood meeting and receive public comments. The recommendations are discussed in subsequent sections of this report. Public comments from the meeting are contained in the Appendix.

The Westside Neighborhood Traffic Study included a thorough review of previous spot-specific studies completed by the City staff, survey findings, summaries of traffic concerns/potential solutions, and school traffic control and walking route plans. The City's online survey responses (see Appendix) were utilized to identify the locations of greatest concern for residents, which in turn

guided the data collection effort. Assessments were based on field observations and the data collection efforts, which included traffic volumes and speeds, pedestrian and bicycle volumes, school drop-off/pick-up and bus circulation, traffic controls, pedestrian signage and crosswalk markings, posted speed limits, street classification, parking regulations, and crash history. Analysis was tied to compliance with Federal and State standards from the Manual on Uniform Traffic Control Devices (MUTCD), Naperville traffic policies and procedures, a citywide draft traffic calming toolkit that was developed over the course of the study, and engineering judgement. Recommendations incorporate a phased plan of improvements, with follow-up monitoring, to address neighborhood traffic issues and safety concerns.

Data Collection

An extensive data collection effort was conducted between Monday, April 22, 2019 and Thursday, May 9, 2019 to obtain the appropriate transportation data necessary to evaluate the public's concerns. The effort included an inventory of the key characteristics of the Westside neighborhood transportation system, field observations, traffic, pedestrian and bicycle counts, traffic speed surveys, and the review of information provided by the City of Naperville for reference in the study (crash history, street classifications, parking regulations, traffic policies and procedures, etc.). Additional field observations were conducted on multiple days during the 2018-2019 school year around Naper Elementary School and Washington Junior High School.

The following information was inventoried, observed, collected and/or reviewed:

- Land uses
- Parking regulations
- Intersection traffic control
- Pedestrian and bicycle facilities and warning devices
- Pace bus routes
- Traffic volumes and speeds
- Posted speed limits
- Crash history
- School Walk Route maps for Naper Elementary School and Washington Junior High School
- Traffic Control Plans for Naper Elementary School and Washington Junior High School
- City of Naperville Traffic Request policies and procedures
- City responses to previous Westside traffic control and parking regulation requests
- City of Naperville Westside Neighborhood Traffic Study survey and responses
- City of Naperville Pace Bus and Metra Train Services map
- City of Naperville Existing and Future Land Use maps
- City of Naperville Master Thoroughfare Plan
- City of Naperville's Bicycle Implementation Map and Biking Map & Guide

Analysis and Development of Recommendations

Many factors were considered when developing the recommendations for the neighborhood traffic improvement plan for the Westside neighborhood. Input received from residents and property owners through the surveys performed by WHOA and the City, and concerns conveyed at the public open house, were integral to identifying the transportation issues that needed to be investigated in the study, as was input received from CUSD 203 and the two primary schools. Other essential considerations in selecting the appropriate improvements to address each issue included the collection and analysis of traffic data, field observations of the street network, engineering standards and the draft traffic calming toolkit, and the City's traffic policies and procedures.



2. Transportation Component Analysis & Recommendations

The development of a traffic improvement plan for the Westside neighborhood followed a three-step process for each of the following seven components of the transportation system:

- Traffic Control
- Pedestrian Facilities
- Bicycle Facilities
- Striping and Signage
- Traffic Volumes and Speeds
- Education
- Enforcement

The first step in the process consisted of a review of existing conditions, policies and design standards, and included field observations, a review of resident comments, and discussions with City staff and representatives from CUSD 203. The second step consisted of the analysis and evaluation of the identified transportation issues and concerns, with references made to City traffic policies and procedures, Federal and State standards, the City's draft traffic calming toolkit, and compliance with the 2009 Edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways* and the Illinois supplement to the Federal MUTCD. The third step consisted of the development of recommendations to mitigate the issues and concerns.

Traffic Control

There are 55 intersections within the Westside neighborhood which are under the traffic controls noted below. **Figure A4** in the Appendix illustrates the existing intersection traffic controls.

- Two (2) intersections under traffic signal control
- Eight (8) intersections under All-Way stop control
- Thirty-two (32) intersections under One-Way or Two-Way stop control
- Three (3) intersections under Yield control
- Ten (10) intersections with no traffic control

The intersection traffic controls within the neighborhood have been periodically re-evaluated when concerns have been identified by City staff. As such, while this neighborhood traffic study included a review of all intersection traffic control within the neighborhood, the evaluation concentrated on intersections that:

- Potentially warrant all-way stop control
- Have unconventional two-way stop control
- Are under yield control
- Have no posted regulatory traffic control

Intersections Potentially Warranting All-Way Stop Control

Existing Conditions

The following two-way stop-controlled intersections were identified in this study as potential locations for conversion to all-way stop control. A desire for traffic control modifications at these intersections was also expressed by neighborhood residents out of concerns related to traffic speeds, volumes, and crash history, the length of uninterrupted traffic flow on the street, the unconventional placement of existing stop controls, and/or safety concerns in proximity to the schools.

- Spring Avenue/Webster Street. This intersection is currently under two-way stop control on the Webster Street approaches and is located at the northwest corner of the WJHS property. Spring Avenue is classified as a neighborhood connector street and Webster Street is classified as a local street. There is an uncontrolled standard crosswalk with crosswalk warning sign on the east leg of Spring Avenue which is a recommended crossing on the WJHS School Walk Route plan. School walk route crossings on Spring Avenue to the east (Big Rail Drive) and west (Eagle Street) of Webster Street are also uncontrolled.



- Spring Avenue/West Street. This T-intersection is currently under two-way stop control on the Spring Avenue approaches. West Street, which “t’s” into Spring Avenue, is uncontrolled and operates “free flow” onto Spring Avenue. Both streets are classified as local streets. There are no crosswalks at the intersection.



- Mill Street/Douglas Avenue. This intersection is currently under two-way stop control on the Douglas Avenue approaches. Mill Street is classified as a collector street. Douglas Avenue is classified as a neighborhood connector street to the west of Mill Street and a local street to the east of Mill Street. There is a standard crosswalk on both of the Mill Street approaches and an in-street pedestrian crossing sign on the south crosswalk. The uncontrolled crossing at Mill Street is also recommended in the school walk route plans for WJHS and NES and a crossing guard is present during school arrival and dismissal times.



- Jefferson Avenue/West Street. This intersection is currently under two-way stop control on the West Street approaches. Jefferson Avenue is classified as a collector street and West Street is classified as a local street. There is a standard crosswalk with an in-street pedestrian crossing

sign on the west approach of Jefferson Avenue. The uncontrolled crosswalk is not a recommended crossing in the school walk route plans for WJHS and NES.

- Benton Avenue/West Street. This intersection is currently under two-way stop control on Benton Avenue. Benton Avenue is classified as a neighborhood connector street and West Street is classified as a local street. There are no crosswalks at this intersection. The school walk route plan for NES includes a crossing of the uncontrolled south approach of West Street.



Analysis / Evaluation

For intersections along arterial and collector streets, the City follows the guidelines and standards from the FHWA's MUTCD when evaluating warrants for all-way stop control. These standards were applied in the evaluation of the Mill Street/Douglas Avenue and Jefferson Avenue/West Street intersections and at both locations it was determined that all-way stop control was not warranted based on the volume of traffic on the stop-controlled streets (i.e., Douglas Avenue and West Street), the number of pedestrians crossing the collector streets, the travel speeds on the collector streets, and the crash history at the intersections.

For the evaluation of residential all-way stop control on neighborhood connector streets and local streets, the City has a policy (Section 11-1-4 (2.1) of the Municipal Code) and an evaluation methodology which also follows the MUTCD guidelines as well as the Illinois Vehicle Code. The evaluation utilizes a Residential All-Way Stop Warrant Worksheet, which takes the following criteria into consideration:

- Crash history
- Pedestrian volumes
- Atypical conditions
- Sight distance
- Nearby public facilities
- Speed of traffic
- Traffic volumes
- Adjacent traffic control

The warrant evaluation assigns a point value to each of the above criteria and a total of 500 points are required to warrant all-way stop control. This evaluation was applied to the intersections of Spring Avenue/Webster Street, Spring Avenue/West Street, and Benton Avenue/West Street. The results of the evaluation indicated that the 500-point threshold was exceeded for all three intersections. The Residential All-Way Stop Warrant Worksheets are contained in the Appendix.

Recommendation

- Maintain existing two-way stop control at the Mill Street/Douglas Avenue and Jefferson Avenue/West Street intersections.
- Install all-way stop control at the Spring Avenue/Webster Street, Spring Avenue/West Street, and Benton Avenue/West Street intersections.

Intersections with Unconventional Two-Way Stop Control

Existing Conditions

There are presently three intersections along West Street with unconventional two-way stop control. All three are T-intersections (3-leg intersections) where the approach that “t’s” into the cross street operates uncontrolled while the cross street is under stop control. All other comparable intersections within the neighborhood are either under stop or yield control on the “T” street or are uncontrolled. In the City’s online survey, residents of the neighborhood listed confusing/inconsistent signage as a concern.

- West Street / Franklin Avenue
- West Street / Van Buren Avenue
- West Street / Spring Avenue



Analysis / Evaluation

The City follows the guidelines and standards of the FHWA’s MUTCD and the Illinois Vehicle Code when evaluating traffic control at residential intersections. These standards establish the “right-of-way rule” at intersections. At uncontrolled “T” intersections, the driver of a vehicle approaching from the street that terminates at the intersection must yield the right-of-way to the vehicle on the non-terminating street. Through application of this rule, conventional traffic control at “T” intersections is the placement of a stop or yield sign on the terminating street.

At the intersections of West Street with Franklin Avenue and Van Buren Avenue, the recommended school walk routes guide NES and WJHS students along West Street and across the uncontrolled Franklin Avenue and Van Buren Avenue approaches.

Recommendation

To improve pedestrian safety along the recommended school walking routes and to utilize a conventional form of traffic control consistent with the other stop-controlled “T” intersections in the neighborhood, it is recommended that the stop control at these intersections be modified as follows:

- West Street / Franklin Avenue – Remove stop signs on West, install stop sign on Franklin
- West Street / Van Buren Avenue – Remove stop signs on West, install stop sign on Van Buren
- West Street / Spring Avenue – Convert to all-way stop control by installing stop sign on West, as discussed above.

Intersections under Yield Sign Control

Existing Conditions

There are presently three T-intersections within the Westside neighborhood under yield sign control, as listed below. All other comparable T-intersections within the neighborhood are either under one-way stop control or are uncontrolled. As such, the traffic control at these intersections is not consistent with the traffic controls utilized throughout the remainder of the neighborhood.

- Douglas Avenue / Wilson Avenue
- Laird Street / Wilson Avenue
- Fremont Street / Cottage Street

Analysis / Evaluation

The City has determined that yield signs within residential areas are ineffective and has a policy to either replace yield signs with stop signs or remove yield signs altogether, as the signs age and need replacement.

The policy dictates that existing yield signs should be replaced with a stop sign if any of the following conditions exist:

1. The major street is designated as a collector street in the Master Thoroughfare Plan.
2. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the major street.
3. Crash records indicate that three or more crashes over a 12-month period are susceptible to correction by the installation of a stop sign (including right angle and turning collisions) or 5 or more crashes over a 2-year period.



If none of the above conditions exist, the policy dictates that the yield sign should be removed without replacement of any traffic control such that the normal rules of the road would dictate right-of-way.

The intersections of Douglas Avenue/Wilson Avenue, Laird Street/Wilson Avenue and Fremont Street/Cottage Street all have sight distance limitations from the side street that is under yield control due to landscaping/trees, on-street parking, and/or the acute angle of the intersection. City policy would dictate that the yield signs at these intersections should be replaced with stop signs.



Recommendation

To achieve greater consistency in the neighborhood traffic controls, the following changes should be made to the yield-controlled intersections in the Westside neighborhood:

- Douglas Avenue / Wilson Avenue – Replace yield sign on Wilson Avenue with a stop sign
- Laird Street / Wilson Avenue – Replace yield sign on Wilson Avenue with a stop sign
- Fremont Street / Cottage Street – Replace yield sign on Cottage Street with a stop sign

Intersections with No Regulatory Traffic Control

Existing Conditions

There are 10 intersections within the Westside neighborhood that have no posted regulatory traffic control signs. All of these intersections are T-type (i.e., 3-leg) intersections and many of the cross streets are short cul-de-sacs.

- West Street / Stevens Street
- West Street / Cottage Street
- Ewing Avenue / Spring Avenue
- Ewing Avenue / Van Buren Street
- Fremont Street / Stevens Street
- Benton Avenue / Forest Avenue
- Douglas Avenue / Pettersen Court
- Douglas Avenue / Page Court
- Spring Avenue / Big Rail Drive
- Jackson Avenue / Centennial Court

Analysis / Evaluation

The City follows the guidelines and standards of the FHWA's MUTCD and the Illinois Vehicle Code when evaluating traffic control at residential intersections. These standards establish the "right-of-way rule" at intersections having no regulatory traffic control signs such that (1) when two vehicles approach an intersection from different streets at the same time, the driver of the vehicle on the left must yield the right-of-way to the vehicle on the right, and (2) when approaching a "T" intersection, the driver of a vehicle approaching from the street that terminates at the intersection must yield the right-of-way to the vehicle on the non-terminating street.

The right-of-way rule would apply to all of the uncontrolled intersections in the Westside neighborhood with the exception of the West Street intersections with Cottage Street and Stevens Street. At these intersections, the Cottage Street and Stevens Street approaches to West Street should be placed under stop control due to their offset alignment from Franklin Avenue and Van Buren Street, respectively, and the recommended reassignment of the two-way stop control at the West Street intersections with Franklin Avenue and Van Buren Street, as discussed above.

Recommendation

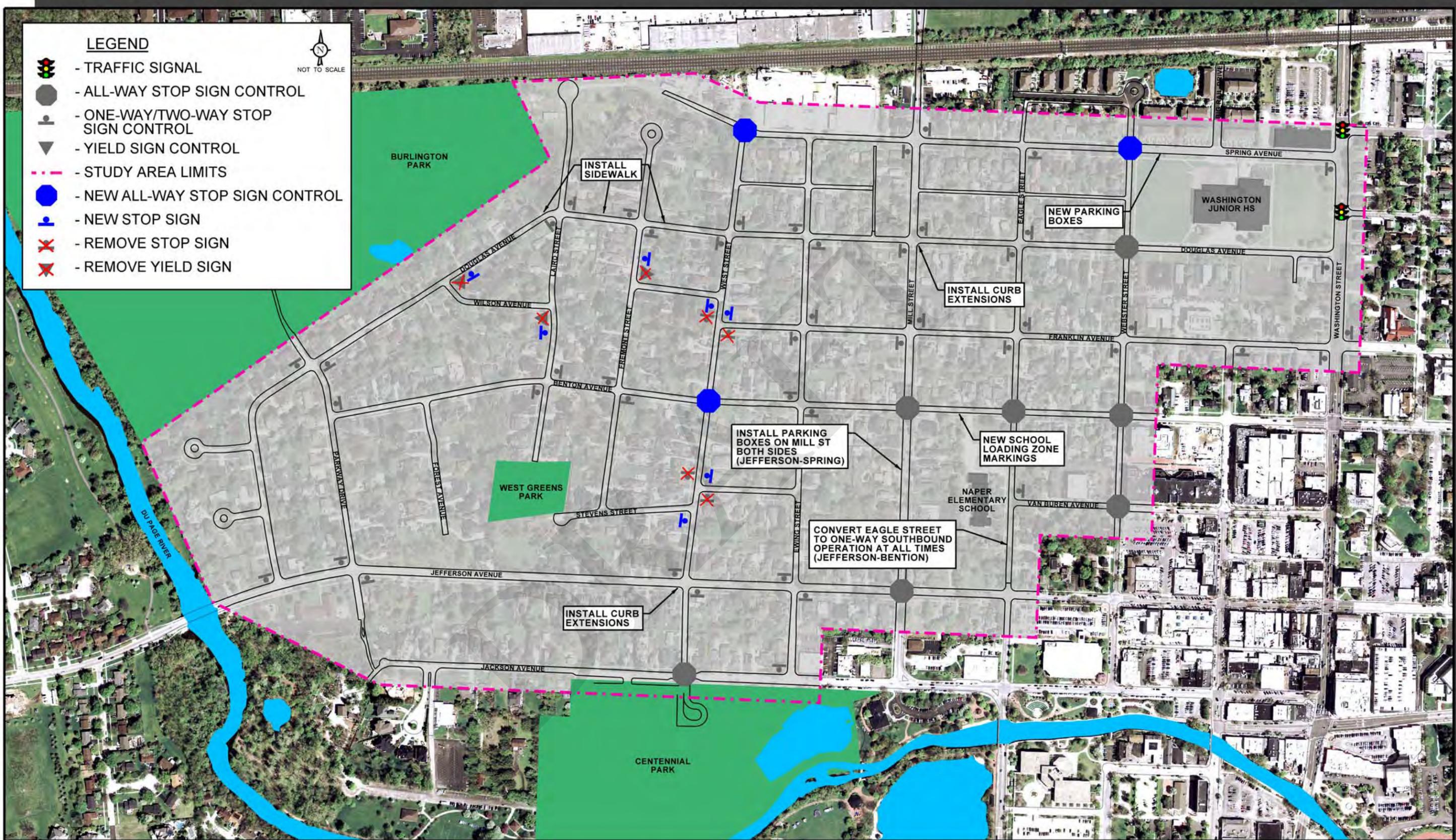
- West Street / Cottage Street – Install stop sign on Cottage Street
- West Street / Stevens Street – Install stop sign on Stevens Street
- All other intersections can remain without posted traffic controls.

Figure 2 shows the recommended intersection traffic control modifications described above.

Pedestrian Facilities

The Westside neighborhood contains an elementary school, a junior high school, a preschool, a children's museum, two public parks, and a church. It is also located immediately west of Naperville's downtown and ¼-mile south of Naperville North High School. To safely accommodate pedestrians, a number of pedestrian facilities and warning devices are provided within the neighborhood, as highlighted below and illustrated in **Figure A5** in the Appendix.

- Sidewalks are located on both sides of most of the neighborhood streets with the exception of segments of the following streets that only have sidewalk on one side: Spring Avenue, Douglas Avenue, Benton Avenue, Cottage Avenue, Wilson Avenue, Stevens Street, Jackson Avenue, West Street, Fremont Street, Laird Street, Forest Avenue, and Parkway Drive.
- Several intersections within the neighborhood feature crosswalks although many are of the City's old pedestrian crosswalk standard of widely-spaced 60-degree diagonal lines, including intersections along Washington Street, Jackson Avenue, Ewing Avenue, Benton Avenue, Spring Avenue, Douglas Avenue, Franklin Avenue, North Avenue, Eagle Street, and Webster Street.
- School speed zones are in place adjacent to Naper Elementary School and Washington Junior High School supported with 20 mph school speed limit signs.
- School crossing guards are positioned at the uncontrolled crossing on Mill Street at Douglas Avenue and at the all-way stop controlled intersections of Mill Street/Benton Avenue and Eagle Street/Benton Avenue.



LEGEND

- TRAFFIC SIGNAL
- ALL-WAY STOP SIGN CONTROL
- ONE-WAY/TWO-WAY STOP SIGN CONTROL
- YIELD SIGN CONTROL
- STUDY AREA LIMITS
- NEW ALL-WAY STOP SIGN CONTROL
- NEW STOP SIGN
- REMOVE STOP SIGN
- REMOVE YIELD SIGN

NOT TO SCALE

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RECOMMENDED TRAFFIC CONTROL AND GEOMETRIC MODIFICATIONS



- Pedestrian signals with countdown timers are incorporated into the two traffic signal controlled intersections that adjoin the neighborhood (Washington Street/North Avenue, Washington Street/School Street).

For uncontrolled crosswalk locations, the City has an established policy which utilizes the following information to determine if a crosswalk is warranted and which crosswalk treatment to be used. The policy does not apply to School Walk Routes which are guided by a separate policy.

- Crosswalk location (intersection, mid-block)
- Crossing related to school, trail or golf cart path
- Street classification
- Number of vehicle travel lanes on street
- Average daily traffic volume on street
- 85th-percentile speed of vehicles on street
- Proximity to other crosswalks
- Proximity to non-school pedestrian generators
- Stopping sight distance
- Pedestrian volume and composition of pedestrians (young, elderly, disabled)
- Frequency and adequacy of vehicle gaps

Further, the City has identified four treatment types for standard crosswalk installations and three treatment types for enhanced crosswalk installations, as summarized in **Table 1** below:

Table 1
NAPERVILLE CROSSWALK INSTALLATIONS TYPES

CROSSWALK TYPE		CROSSWALK FEATURES
Standard Crosswalk Installations		
Type 1	Standard Crosswalk	Striped crosswalk, crosswalk warning signs
Type 2	Advanced Warning Crosswalk	Striped crosswalk, crosswalk warning signs, crosswalk advance warning signs
Type 3a	Standard Crosswalk with In-Street Pedestrian Sign	Striped crosswalk, crosswalk warning signs, In-Street Stop for Pedestrians sign
Type 3b	Advanced Warning Crosswalk with In-Street Pedestrian Sign	Striped crosswalk, crosswalk warning signs, crosswalk advance warning signs, In-Street Stop for Pedestrians sign
Enhanced Crosswalk Installations		
Type 4a	Pedestrian Activated Warning Crosswalk	Striped crosswalk, crosswalk warning signs, crosswalk advance warning signs, pedestrian activated warning beacons/lights
Type 4b	Pedestrian Activated Warning Crosswalk with a Refuge Island	Striped crosswalk, crosswalk warning signs, crosswalk advance warning signs, pedestrian activated warning beacons/lights
Type 5	Conversion to Controlled Crossing	Striped crosswalk, traffic signal or pedestrian hybrid beacon

There are currently eight intersections within the Westside neighborhood and one mid-block location that feature one of these types of uncontrolled standard crosswalk installations, as described below. There are no locations within the neighborhood with enhanced crosswalk installations.

- Type 1 - Standard Crosswalks
 - Jackson Avenue at Ewing Street
- Type 2 - Advanced Warning Crosswalk
 - Jefferson Avenue at Douglas Avenue
 - Jefferson Avenue at Parkway Drive
 - Spring Avenue at Webster Street
 - Spring Avenue at Eagle Street
- Type 3a – Standard Crosswalk with In-Street Pedestrian Sign
 - Mill Street at Douglas Avenue
 - Jefferson Avenue at West Street
- Type 3b – Advanced Warning Crosswalk with In-Street Pedestrian Sign
 - Spring Avenue at Big Rail Drive

KLOA, Inc. evaluated these uncontrolled crosswalks to determine if enhancements were warranted based on City policy and compliance with the MUTCD. KLOA, Inc. also evaluated other locations where pedestrian safety can be enhanced by installing new crosswalks at stop-controlled locations, altering the design of existing crosswalks for enhanced visibility and compliance with current City standards, and modifying pedestrian and school warning signage for more consistent application across the Westside neighborhood. The recommended modifications to the pedestrian facilities and warning devices are shown in **Figure 3** and are described below.

Jackson Avenue at Ewing Street

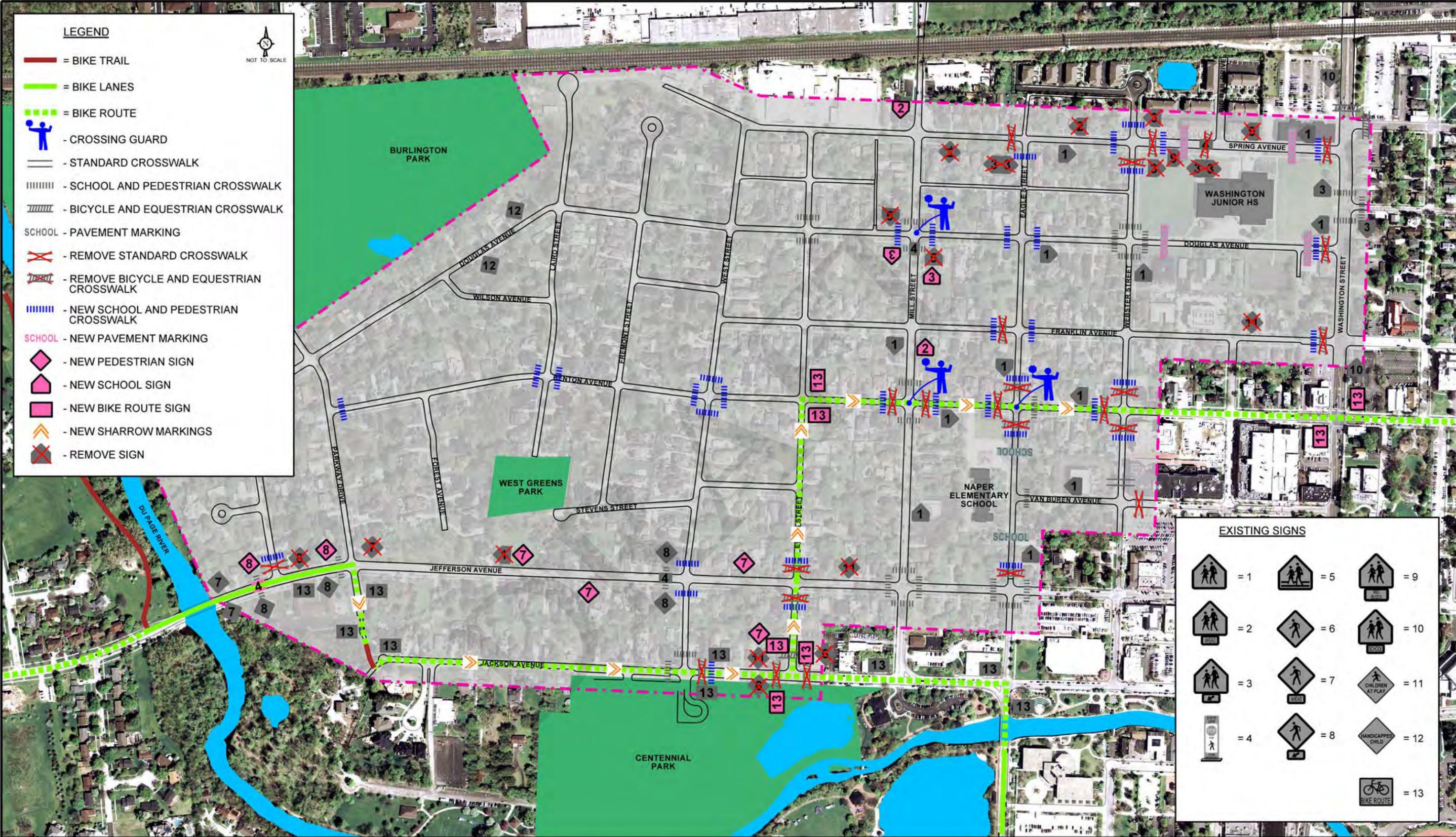
Existing Conditions

Ewing Street is currently under stop control at Jackson Avenue. There is a locked gate to Centennial Park immediately south of the intersection and an uncontrolled Type 1 – Standard Crosswalk on the west approach of Jackson Avenue. There are also crosswalks on the east approach of Jackson Avenue and north approach of Ewing Street. The crossing on Ewing Street is part of the School Walk Route plans for both WJHS and NES. There is a one-sided, west-facing Pedestrian sign (W11-2) on the south side of the crosswalk on Jackson Avenue. All crosswalk markings at the intersection consist of the City’s old standard of wide-spaced 60-degree diagonal lines.

Analysis / Evaluation

The uncontrolled crosswalks on Jackson Avenue guide pedestrians to a gated entry into Centennial Park that is not typically open for public use. Alternatively, there are protected (stop-controlled) crosswalks on Jackson Avenue leading into ungated entries into the park approximately 400 feet to the east at Mill Street





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RECOMMENDED PEDESTRIAN AND BICYCLE SIGNAGE AND MARKING MODIFICATIONS

and 400 feet to the west at West Street. Based on the proximity of these protected pedestrian crossings, the crosswalks on Jackson Avenue at Ewing Street do not meet the City’s criteria for an unprotected Type 1 crosswalk.

Recommendation

- Remove crosswalks and pedestrian crossing signage on Jackson Avenue at Ewing Street

Jefferson Avenue at Douglas Avenue

Existing Conditions

Douglas Avenue is currently under stop control at Jefferson Avenue. There is an uncontrolled Type 2 – Advanced Warning Crosswalk on the west approach of Jefferson Avenue and a standard parallel-line crosswalk on the Douglas Avenue approach. The crosswalk on Jefferson Avenue aligns with Naperville Church of the Brethren/Little Shepherd Day School/park on the south side of the intersection and provides access to the Naperville Riverwalk on the west side of the park. There is



a one-sided, west-facing Pedestrian Crossing assembly (W11-2, W16-7P) on the south side of Jefferson Avenue directly at the crosswalk and a one-sided, east-facing Pedestrian Crossing assembly on the north side of Jefferson Avenue to the east of the intersection. There are also Pedestrian Advance Crossing assemblies with AHEAD plaques posted in both directions on Jefferson Avenue in advance of the crosswalk. The Douglas Avenue crossing is part of the School Walk Route plan for WJHS.

Analysis / Evaluation

The crosswalk on Jefferson Avenue meets the City’s criteria for upgrade to a Type 3a crosswalk (Standard Crosswalk with In-Street Pedestrian Sign). MUTCD standards regarding pedestrian crossing sign placement indicate that the sign assembly at this intersection should be located at the crossing rather than on the opposite side of the intersection from the crossing.

Recommendation

- Upgrade the Jefferson Avenue crosswalk to a Type 3a crosswalk by utilizing an In-Street Pedestrian Crossing sign (R1-6a).
- Relocate the pedestrian crossing assembly on westbound Jefferson Avenue to the crossing location.
- Retrofit the pedestrian crossing assemblies on both sides of the crosswalk with back-to-back sign panels facing the eastbound and westbound directions.



Jefferson Avenue at Parkway Drive

Existing Conditions

Parkway Drive is currently under two-way stop control at Jefferson Avenue. Parkway Drive terminates to the south of the intersection and a bike path continues south towards Centennial Park. There is an uncontrolled Type 2 – Advanced Warning Crosswalk on the west approach of Jefferson Avenue at Parkway Drive which connects to the Naperville Church of the Brethren/Little Shepherd Day School at the southwest corner of the intersection. There is a one-sided, west-facing Pedestrian Crossing assembly (W11-2, W16-7P) on the south side of Jefferson Avenue directly at the crosswalk and a one-sided, east-facing Pedestrian Advance Crossing assembly with AHEAD plaque on the north side of Jefferson Avenue to the east of the intersection. There is also an east-facing School sign (S1-1) further to the east on Jefferson Avenue. The School Walk Route plan for WJHS directs students to cross both approaches of Parkway Drive.



There is a one-sided, west-facing Pedestrian Crossing assembly (W11-2, W16-7P) on the south side of Jefferson Avenue directly at the crosswalk and a one-sided, east-facing Pedestrian Advance Crossing assembly with AHEAD plaque on the north side of Jefferson Avenue to the east of the intersection. There is also an east-facing School sign (S1-1) further to the east on Jefferson Avenue. The School Walk Route plan for WJHS directs students to cross both approaches of Parkway Drive.

Analysis / Evaluation

The Jefferson Avenue crosswalk does not meet the City's criteria for upgrade from a Type 2 crosswalk due to its proximity to the Jefferson Avenue crosswalk at Douglas Avenue, which is recommended for upgrade to Type 3a standard. Typical MUTCD convention regarding pedestrian advance crossing assemblies is to locate them in advance of a pedestrian crossing assembly located at the crosswalk. There currently is no pedestrian crossing assembly at the crosswalk facing westbound traffic on Jefferson Avenue.

Recommendation

- Maintain the existing Type 2 crosswalk on Jefferson Avenue.
- Relocate the advance pedestrian crossing assembly on westbound Jefferson Avenue to the crossing location and replace the Ahead plaque (W16-9P) with a diagonal downward pointing arrow plaque (W16-7P).
- Retrofit the pedestrian crossing assemblies on both sides of the crosswalk with back-to-back sign panels facing the eastbound and westbound directions.
- Replace the school sign to the east of the intersection with a pedestrian advance crossing assembly (W11-2, W16-9P).

Spring Avenue at Webster Street

Existing Conditions

Webster Street is currently under two-way stop control at Spring Avenue. There is an uncontrolled Type 2 – Advance Warning Crosswalk on the east approach of Spring Avenue at Webster Street. There is also a crosswalk on the south approach of Webster Street. Both crossings are part of the School Walk Route plan for WJHS. The crosswalk markings for both consist of the City’s old standard of wide-spaced 60-degree diagonal lines. There are one-sided School Crossing assemblies (S1-1, W16-7P) on both sides of the crosswalk facing the direction of travel. There is also a west-facing School sign (S1-1) posted to the west of the intersection.

Analysis / Evaluation

Conditions at this intersection warrant all-way stop control, as discussed above, which will result in controlled pedestrian crossings across all intersection approaches. Per MUTCD standard, no signs other than official traffic control signs shall be mounted on stop sign support posts.



Spring Avenue at Webster Avenue

Recommendation

- Replace the existing crosswalks on the east approach of Spring Avenue and the south approach of Webster Street with the City’s current school/pedestrian crosswalk standard.
- Install school/pedestrian crosswalks on the west approach of Spring Avenue and the north approach of Webster Street.
- Remove the existing school crossing sign assemblies from the existing crosswalk on Spring Avenue.

Spring Avenue at Eagle Street

Existing Conditions

Eagle Street is currently under stop control at Spring Avenue. There is an uncontrolled Type 2 – Advanced Warning Crosswalk on the west approach of Spring Avenue at Eagle Street. This crossing is part of the School Walk Route plan for NES. There is a two-sided School Crossing assembly (S1-1, W16-7P) on the south side of the crosswalk facing both directions of travel on Spring Avenue and a one-sided, east-facing School Advance Crossing assembly with AHEAD plaque on the north side of Spring Avenue to the east of the intersection.



Spring Avenue at Eagle Street

Analysis / Evaluation

The uncontrolled crosswalk on Spring Avenue would not continue to meet the City’s suitability criteria if a controlled pedestrian crossing is created on Spring Avenue at Webster Street approximately 450 feet to the east.

Recommendation

- Remove the uncontrolled crosswalk on Spring Avenue and revise the NES school walk route map to channel pedestrians to the controlled crossings at Webster Street and Mill Street.
- Remove the school crossing and school advance crossing assemblies on Spring Avenue.

Spring Avenue at Big Rail Drive

Existing Conditions

There are currently no traffic controls posted at this intersection and an uncontrolled Type 3b – Advanced Warning Crosswalk with In-Street Pedestrian Crossing sign on the west approach of Spring Avenue. There is a two-sided School Crossing assembly (S1-1, W16-7P) on the south side of the crosswalk and a two-sided In-Street Pedestrian Crossing sign (R1-6a) at the crosswalk on the centerline of the street. There are also School Advance Crossing assemblies posted in both directions on Spring Avenue in advance of the crosswalk. This crossing is part of the School Walk Route plan for WJHS.

Analysis / Evaluation

The uncontrolled crosswalk on Spring Avenue would not continue to meet the City’s suitability criteria if a controlled pedestrian crossing is created on Spring Avenue at Webster Street approximately 310 feet to the west.

Recommendation

- Remove the uncontrolled crosswalk on Spring Avenue and revise the WJHS school walk route map to channel pedestrians to the controlled crossings at Webster Street and Washington Street.
- Remove the school crossing and school advance crossing assemblies on Spring Avenue along with the in-street pedestrian crossing sign.



Mill Street at Douglas Avenue

Existing Conditions

Douglas Avenue is currently under two-way stop control at Mill Street. There is an uncontrolled Type 3a – Standard Crosswalk with In-Street Pedestrian Crossing sign on the south approach of Mill Street and a Type 1 – Standard Crosswalk on the north approach of Mill Street. The crossing on the north approach is part of the School Walk Route plans for WJHS and NES and there is a crossing guard in place during school arrival and dismissal hours. Both crosswalk have a one-sided, older-standard School Crossing sign (S2-1) adjacent to the crosswalk. There is also a two-sided In-Street Pedestrian Crossing sign (R1-6a) within the south crosswalk on the centerline of the street.

The School Walk Route plans for WJHS and NES also direct students to cross one or both approaches of Douglas Avenue.

Analysis / Evaluation

The Mill Street crosswalks do not meet the City’s criteria for upgrade to an enhanced crosswalk due to the relatively low traffic speeds along Mill Street. However, there are sight distance limitation from the Douglas Avenue approaches (fence lines, tree canopies, etc.) that would meet the criteria for upgrade on the south approach from a Type 3a crosswalk to a Type 3b - Advanced Warning Crosswalk with In-Street Pedestrian Crossing sign, and for upgrade on the north approach from a Type 1 crosswalk to a Type 2 - Advance Warning Crosswalk. Current MUTCD sign standards for school crossing assemblies consist of a school sign with a diagonal downward pointing arrow plaque (S1-1, W16-7P) located at the crosswalk. MUTCD standards for school advance crossing assemblies consist of the school sign with an Ahead plaque (S1-1, W16-9P).

Recommendation

- Upgrade the pedestrian crossings on Mill Street to a Type 3b crosswalk on the south approach and a Type 2 crosswalk on the north approach by installing school advance crossing assemblies (S1-1, W16-9P) on Mill Street in advance of the crosswalks.
- Relocate the school crossing sign on the north approach of Mill Street to the south approach.
- Replace the old standard school crossing signs on Mill Street with current school crossing assemblies (S1-1, W16-7P) with back-to-back panels on both sides of the crosswalk.
- Install school/pedestrian crosswalks on the Douglas Avenue approaches.



Jefferson Avenue at West Street

Existing Conditions

West Street is currently under two-way stop control at Jefferson Avenue. There is an uncontrolled Type 3a – Standard Crosswalk with In-Street Pedestrian Crossing sign on the west approach of Jefferson Avenue at West Street. The pedestrian path along West Street continues south another block to Jackson Avenue before entering into Centennial Park. There is a one-sided, west-facing Pedestrian Crossing assembly (W11-2, W16-7P) on Jefferson Avenue on the south side of the

crosswalk and a one-sided, east-facing Pedestrian Crossing assembly on Jefferson Avenue on the north side of the crosswalk. There is also an In-Street Pedestrian Crossing sign (R1-6a) at the crosswalk on the centerline of the street. The School Walk Route plans for WJHS and NES direct students to cross one or both approaches of West Street.

Analysis / Evaluation

The Jefferson Avenue crosswalk does not meet the City’s criteria for upgrade to an enhanced crosswalk due to the relatively low traffic speeds along Mill Street. However, there are sight distance limitation from the West Street approaches (fence lines, tree canopies, etc.) that would meet the criteria for upgrade from a Type 3a crosswalk to a Type 3b - Advanced Warning Crosswalk with In-Street Pedestrian Crossing sign.

Recommendation

- Upgrade the pedestrian crossing on Jefferson Avenue to a Type 3b crosswalk by installing pedestrian advance crossing assemblies (W11-2, W16-9P) on Jefferson Avenue in advance of the crosswalks.
- Retrofit the pedestrian crossing assemblies on both sides of the crosswalk with back-to-back sign panels facing the eastbound and westbound directions.



Douglas Avenue at Parkway Drive

Existing Conditions

Parkway Drive is currently under two-way stop control at Douglas Avenue and there are no pedestrian facilities at the intersection. To the west of the intersection, Parkway Drive enters into Burlington Park. The east approach of Douglas Avenue is a recommended crossing in the School Walk Route plan for NES.



Analysis / Evaluation

The intersection does not meet the City's suitability criteria for an uncontrolled pedestrian crossing on Douglas Avenue due to the relatively low volume of traffic on the street.

Recommendation

- A pedestrian crossing on Douglas Avenue is not warranted by City standards.

Crosswalk Marking Renewals / Visibility Enhancements

Existing Conditions

For enhanced visibility, the City has implemented a new crosswalk standard for pedestrian/school crossings and bicycle/equestrian trail crossings. Crosswalks serving pedestrians and schoolchildren are to be six feet wide and designed with 12-inch wide longitudinal lines spaced from two- to two-and-one-half feet apart. Bicycle and equestrian trail crossings are to be a minimum of six feet wide and designed with 12-inch wide diagonal lines spaced two feet apart, set at a 45-degree angle and framed with two 12-inch wide parallel lines.

There are 23 intersections within the Westside neighborhood that have crosswalks on one or more approach. **Table 2** summarizes the existing crosswalks at these intersections by type and approach. Just under one-half of the approximately 50 crosswalks in the neighborhood are an older standard for pedestrian crossings that utilizes wide-spaced diagonal lines similar to, but not exactly the same as, the style that the City desires to use for bicycle and equestrian trail crossings. There is also one crosswalk in the neighborhood with a non-decorative, parallel line marking. These crosswalks should be restriped to comply with the City's new standard for pedestrian and school crossings and to increase their visibility. The nearest bicycle/equestrian trail crossing is just west of the Westside neighborhood on Jefferson Avenue at the West Branch of the DuPage River Trail.



Table 2
EXISTING WESTSIDE NEIGHBORHOOD CROSSWALKS

Intersection	Crosswalk Type		
	Diagonal ¹	Longitudinal ²	Parallel
Washington Street / Spring Avenue	W		
Washington Street / Douglas Avenue	W		
Washington Street / Franklin Avenue	W		
Jefferson Avenue / Eagle Street	N	E, S, W	
Jefferson Avenue / Mill Street		N, E, S, W	
Jefferson Avenue / Ewing Street	N, S		
Jefferson Avenue / West Street		W	
Jefferson Avenue / Parkway Drive		W	
Jefferson Avenue / Douglas Avenue		W	N
Mill Street / Douglas Avenue		N, S	
Mill Street / Benton Avenue	E, W	N, S	
Benton Avenue / Webster Street	N, S, W		
Benton Avenue / Eagle Street	N, S, W	E	
Douglas Avenue / Webster Street		N, E, S, W	
Douglas Avenue / Ewing Street		N, S	
Eagle Street / Van Buren Avenue		E	
Eagle Street / Franklin Avenue	W		
Eagle Street / Spring Avenue	W		
Spring Avenue / Webster Street	E, S		
Spring Avenue / Big Rail Drive	W		
Jackson Avenue / Ewing Street	N, E, W		
Jackson Avenue / West Street	E	N, W	
Webster Street / Van Buren Avenue ³			N, E

¹ These crosswalks are designed to the City's old pedestrian crosswalk standard with wide-spaced 60-degree diagonal lines
² City's new standard for pedestrian and school crossings
³ Crosswalks are decorative consisting of painted stamped asphalt
N – North Approach, E – East Approach, S – South Approach, W- West Approach

Recommendation

The City has a pavement marking maintenance policy whereby pavement markings are refreshed by the Transportation, Engineering and Development (TED) Business Group as part of the Maintenance Improvement Program (MIP) and then by the Department of Public Works (DPW) in the years between the MIP work as the markings begin to fade. It is recommended that all of the old-standard crosswalks and parallel-line crosswalks be programmed in the MIP for upgrade to the new crosswalk standard. The following crosswalks should be replaced:

- Benton Avenue / Eagle Street, north, south & west approaches
- Benton Avenue / Webster Street, north, south & west approaches
- Spring Avenue / Webster Street, east & south approaches
- Spring Avenue / Washington Street, west approach
- Douglas Avenue / Washington Street, west approach
- Franklin Avenue / Washington Street, west approach
- Jefferson Avenue / Ewing Street, north & south approaches
- Jefferson Avenue / Eagle Street, north approach

- Mill Street / Benton Avenue, east & west approaches
- Eagle Street / Franklin Avenue, west approach
- Jackson Avenue / West Street, east approach
- Douglas Avenue / Jefferson Avenue, north approach

New Crosswalk Locations

Existing Conditions

There are several stop-controlled approaches to intersections that carry significant pedestrian volumes along collector or neighborhood connector streets, or along local streets leading up to the schools, but do not have crosswalks.

Analysis / Evaluation

The visibility of these pedestrian crossings would be enhanced, and pedestrian safety would be increased, if school/pedestrian crosswalk markings were located on these approaches.

Recommendation

Install new school/pedestrian crosswalk at the following locations:

- Spring Avenue / Webster Street, north & west approaches
- Spring Avenue / Eagle Street, south approach
- Jefferson Avenue / West Street, north & south approaches
- Mill Street / Douglas Avenue, east & west approaches
- Benton Avenue / Parkway Drive, east approach
- Benton Avenue / Laird Street, east & west approaches
- Benton Avenue / West Street, north, south, east & west approaches
- Eagle Street / Franklin Avenue, east approach

Bicycle Facilities

Existing Conditions

The bicycle facilities within the Westside neighborhood are shown in **Figure A5** and are consistent with the City's Bicycle Implementation Map (approved June 20, 2006), as listed below:

- Jefferson Avenue (West Branch DuPage River Trail to Parkway Drive) provides dedicated 6-foot wide bicycle lanes and bike route guide signs.
- Parkway Drive (Jefferson Avenue to cul-de-sac/bike trail) is a posted bike route with bike route guide signs.
- Jackson Avenue (cul-de-sac/bike trail to Eagle Street) is a posted bike route with bike route guide signs. Route continues south on Eagle Street over the DuPage River.

In addition, Naperville's Biking Map and Guide includes Ewing Street (Jackson Avenue-Benton Avenue) and Benton Avenue (Ewing Street-Charles Street) as preferred on-street bike routes.



Jefferson Avenue Bicycle Lanes



Jackson Avenue Bicycle Route



Bike Path between Jackson Ave and Parkway Dr

Analysis / Evaluation

The segment of Jefferson Avenue with bicycle lanes is 38 feet wide and parking is not permitted on the street. The segment of Parkway Drive that is a posted bike route is approximately 30 feet wide with no parking regulations. The segment of Jackson Avenue that is a posted bike route is approximately 42 feet wide between Mill Street and West Street with parking lanes on both sides of the street, approximately 32 feet between West Street and the west end of Centennial Park with a parking lane on the south side of the street and parking prohibited on the north side, and approximately 24 feet wide west of Centennial Park to the cul-de-sac with parking prohibited on the north side of the street only. Ewing Street is approximately 34 feet wide for the first half of the block between Jackson Avenue and Jefferson Avenue and approximately 26 feet wide as it continues north to Benton Avenue. There are no parking regulations on this segment of Ewing Street. Benton Avenue is approximately 24 feet between Ewing Street and Webster Street and approximately 30 feet between Webster Street and Main Street. There are no parking regulations on Benton Avenue west of Mill Street. East of Mill Street parking is regulated on one side of Benton Avenue and is prohibited on the other side.

The following options were evaluated for additional bicycle accommodations on Parkway Drive, Jackson Avenue, Ewing Street and Benton Avenue:

1. No change
2. Marked shared lanes
3. Conventional bicycle lanes

Conventional bicycle lanes define a dedicated space on the street for bicyclists that are separate from vehicular lanes and generally oriented in the direction of traffic. The lanes typically have a minimum width of 5 feet per the AASHTO Guide for the Development of Bicycle Facilities and are provided on both sides of a two-way street to accommodate both directions of travel.

Marked shared lanes can be utilized on streets that are appropriate for joint use by motorized traffic and bicycles but where there is insufficient width to provide bicycle lanes. Streets suitable for marked shared lanes can include local streets and lower speed arterial and collector streets, with or without parking lanes, generally carrying <5,000 vehicles per day at posted speeds of 25 or 30 mph. Marked shared lanes consist of a double chevron/bicycle pavement marking symbol, known as a “sharrow”, strategically located within the vehicular travel lane. Dotted line markings may accompany the sharrow markings to encourage bicyclists to ride in the center of the shared lane. Marked shared lanes work well with other traffic calming/streetscape improvements that narrow the travelway, such as the existing curb extensions along Jackson Avenue.

Based on this evaluation, marked shared lanes were determined to be the most appropriate measure for enhancing the bicycle facilities on Jackson Avenue, Parkway Drive, Ewing Street and Benton Avenue for the following reasons:

- The only street with sufficient width to accommodate bicycle lanes is Jackson Avenue between West Street and Mill Street. However, to accomplish this the parking lane along the south side of the street would need to be removed along with the curb extensions at the southeast and southwest corners of Jackson Avenue/West Street resulting in a loss of 38 parking spaces and the bus staging area east of West Street. Since these spaces are well utilized during the summer period it was determined that bicycle lanes were not a practical option.
- Sharrow markings reinforce the shared-lane environment of posted bike routes where the street width cannot support dedicated bicycle lanes and/or where it is undesirable to eliminate street parking. Additional benefits of sharrow markings include:
 - Raises awareness of potential presence of bicyclists
 - Positions riders in the most visible location to motorists while avoiding the “door zone” of the parking lane
 - Reduces incidents of sidewalk riding
 - Provides directional guidance that reduces the number of bicyclists riding on the wrong side of the street
 - Low-cost treatment
- All four streets are suitable for marked shared lanes: (1) all are local streets or neighborhood connector streets, (2) all carry less than 5,000 vpd, and (3) all have 25 mph posted speed limits.
- Leaving the existing bicycle accommodations unchanged would not enhance safety nor improve conditions for bicyclists.

Recommendation

Install shared lane markings, with or without supplemental dotted lines, on the segments of Jackson Avenue and Parkway Drive that are currently posted bike routes and on the segments of Ewing Street and Benton Avenue that are designated as preferred on-street bike routes. For street segments

with parking lanes, MUTCD guidance suggests that shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb. For street segments without parking lanes, the center of the markings should be at least four feet from the face of the curb. Further guidance suggests that the markings be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter. Supplement the sharrow markings with “Bicycles May Use Full Lane” signage (R4-11) and destination wayfinding guidance.

Based on this guidance, shared lane markings would be installed on Jackson Avenue at Mill Street, Ewing Street, West Street, Honorary Sindt Memorial Court, and Centennial Court, on Parkway Drive at Jefferson Avenue and at the cul-de-sac, on Ewing Street at Jackson Avenue, Jefferson Avenue, Van Buren Avenue and Benton Avenue, on Benton Avenue at Ewing Street, Mill Street, Eagle Street, and Webster Street, and at 250-foot intervals between these intersections.

In addition, install bike route signs on the above-noted segments of Ewing Street and Benton Avenue to provide additional directional guidance on the bicycle facility routing.



Striping and Signage

Field observations of traffic conditions in the Westside neighborhood revealed several regulatory signs, warning signs, and crosswalk markings that were obstructed from view, in poor quality, or non-compliant with MUTCD or City standards. In addition, locations were identified where additional pavement markings, specifically stop lines, could be installed to supplement the posted traffic controls, enhance compliance, and create separation from the crosswalks.

Signs Obstructions

Existing Conditions

A few of the regulatory and warning signs in the Westside neighborhood were partially obstructed from view by overgrown trees.

Recommendation

It is recommended that City staff inspect all sign locations within the Westside neighborhood during late Spring (i.e., May-June) to identify trees located within the right-of-way in need of trimming.

Poor Quality Signs

Existing Conditions

A few of the neighborhood speed limit signs were identified as being in poor quality and in need of replacement, all of which were the older-model neighborhood speed limit signs where the “Neighborhood” wording at the top of the sign has faded, as listed below.

- Franklin Avenue west of Mill Street
- Ewing Street north of Jefferson Avenue
- West Street north of Jackson Avenue
- Parkway Drive north of Jefferson Avenue

Recommendation

Replace faded older-model neighborhood speed limit signs with the City’s new white on black Neighborhood Speed Limit Sign standard. Replace other worn or vandalized signs.

MUTCD Non-Compliant Signs

Existing Conditions

Two sign types in the Westside neighborhood were identified as being non-compliant with MUTCD standards:

- Neighborhood speed limit signs
- Stop for Children in Crosswalk signs beneath stop signs





Franklin Ave at Washington St



Mill Street at Benton Avenue

Analysis / Evaluation

The neighborhood speed limit signs are unique to the City of Naperville and serve a specific function. As such, the City desires to continue use of these signs. There are no issues with these signs remaining as they are generally of the same shape and color as the standard signs of the same functional type contained in the MUTCD. As further specified in the MUTCD (Section 2A.06), local agencies are permitted to develop special word message signs in situations where street conditions make it necessary to provide road users with additional regulatory, warning, or guidance information.

The “Stop for Children in Crosswalk” signs located beneath the stop signs at the Benton Avenue intersections with Mill Street and Eagle Street, and on Spring Avenue at Washington Street, are not MUTCD compliant signs and they violate MUTCD standards as only official traffic control signs and retroreflective strips are permitted to be mounted on stop sign support posts. Furthermore, these signs are duplicative as motorists are required by law to come to a complete stop at stop signs and yield the right-of-way to pedestrians or other motorists. On the other hand, while not a standard MUTCD sign, the “Stop for Children in Crosswalk” signs located beneath the school crossing signs on Mill Street at Douglas Avenue do not violate MUTCD compliance and serve to supplement the MUTCD-standard In-Street Pedestrian Crossing sign.

Recommendation

- Maintain the neighborhood speed limit signs and replace them as part of the City’s normal sign maintenance program.
- Remove the “Stop for Children in Crosswalk” signs located beneath the stop signs at the Benton Avenue/Mill Street, Benton Avenue/Eagle Street, and Spring Avenue/Washington Street intersections.
- Maintain the “Stop for Children in Crosswalk” signs located beneath the recommended school crossing assembly on Mill Street at Douglas Avenue.

New Stop Lines

Stop lines are supplemental pavement markings that enhance the visibility of the stop sign control which can improve compliance and reduce crash potential. When used in combination with crosswalks, they indicate the point at which vehicles should stop to provide adequate separation from pedestrians in the crosswalk.

Existing Conditions

Stop lines are currently located in advance of marked crosswalks at several of the all-way and two-way stop-controlled intersections in the Westside neighborhood, including along Jefferson Avenue, Mill Street, Eagle Street, Spring Avenue, Webster Street, Ewing Street, Benton Avenue, Parkway Drive, and Douglas Avenue.



Recommendation

- Install stop lines at all stop-controlled locations with crosswalks, including:
 - Jackson Avenue / West Street (all approaches)
 - Spring Avenue / Webster Street (all approaches)
 - Benton Avenue / West Street (all approaches)
 - Benton Avenue / Webster Street (north, south and west approaches)
 - Benton Avenue / Eagle Street (north, south, west approaches)
 - Van Buren Avenue / Webster Street (north and east approaches)
 - Van Buren Avenue at Eagle Street
 - Eagle Street at Spring Avenue
 - Franklin Avenue at Eagle Street
 - Franklin Avenue at Washington Street
 - Douglas Avenue at Washington Street
 - Douglas Avenue at Mill Street
 - Jefferson Avenue at Mill Street
 - West Street at Jefferson Avenue
 - Benton Avenue at Laird Street
- Stop lines should be solid white lines 12 to 24 inches wide.
- Stop lines should be placed in alignment with the stop sign.
- Stop lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at stop-controlled intersections.

Traffic Volumes and Speeds

Traffic volumes and speeds on neighborhood streets are influenced by several factors, including:

- Street functional classification
- Location and directional orientation of street with respect to adjacent arterial streets
- Street width
- Number of travel lanes

- Street surface
- Posted speed limits
- Spacing between traffic control devices
- Vertical grade (i.e., hills)
- Horizontal alignment (i.e., curves)
- Driver behavior

Many of these attributes are fixed within the neighborhood’s infrastructure and are generally difficult and/or costly to modify. While communities strive to keep traffic volumes within typical ranges for the respective street classifications, and operating speeds at or below the posted speed limit, it is often difficult to achieve given the above factors.

Existing Weekday Traffic Volumes

Traffic volume data was collected by KLOA, Inc. over a 3-day midweek period (Tuesday-Thursday) at 25 locations throughout the Westside neighborhood, including all of the collector streets and neighborhood connector streets (except for Parkway Drive) as well as a select number of local streets. **Figure A6** in the Appendix shows the Average Daily Traffic volumes on the neighborhood streets, which represents an average of the 3-day count period and depicts the daily volume in each direction of travel over a 24-hour period.

Table 3 summarizes the average weekday traffic volumes on the streets within the Westside neighborhood, categorized by functional classification, and compares the volumes with the typical City-wide volume ranges experienced on similar streets within the City of Naperville. These volume ranges are consistent with national residential street standards, as published in *Residential Streets*¹.

As can be seen in Table 3, the collector streets (Mill Street, Jefferson Avenue) carry the highest volumes, followed by the neighborhood connector streets and the local streets, as would typically be expected within a neighborhood. One section of Mill Street (Spring Avenue-Douglas Avenue) carries traffic volumes slightly above the typical City-wide volume range for a collector street. In addition, one section of Eagle Street (Douglas Avenue-Franklin Avenue) carries traffic volumes slightly above the typical City-wide volume range for a local street. Recommended traffic volume mitigation measures for these two streets follow the subsequent traffic crash history discussion. All other streets carry traffic volumes within the typical City-wide volume ranges for the respective street classifications.

Traffic, pedestrian and bicycle volume data was also collected by KLOA, Inc. at 13 intersections within the Westside neighborhood during the weekday morning, afternoon and evening peak hours that coincide with school arrival and dismissal times and typical commuting hours. **Figure A7** in the Appendix shows the existing intersection traffic volumes. **Figure A8** in the Appendix shows the existing intersection pedestrian and bicycle volumes.

¹ *Residential Streets*, Third Edition, 2001 was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI)

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:

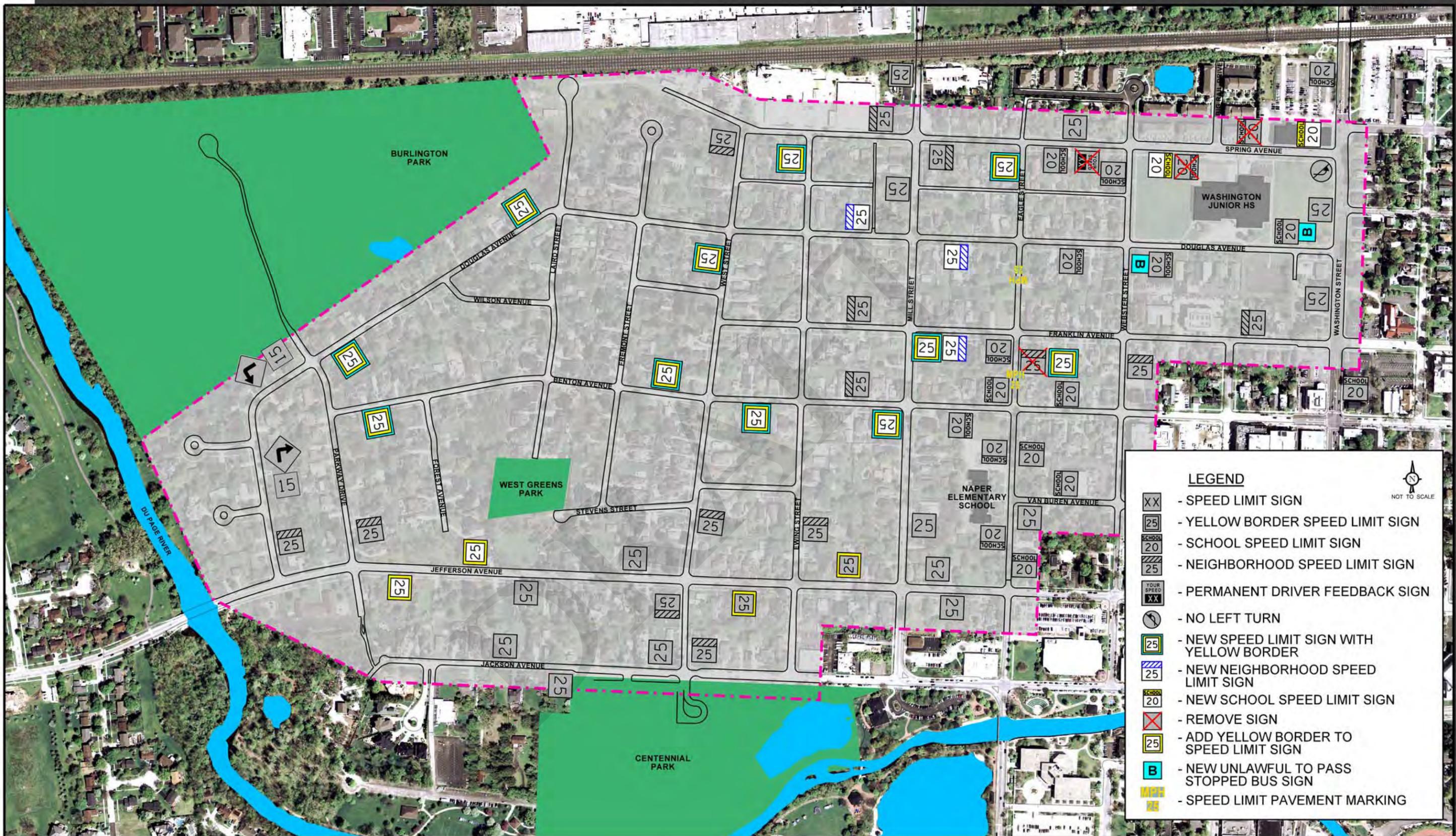
- Jefferson Avenue between Parkway Drive and West Street (both directions) has the highest 85th-percentile speeds recorded on any street in the neighborhood at 33-34 mph. In addition, as noted previously, the average speeds recorded (29-30 mph) on this street segment ranged from 4 to 5 mph above the 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.



WESTSIDE NEIGHBORHOOD
TRAFFIC STUDY
NAPERVILLE, ILLINOIS

RECOMMENDED MODIFICATIONS TO POSTED SPEED REGULATIONS



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

- The all-way stop controlled intersection of Benton Avenue/Eagle Street experienced 8 crashes over the 3-year period, four of which involved parked vehicles and four angle collisions caused by drivers failing to yield the right-of-way to other vehicles at the intersection. One of the crashes resulted in an injury. In light of the proximity of this intersection to NES and the large number of pedestrian crossings, measures that increase the visibility of the all-way stop control may reduce the potential for angle collisions and enhance pedestrian safety.
- The Mill Street/Douglas Avenue intersection experienced 7 crashes over the 3-year period, four of which were rear-end collisions by vehicles on Mill Street and three were angle collisions by vehicles on Douglas Avenue failing to yield the right-of-way to vehicles on Mill Street. There were no injuries reported. A “Cross Traffic Does Not Stop” sign was recently installed on Douglas Avenue, which is under stop control at Mill Street. Improving the limited sight lines between the two streets could reduce angle collision potential.
- The Jefferson Avenue/West Street intersection experienced 6 crashes over the 3-year period, including two collisions with parked cars on Jefferson, two turning collisions between vehicles traveling in opposite directions on Jefferson, and two angle collisions by vehicles turning onto Jefferson from West. Two of the crashes resulted in injuries. There was no discernable pattern to these crashes that would be correctable by design changes.
- The all-way stop controlled intersection of Jefferson Avenue/Mill Street experienced 6 crashes over the 3-year period, including one involving a pedestrian, one a sideswipe collision, and four angle collisions caused by drivers failing to yield the right-of-way to other vehicles at the intersection. Three of the crashes resulted in an injury. Measures that increase the visibility of the all-way stop control at this intersection of two collector streets may reduce the potential for angle collisions and enhance pedestrian safety.
- The all-way stop controlled intersection of Mill Street/Benton Avenue experienced 6 crashes over the 3-year period, including one involving a bicyclist, two rear-end collisions, three turning/angle collisions caused by drivers failing to yield the right-of-way to other vehicles at the intersection. Two of the crashes resulted in an injury. Measures that increase the visibility of the all-way stop control at this intersection may reduce the potential for angle collisions and enhance pedestrian safety.
- The all-way stop controlled intersection of Benton Avenue/Webster Street experienced 6 crashes over the 3-year period, including two involving a parked car, three rear-end collisions, and one turning collision from a private driveway. One of the crashes resulted in an injury. There was no discernable pattern to these crashes that would be correctable by design changes.
- The Franklin Avenue/Webster Street intersection experienced 6 crashes over the 3-year period all of which were turning collisions by motorists on Franklin failing to yield the right-of-way to motorists on Webster. Two of the crashes resulted in injuries. A “Cross Traffic Does Not Stop” sign is already in place on Franklin Avenue, which is under stop control at Webster Street. Measures that increase the visibility of the stop control on Franklin Avenue may reduce the potential for angle collisions.
- The Spring Avenue/Eagle Street intersection experienced 5 crashes over the 3-year period, including three involving parked cars, one side-swipe collision, and one collision with a fixed object. None of the crashes resulted in injuries. There was no discernable pattern to these crashes that would be correctable by design changes.

- The Franklin Avenue/Eagle Street intersection experienced 5 crashes over the 3-year period, all of which were turning collisions by motorists on Franklin failing to yield the right-of-way to motorists on Eagle with the exception of one which involved a parked car. None of the crashes resulted in injuries. A “Cross Traffic Does Not Stop” sign is already in place on Franklin Avenue, which is under stop control at Eagle Street. Measures that increase the visibility of the stop control on Franklin Avenue may reduce the potential for angle collisions.
- The Van Buren Avenue/Eagle Street intersection experienced 5 crashes over the 3-year period, including three involving parked cars, one side-swipe collision, and one angle collision by a motorist on Van Buren failing to yield the right-of-way to a motorist on Eagle. There was no discernable pattern to these crashes that would be correctable by design changes.
- The Spring Avenue/Webster Street intersection experienced 4 crashes over the 3-year period, including two involving parked cars, one side-swipe collision, and one angle collision by a motorist on Webster failing to yield the right-of-way to a motorist on Spring. There was no discernable pattern to these crashes that would be correctable by design changes.

Naper Elementary School Area

Existing Conditions

Eagle Street is the primary route for traffic approaching NES. The street also carries a significant pedestrian volume oriented to and from the school. Eagle Street is a 24-foot wide two-way street with a marked parking lane along the NES frontage that is used from student drop-offs and pick-ups. South of Benton Avenue, Eagle Street carries a higher volume of traffic than any other neighborhood connector street in the Westside neighborhood. North of Benton Avenue, Eagle Street carries a higher volume of traffic than any local street in the neighborhood at a level slightly above the typical City-wide volume range for a local street. In addition, the 85th-percentile speeds recorded (30-32 mph) on Eagle Street north of Benton Avenue are the highest of any local street in the neighborhood although they are still within the typical City-wide average for a local street. Five of the six intersections along Eagle Street between Spring Avenue and Jefferson Avenue have experience five or more crashes over the past three years.

Benton Avenue is also an approach route to NES. The 24-foot wide two-way street has an unmarked parking lane along the NES frontage which accommodates the NES car line when it wraps around the corner at Eagle Street and continues down Benton Avenue (towards Mill Street). The crash experience at the Eagle Street/Benton Avenue intersection includes collisions with parked cars and angle/turning collisions.



NES Car Line on Eagle Street at Benton Avenue

Analysis / Evaluation

Eagle Street is too narrow and carries too much traffic to efficiently operate as a two-way street adjacent to an active car line during school arrival and dismissal times. It results in traffic congestion, concerns for pedestrian safety, sight-line obstructions, and a propensity for sideswipe, angle, and

turning crashes as well as collisions with cars parked in the car line. There appears to be two contributing factors responsible for the higher traffic speeds on Eagle Street. First, there are no stop controls on Eagle Street for three blocks between Spring Avenue and Benton Avenue. Second, Eagle Street is on a downgrade from Douglas Avenue to Benton Avenue.

Measures were recommended earlier to increase the visibility of the pedestrian crossings and stop controls along Eagle Street and Benton Avenue, including the installation of enhanced crosswalk markings and/or stop lines at Eagle Street/Benton Avenue, Eagle Street/Jefferson Avenue, and Benton Avenue/Mill Street. Further measures are needed on Eagle Street to mitigate the traffic volumes and speeds. These measures are discussed below and shown in **Figure 5**.

Recommendation

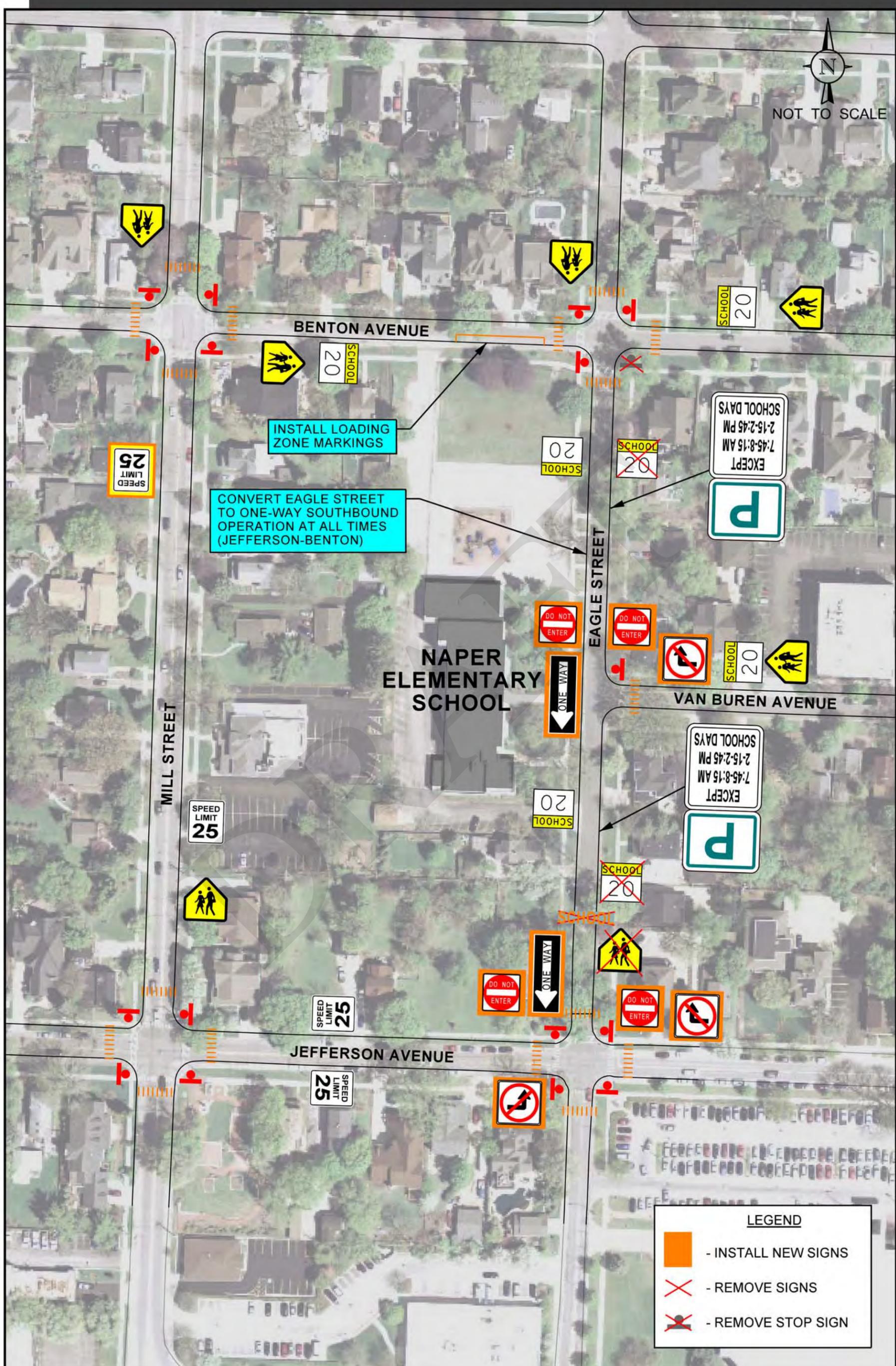
- Permanently convert Eagle Street to one-way southbound operation between Benton Avenue and Jefferson Avenue. Will significantly decrease traffic volumes on Eagle Street adjacent to NES, resulting in fewer traffic conflicts with the school car line, reduced crash potential, and fewer pedestrian conflicts.

In addition, drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 and Level 2 “non-physical” measures should initially be implemented.

Level 1 Measures

- Refresh SCHOOL word marking on southbound Eagle Street at Benton Avenue
- Install SLOW or speed limit pavement markings:
 - Southbound Eagle Street between Douglas Avenue and Franklin Avenue
 - Northbound Eagle Street between Franklin Avenue and Benton Avenue
- Install new enhanced speed limit signs:
 - Southbound Eagle Street south of Spring Avenue
 - Northbound Eagle Street south of Franklin Avenue
- Allow on-street parking on the east side of Eagle Street between Benton Avenue and Jefferson Avenue except on school days during drop-off/pick-up times (7:45-8:15 AM; 2:15-2:45 PM).
- Insert red retroreflective panels into the stop sign posts at the intersections along Eagle Street
- Targeted Police enforcement on Eagle Street during the school arrival and dismissal times
- Periodic utilization of the speed radar trailer on Eagle Street between Spring and Benton





Level 2 Measures

- Install parking lane marking on eastbound Benton Avenue along NES frontage to channelize the school car line and create separation from through traffic, similar to current parking lane marking on Eagle Street.

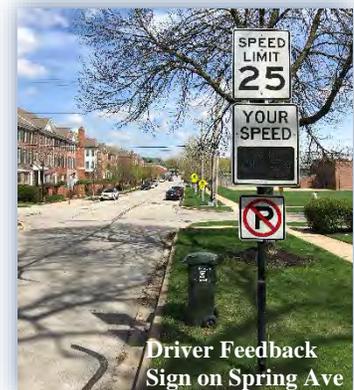


Washington Junior High School Area

Existing Conditions

Spring Avenue and Douglas Avenue are the primary routes for traffic approaching WJHS. The streets also carry a significant pedestrian volume oriented to and from the school. Spring Avenue is a 36-foot wide two-way street with a parking lane marked with parking boxes along both sides of the street from the WJHS student loading zone/Big Rail Drive east to Washington Street. West of the WJHS student loading zone/Big Rail Drive, the parking lane is marked with parking boxes on the north side of the street but is unmarked on the south side. The volume of traffic on Spring Avenue is within normal range for a neighborhood connector street as is the 85th-percentile speed to the west of Webster Street but still ranges from 4 to 7 mph above the posted speed limit. There is a permanent, non-functioning, driver feedback sign on eastbound Spring Avenue at Webster Street. There were four crashes at the Spring Avenue/Webster Street intersection over the past three years.

Douglas Avenue is a 24-foot wide two-way street that is used for school bus loading and unloading along the school frontage from 7:15-8:00 A.M. and from 2:15-4:15 P.M. School administrators have reported issues with motorists bypassing buses on Douglas Avenue while they are loading or unloading students, which creates safety concerns and potential vehicle-pedestrian conflicts. The traffic volume and speeds along Douglas Street are within normal ranges for a local street. There have been two crashes on Douglas Street over the past three years, one near the Webster Street intersection and one near the Washington Street intersection. The school frontage along Webster Street is also used as a student loading zone for drop-offs and pick-ups.



Analysis / Evaluation

The primary contributing factor responsible for the higher traffic speeds on Spring Avenue is the lack of a stop-control device over a four-block long segment of Spring Avenue between Washington Street and Mill Street. The parking boxes on both sides of Spring Avenue effectively narrow the travel way to 22 feet and contribute to lower travel speeds along the WJHS frontage than the speeds experienced on Spring Avenue to the west of Webster Street where the travel way is a little wider (24 feet) when no cars are parked along the street. The inoperable driver feedback sign on eastbound Spring at Webster has no effect on speed control. Of the four crashes that occurred at the Spring Avenue/Webster Street intersection, only one could have been correctable by design changes or traffic control modifications.

Measures were recommended earlier in this report to upgrade traffic controls, reduce pedestrian conflicts, and increase the visibility of the pedestrian crossings and stop controls along Spring Street, Douglas Avenue, and Webster Street, including the installation of all-way stop control at the Spring Avenue/Webster Street intersection, the removal of the unprotected mid-block crosswalk on Spring Avenue at Big Rail Drive, and the installation of stop lines and new or enhanced crosswalk markings at Spring Avenue/Webster Street, Spring Avenue/Washington Street, and Douglas Avenue/Washington Street. Further measures recommended to calm traffic speeds and enhance student safety are discussed below and shown in **Figure 6**.

Recommendation

- Remove inoperable driver feedback sign on eastbound Spring Avenue at Webster Street.
- Revise WJHS Walk Route map to redirect pedestrians away from the eliminated mid-block crossing on Spring Avenue.
- Install “Unlawful to Pass Stopped School Bus” sign (IMUTCD S4-I105) sign beneath 20 mph School Speed Zone signs in both directions on Douglas Avenue
- WJHS to advise parents needing to park and escort students to/from school during bus loading/unloading times to utilize Spring Avenue parking zone or arrive outside of the bus loading/unloading times

In addition, drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 and Level 2 “non-physical” measures should initially be implemented.

Level 1 Measures

- Install SCHOOL word markings to reduce speeds
 - Eastbound Spring Avenue east of Webster Street
 - Westbound Spring Avenue west of Washington Street
 - Eastbound Douglas Avenue east of Webster Street
 - Westbound Douglas Avenue west of Washington Street
- Relocate 20 mph School Speed Zone signs for improved visibility
 - Eastbound Spring Avenue - move from Big Rail Drive closer to Webster Street
 - Westbound Spring Avenue – move from Big Rail Drive closer to Washington Street

Level 2 Measures

- Install parking boxes on eastbound Spring Avenue along the WJHS frontage between the school loading zone and Webster Street to narrow the travel way, similar to the segment of Spring Avenue east of the school loading zone



Jefferson Avenue

Existing Conditions

Jefferson Avenue is an approximately 34-foot wide street in the Westside neighborhood with centerline striping and parking boxes along both sides of the street between Eagle Street and Parkway Drive. West of Parkway Drive, Jefferson Avenue is approximately 36 feet wide with centerline striping and a bicycle lane on both sides of the street. There are currently Type 2 crosswalks (advance warning crosswalks) at Douglas Avenue and Parkway Drive and a Type 3a crosswalk (standard crosswalk with in-street pedestrian sign) at West Street. The pedestrian crossing at West Street is part of a major pedestrian route to Centennial Park.

The volume of traffic on Jefferson Avenue is within or below the typical City-wide average for a collector street. The 85th-percentile speed is also within the typical City-wide average although the segment of Jefferson Avenue west of Mill Street experiences the highest 85th-percentile speeds (33-34 mph) in the neighborhood with average speeds ranging from 4 to 5 mph above the posted speed limit. The Jefferson Avenue/West Street intersection experienced 6 crashes over the 3-year period with two of the crashes resulting in injuries. The Jefferson Avenue/Mill Street experienced 6 crashes over the 3-year period with three of the crashes resulted in an injury.

Analysis / Evaluation

The primary contributing factor responsible for the higher traffic speeds is the lack of a stop-control device over a one-mile segment of Jefferson Avenue between Mill Street and River Road. The

parking boxes on both sides of Jefferson Avenue effectively narrow the travel way to 20 feet and contribute to lower travel speeds east of Mill Street. There is no discernable pattern for the crashes at the Jefferson Avenue/West Street intersection that would be correctable by design changes. At the Jefferson Avenue/Mill Street intersection, measures that increase the visibility of the all-way stop control may effectively reduce the crash potential and increase pedestrian safety.

Measures were recommended earlier in this report to increase the visibility of the pedestrian crossings and stop controls along Jefferson Avenue, including upgrading the pedestrian crossing at West Street to a Type 3b crosswalk (advanced warning crosswalk with in-street pedestrian sign), upgrading the pedestrian crossing at Douglas Avenue to a Type 3a crosswalk (standard crosswalk with in-street pedestrian sign), relocating the pedestrian crossing signs at Parkway Drive and Douglas Avenue to the crosswalk locations, and installing stop lines and new high-visibility crosswalk markings at Mill Street. Further measures recommended to calm traffic speeds and enhance student safety are discussed below.

Recommendation

Drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 and Level 2 “non-physical” measures should initially be implemented.

Level 1 Measures

- Install enhanced speed limit signs:
 - Westbound Jefferson Avenue east of Ewing Street and east of Parkway Drive
 - Eastbound Jefferson Avenue west of Ewing Street and east of Parkway Drive
- Insert red retroreflective panels into the stop sign posts at the Jefferson Avenue/Mill Street intersection
- Periodic utilization of the speed radar trailer on Jefferson Avenue between Douglas Avenue and Mill Street



Targeted Speed Enforcement via Speed Radar Trailer

Level 2 Measures

- Install curb extensions on Jefferson Avenue at West Street, similar to the curb extensions on Jackson Avenue at West Street, to supplement the Type 3b crossing by reducing the crossing distance, improving the sight lines, and requiring tighter (slower) turns



Curb Extensions on Jackson Avenue at West St

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.

Recommendation

Drawing on the City's draft Traffic Calming Toolbox, the following Level 1 and Level 2 "non-physical" measures should initially be implemented.

Level 1 Measures

- Install enhanced speed limit signs similar to the existing sign on southbound Mill Street north of Spring Avenue:
 - Northbound Mill Street south of Franklin Avenue
 - Southbound Mill Street south of Benton Avenue
- Insert red retroreflective panels into the stop sign posts at the Mill Street intersections with Benton Avenue and Jefferson Avenue
- Periodic utilization of the speed radar trailer on Mill Street between Spring Avenue and Douglas Avenue

Level 2 Measures

- Install parking boxes on both sides of Mill Street between Spring Avenue and Jefferson Street to narrow the travel way, similar to the parking boxes on Jefferson Avenue
- Install curb extensions on Mill Street at Douglas Avenue similar to Jackson Avenue at West Street to reduce the pedestrian crossing distance, improve sight lines, and require slower turns

Douglas Avenue

Existing Conditions

West of Mill Street, Douglas Avenue ranges in width from approximately 24 feet wide between Laird Street and Wilson Avenue to approximately 28 feet wide between Wilson Avenue and Jefferson Avenue. The parallel-line crosswalk on Douglas Avenue at Jefferson Avenue is the only crosswalk on the street between Jefferson Avenue and Mill Street. Pedestrians cross Douglas Avenue at Parkway Drive to access Burlington Park. There is a gap in the sidewalk network on the north side of Douglas Avenue from West Street to approximately 165 feet west of Laird Street which is a segment of the designated safe route to school path to WJHS and NES.

The volume of traffic along this segment of Douglas Avenue is well within the typical City-wide volume range for a neighborhood connector street. The 85th-percentile speed is also within or below the typical City-wide average for a neighborhood connector street but is still 5 mph above the posted speed limit. The crash experience along this segment of Douglas Avenue is low over the past three years and only one of the crashes resulted in an injury.

Analysis / Evaluation

Every other block of Douglas Avenue is under stop control between Mill Street and Laird Street but there is no stop control for the next ½-mile segment of Douglas Avenue between Laird Street and Jefferson Avenue, which may contribute to the higher traffic speeds. The wider cross-section of Douglas Avenue west of Wilson Avenue also contributes to the travel speeds. There is no discernable pattern for the crashes along this segment of Douglas Avenue.

Measures were recommended earlier in this report to upgrade the traffic control on Douglas Avenue at Wilson Avenue and increase the visibility of the pedestrian crossings at Jefferson Avenue and Mill Street, including replacing the yield control on Wilson with stop control and installing stop lines and/or new or enhanced high-visibility crosswalk markings on Douglas at Jefferson Avenue and Mill Street. Further measures recommended to calm traffic speeds and enhance pedestrian safety are discussed below.

Recommendation

- Extend sidewalk along the north side of Douglas from 165 feet west of Laird to West Street through the City’s Sidewalk Gap Program.

In addition, drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 “non-physical” measures should initially be implemented.

Level 1 Measures

- Continue to utilize a neighborhood campaign to bring recognition to the issue of speed control
- Targeted speed enforcement efforts and utilization of the speed radar trailer on Douglas Avenue between Laird Street and Jefferson Avenue
- Install enhanced speed limit signs:
 - Eastbound Douglas Avenue east of Parkway Drive
 - Westbound Douglas Avenue west of Laird Street



Benton Avenue

Existing Conditions

Benton Avenue is an approximately 24 feet wide street with stop control devices every other block between Mill Street and Parkway Drive. The crosswalk on Benton Avenue at Mill Street is the only crosswalk on the street between Mill Street and Parkway Drive. Pedestrians cross Benton Avenue at Laird Street to access West Greens Park. The volume of traffic along this segment of Benton Avenue is within the typical City-wide average for a neighborhood connector street. The 85th-percentile speed is below the typical City-wide average for a neighborhood connector street and is up to 3 mph above the posted speed limit. The crash experience along this segment of Benton Avenue is low over the past three years and the few crashes that have occurred have not resulted in any injuries.

Analysis / Evaluation

Every other block of Benton Avenue is under stop control between Mill Street and Parkway Drive. There is no discernable pattern for the crashes along this segment of Douglas Avenue. Measures were recommended earlier in this report to upgrade the traffic control on Benton Avenue at West Street and increase the visibility of the traffic controls and pedestrian crossings, including the installation of all-way stop control at West Street and installing stop lines and/or new or enhanced high-visibility crosswalk markings on Benton Parkway Drive, Laird Street, West Street, and Mill Street. Further measures recommended to calm traffic speeds and enhance pedestrian safety are discussed below.

Recommendation

Drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 “non-physical” measures should initially be implemented.

Level 1 Measures

- Targeted speed enforcement efforts and utilization of the speed radar trailer on Benton Avenue between Forest Avenue and Mill Street
- Install enhanced speed limit signs similar to the existing sign on southbound Mill Street north of Spring Avenue:
 - Eastbound Benton Avenue between Parkway Drive and Forest Avenue
 - Eastbound Benton Avenue between West Street and Ewing Street
 - Westbound Benton Avenue between West Street and Fremont Street

West Street

Existing Conditions

West Street is an approximately 24 feet wide street with stop control devices every block or two. The school/pedestrian crosswalk at Jackson Avenue is the only crosswalk on the street between Jackson Avenue and Spring Avenue. Pedestrians cross West Street on Benton Avenue and Douglas Avenue en-route to NES and WJHS. The volume of traffic along West Street is well within the typical City-wide average for a local street. The 85th-percentile speed is below the typical City-wide average for a local street. The Jefferson Avenue/West Street intersection experienced 6 crashes over the 3-year period with two of the crashes resulting in injuries. The crash experience at other intersections with West was low over the past three years with none of the crashes resulting in injuries.

Analysis / Evaluation

Traffic control is unconventional at the offset T-intersections of Cottage Street/Franklin Avenue and Stevens Street/Van Buren Avenue with stop signs posted on West Street rather than the cross street. There is no discernable pattern for the crashes at the Jefferson Avenue/West Street intersection that would be correctable by design changes. Measures were recommended earlier in this report to upgrade and conventionalize the traffic control along West Street and increase the visibility of the traffic controls and pedestrian crossings, including the installation of all-way stop control at Benton Avenue and Spring Avenue, the reorientation of the two-way stop control at Cottage Street, Franklin Avenue, Stevens Street, and Van Buren Avenue, and the installation of stop lines and new high-visibility crosswalk markings at Jefferson Avenue and Benton Avenue. Further measures recommended to calm traffic speeds and enhance pedestrian safety are discussed below.

Recommendation

Drawing on the City’s draft Traffic Calming Toolbox, the following Level 1 “non-physical” measures should initially be implemented. Level 2 “non-physical” measures and “Physical” measures (Level 3, Level 4) should only be considered after the effectiveness of the Level 1 measures has been determined.

Level 1 Measures

- Targeted speed enforcement efforts on West Street between Spring Avenue and Benton Avenue
- Install enhanced speed limit sign on southbound West Street between Douglas Avenue and Cottage Street

Education

Based on field observations, discussions with City staff, and a review of the survey and concerns of the Westside Home Owners Association (WHOA), educational materials are recommended to be developed that explain the following topics:

- City policies regarding vehicular speeds and volumes on neighborhood streets
- State of Illinois “Stop for Pedestrians in the Crosswalk” law
- Laws related to traffic movements and cell phone use within school zones and bus loading areas
- Navigating the City’s website for neighborhood transportation data, studies and information

Enforcement

Police enforcement of the posted traffic regulations within the Westside neighborhood is a critical component of the neighborhood traffic improvement plan. In the past, the Police Department has targeted several of the collector streets and neighborhood connector streets for speed enforcement. Recommendations from this study include expanding the speed enforcement efforts to also target some of the local streets that experience higher traffic volumes and speeds, including Eagle Street and West Street. In addition to the recommendations in this report, continued enforcement of current targets should be maintained. The City should also continue to engage the neighborhood residents and homeowners’ association to assist with self-monitoring, including providing speed control yard signs and guidance on a neighborhood watch program.

3. Conclusion

This study summarizes the findings and recommendations of a Neighborhood Traffic Study for the Westside neighborhood. The Westside neighborhood is located immediately west of the downtown area and is generally bounded by the Metra/Burlington Northern Sante Fe (BNSF) rail line on the north, Washington Street on the east, Centennial Park and the DuPage River on the south, and Burlington Park and the DuPage River on the west.

The purpose of the study was to:

1. Thoroughly examine existing traffic conditions with respect to vehicular, pedestrian and bicycle movements within the neighborhood
2. Identify operational issues and safety concerns
3. Analyze potential mitigation measures
4. Develop recommendations to address operational issues, calm traffic conditions, and increase vehicular and pedestrian safety using a toolkit of solutions and an “incremental” approach to implementing them

Based on the results of the study and collaboration with City staff, recommendations were developed for the following seven components of the transportation system:

- Traffic Control
- Pedestrian Facilities
- Bicycle Facilities
- Striping and Signage
- Traffic Volumes and Speeds
- Education
- Enforcement

The recommendations were developed based on field observations of existing conditions, community input on neighborhood traffic concerns, discussions with City staff, review of City traffic policies and procedures, review of Federal and State standards, compliance with the 2009 Edition of the Federal Highway Administration’s (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways*, and engineering judgment.

The measures recommended in the study are intended to calm traffic, improve vehicular operations, and increase pedestrian and bicycle safety. The study does not recommend physical barriers or turn restrictions that would divert traffic from one street onto another street. The City will conduct spot checks from time to time to insure that the improvements are effective and do not adversely impact other neighborhood streets and to determine if additional measures are necessary.

The matrix in **Table 6** summarizes the recommendations of the Westside Neighborhood Traffic Study and includes the level of difficulty and general cost range to implement each project.

Table 6
WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Traffic Control	Spring Ave at Webster St	<ul style="list-style-type: none"> Install Stop signs on Spring Ave for all-way stop control 	Low	Low
Traffic Control	Spring Ave at West St	<ul style="list-style-type: none"> Install Stop sign on West St for all-way stop control 	Low	Low
Traffic Control	Benton Ave at West St	<ul style="list-style-type: none"> Install Stop signs on West St for all-way stop control 	Low	Low
Traffic Control	West St at Franklin Ave	<ul style="list-style-type: none"> Remove Stop signs on West St Install Stop sign on Franklin Ave 	Low	Low
Traffic Control	West St at Van Buren Ave	<ul style="list-style-type: none"> Remove Stop signs on West St Install Stop sign on Van Buren Ave 	Low	Low
Traffic Control	Wilson Ave at Douglas Ave	<ul style="list-style-type: none"> Replace Yield sign on Wilson Ave with Stop sign 	Low	Low
Traffic Control	Wilson Ave at Laird St	<ul style="list-style-type: none"> Replace Yield sign on Wilson Ave with Stop sign 	Low	Low
Traffic Control	Cottage St at Fremont Ave	<ul style="list-style-type: none"> Replace Yield sign on Cottage St with Stop sign 	Low	Low
Traffic Control	Cottage St at West St	<ul style="list-style-type: none"> Install Stop sign on Cottage St 	Low	Low
Traffic Control	Stevens St at West St	<ul style="list-style-type: none"> Install Stop sign on Stevens St 	Low	Low
Pedestrian Facilities	Jackson Ave at Ewing St	<ul style="list-style-type: none"> Remove crosswalks and pedestrian crossing signs on Jackson 	Low	Low
Pedestrian Facilities	Jefferson Ave at Douglas St	<ul style="list-style-type: none"> Upgrade Jefferson Ave crosswalk to Type 3a by utilizing In-Street Pedestrian Crossing sign (R1-6a) Relocate pedestrian crossing assembly on westbound Jefferson Ave to crosswalk location Retrofit pedestrian crossing assemblies on both sides of crosswalk with back-to-back sign panels 	Low	Low
Pedestrian Facilities	Jefferson Ave at Parkway Dr	<ul style="list-style-type: none"> Relocate pedestrian advance crossing assembly on westbound Jefferson to crosswalk location; replace Ahead plaque (W16-9P) with diagonal arrow plaque (W16-7P) Retrofit pedestrian crossing assemblies on both sides of crosswalk with back-to-back sign panels Replace School sign east of intersection with pedestrian advance crossing assembly (W11-2, W16-9P) 	Low	Low

Table 6 (Continued)

WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Pedestrian Facilities	Spring Ave at Webster St	<ul style="list-style-type: none"> Replace crosswalks on east approach of Spring Ave and south approach of Webster St with school/pedestrian crosswalk standard Install school/pedestrian crosswalks on west approach of Spring Ave and north approach of Webster St Remove school crossing sign assemblies from existing crosswalk on Spring Ave 	Low	Low
Pedestrian Facilities	Spring Ave at Eagle St	<ul style="list-style-type: none"> Remove crosswalk, school crossing and school advance crossing assemblies on Spring Ave Revise NES school walk route map to channel pedestrians to the controlled crossings on Spring Ave at Webster and Mill 	Low	Low
Pedestrian Facilities	Spring Ave at Big Rail Dr	<ul style="list-style-type: none"> Remove crosswalk, in-street pedestrian crossing sign, and school crossing and school advance crossing assemblies on Spring Ave Revise WJHS school walk route map to channel pedestrians to the controlled crossings on Spring Ave at Webster St and Washington St 	Low	Low
Pedestrian Facilities	Mill St at Douglas Ave	<ul style="list-style-type: none"> Upgrade pedestrian crossings on Mill St to Type 3b on south approach and Type 2 on north approach by installing school advance crossing assemblies (S1-1, W16-9P) on Mill St Relocate School crossing sign on north approach of Mill St to south approach Replace old standard School crossing signs on Mill St with current school crossing assemblies (S1-1, W16-7P) with back-to-back panels on both sides of crosswalk Install school/pedestrian crosswalks on Douglas approaches 	Low	Low
Pedestrian Facilities	Jefferson Ave at West St	<ul style="list-style-type: none"> Upgrade pedestrian crossing on Jefferson to Type 3b by installing pedestrian advance crossing assemblies (W11-2, W16-9P) on Jefferson Retrofit pedestrian crossing assemblies on both sides of crosswalk with back-to-back sign panels 	Low	Low

Table 6 (Continued)

WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Pedestrian Facilities	Benton Ave at Eagle St (N, S, W) Benton Ave at Webster St (N, S, W) Spring Ave at Washington St (W) Douglas Ave at Washington St (W) Franklin Ave at Washington St (W) Jefferson Ave at Ewing St (N, S) Jefferson Ave at Eagle St (N) Mill St at Benton Ave (E, W) Eagle St at Franklin Ave (W) Jackson Ave at West St (E) Douglas Ave at Jefferson Ave (N)	<ul style="list-style-type: none"> Replace old-standard and parallel-line crosswalks with City's school/pedestrian crosswalk standard 	Low	Low
Pedestrian Facilities	Spring Ave at Eagle St (S) Jefferson Ave at West St (N, S) Benton Ave at Parkway Dr (E) Benton Ave at Laird St (E, W) Benton Ave at West St (N, S, E, W) Eagle St at Franklin Ave (E)	<ul style="list-style-type: none"> Install new school/pedestrian crosswalk 	Low	Low
Pedestrian Facilities	Douglas Ave (Laird-West)	<ul style="list-style-type: none"> Install sidewalk on north side of Douglas Ave from West St to 165 feet west of Laird St through City's Sidewalk Gap Program 	Medium	Medium
Bicycle Facilities	Jackson Ave (Mill-Centennial Ct) Parkway Dr (Jefferson-cul-de-sac)	<ul style="list-style-type: none"> Install shared lane markings on current posted bike routes 	Low	Low
Bicycle Facilities	Ewing St (Jackson-Benton) Benton Ave (Ewing-Washington)	<ul style="list-style-type: none"> Install shared lane markings and bike route signs on designated preferred on-street bike routes 	Low	Low
Striping & Signage	Neighborhood-wide	<ul style="list-style-type: none"> Inspect all traffic sign locations and trim trees within City right-of-way to improve visibility of signs 	Low	Low
Striping & Signage	Franklin Ave west of Mill St Ewing St north of Jefferson Ave West St north of Jackson Ave Parkway Dr north of Jefferson Ave	<ul style="list-style-type: none"> Replace faded older-model neighborhood speed limit sign with City's new neighborhood speed limit sign standard 	Low	Low
Striping & Signage	Benton Ave at Mill St Benton Ave at Eagle St Spring Ave at Washington St	<ul style="list-style-type: none"> Remove Stop for Children in Crosswalk signs located beneath the Stop signs 	Low	Low

Table 6 (Continued)

WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Striping & Signage	Jackson Ave at West St (N, E, S, W) Spring Ave at Webster (N, E, S, W) Benton Ave at West St (N, E, S, W) Benton Ave at Webster St (N, S, W) Benton Ave at Eagle St (N, S, W) Van Buren Ave at Webster (N, E) Van Buren Avenue at Eagle Street Eagle St at Spring Ave (S) Franklin Ave at Eagle St (E, W) Franklin Ave at Washington St (W) Douglas Ave at Washington St (W) Douglas Ave at Mill St (E, W) Jefferson Ave at Mill St (E, W) West St at Jefferson Ave (N, S) Benton Ave at Laird St (E, W)	<ul style="list-style-type: none"> • Install stop lines at stop controlled locations with crosswalks 	Low	Low
Traffic Volumes & Speeds	Eagle St (Benton-Jefferson)	<ul style="list-style-type: none"> • Convert Eagle St to one-way southbound operation between Benton Ave and Jefferson Ave • Allow on-street parking on east side of Eagle St except on school days during drop-off/pick-up (7:45-8:15 AM; 2:15-2:45 PM) 	Medium	Medium
Traffic Volumes & Speeds	Eagle St at Benton Ave	<ul style="list-style-type: none"> • Refresh SCHOOL word marking 	Low	Low
Traffic Volumes & Speeds	Spring Ave east of Webster St Spring Ave west of Washington Douglas Ave east of Webster St Douglas west of Washington St	<ul style="list-style-type: none"> • Install SCHOOL word marking 	Low	Low
Traffic Volumes & Speeds	Eagle St (Douglas-Franklin)	<ul style="list-style-type: none"> • Install SLOW or speed limit pavement marking on southbound Eagle St 	Low	Low
Traffic Volumes & Speeds	Eagle St (Benton-Franklin)	<ul style="list-style-type: none"> • Install SLOW or speed limit pavement marking on northbound Eagle St 	Low	Low

Table 6 (Continued)

WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Traffic Volumes & Speeds	Eagle St south of Spring Ave Eagle St south of Franklin Ave Ewing St south of Spring Ave Jefferson Ave east of Ewing St Jefferson Ave east of Parkway Jefferson Ave west of Ewing St Jefferson Ave east of Parkway Mill St south of Franklin Ave Mill St south of Benton Ave Douglas Ave east of Parkway Douglas Ave west of Laird St Benton Ave east of Parkway Dr Benton Ave west of Ewing St Benton Ave east of Fremont St West St south of Douglas Ave	<ul style="list-style-type: none"> • Install enhanced speed limit sign 	Low	Low
Traffic Volumes & Speeds	Eagle St around NES	<ul style="list-style-type: none"> • Targeted speed enforcement during school arrival and dismissal times 	Low	Low
Traffic Volumes & Speeds	Eagle St (Spring-Benton) Jefferson Ave (Douglas-Mill) Mill St (Spring-Douglas) Douglas Ave (Laird-Jefferson) Benton Ave (Forest-Mill) West St (Spring-Benton)	<ul style="list-style-type: none"> • Targeted speed enforcement and use of speed radar trailer 	Low	Low
Traffic Volumes & Speeds	Douglas (Webster-Washington)	<ul style="list-style-type: none"> • Install Unlawful to Pass Stopped School Bus sign (IMUTCD S4-1105) sign beneath 20 mph school speed zone signs 	Low	Low
Traffic Volumes & Speeds	Spring Ave (Webster-Washington)	<ul style="list-style-type: none"> • Relocate 20 mph School Speed Zone signs 	Low	Low
Traffic Volumes & Speeds	Douglas Ave at Eagle St Franklin Ave at Eagle St Benton Ave at Eagle St Van Buren Ave at Eagle St Jefferson Ave at Eagle St Eagle Street at Spring Ave Jefferson Ave at Mill St Mill St at Benton Ave	<ul style="list-style-type: none"> • Insert red retroreflective panels into Stop sign posts 	Low	Low

Table 6 (Continued)
WESTSIDE NEIGHBORHOOD RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation	Cost
Traffic Volumes & Speeds	Spring Ave (Big Rail-Webster) Mill St (Spring-Jefferson)	<ul style="list-style-type: none"> • Install parking boxes 	Low	Low
Traffic Volumes & Speeds	Jefferson Ave at West St Mill St at Douglas Ave	<ul style="list-style-type: none"> • Install curb extensions on Jefferson Ave and Mill St 	Medium	Medium
Education		<ul style="list-style-type: none"> • Develop materials to explain City policies regarding vehicular speeds and volumes on neighborhood streets • Develop materials to explain State of Illinois “Stop for Pedestrians in the Crosswalk” law • Develop materials to explain laws related to traffic movements and cell phone use within school zones and bus loading areas • Develop materials to assist with navigating the City’s website for neighborhood transportation data, studies and information 	Medium	Medium
Enforcement		<i>See recommendations for Traffic Volumes & Speeds component</i>		

KEY:

N – North Approach, E – East Approach, S – South Approach, W- West Approach

Ease of Implementation

High – Recommendation is anticipated to require an extensive level of any or all of the following: outside agency and/or stakeholder involvement, outside engineering assistance and/or construction assistance. The timeframe to implement the recommendation is anticipated to require more than one year.

Medium - Recommendation is anticipated to require a moderate level of any or all of the following: outside agency and/or stakeholder involvement, outside engineering assistance and/or construction assistance. The timeframe to implement the recommendation is anticipated to require less than one year.

Low – Completed by internal City staff.

Cost

High – Greater than \$10,000.

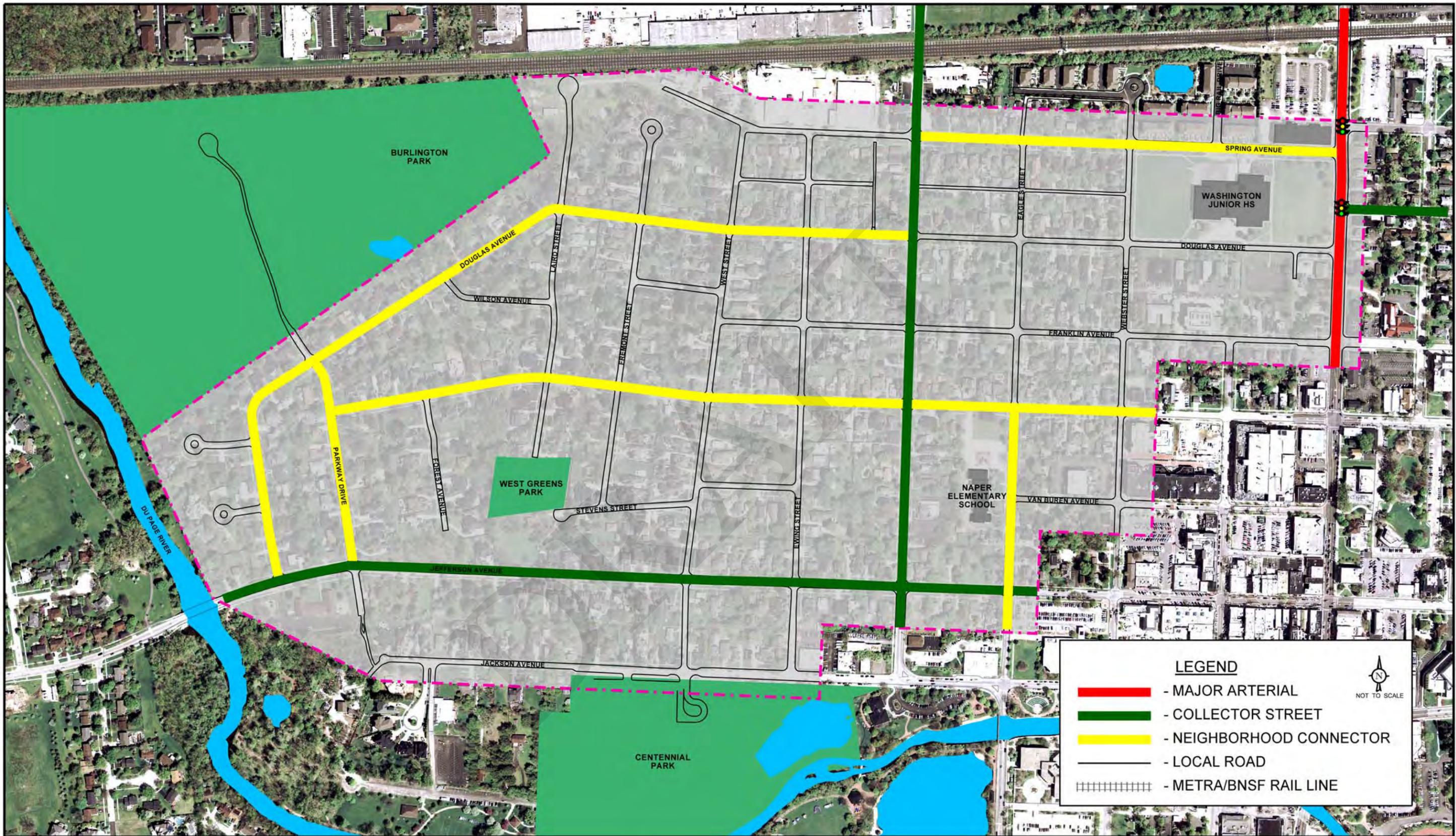
Medium – Less than \$10,000.

Low – Can be implemented with normal Department operations.

DRAFT

Appendix A

Figures A1-A9



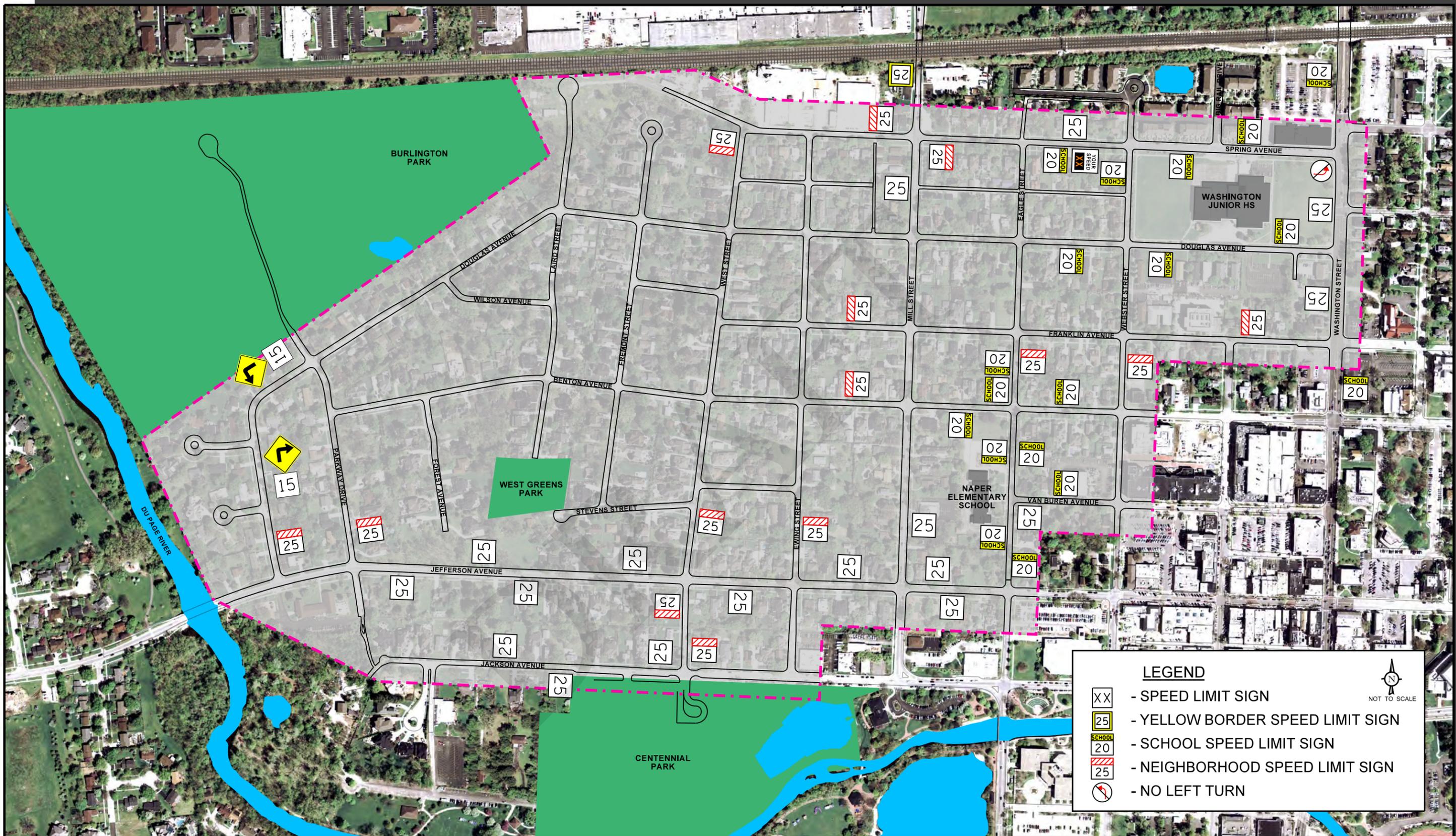
LEGEND

- █ - MAJOR ARTERIAL
- █ - COLLECTOR STREET
- █ - NEIGHBORHOOD CONNECTOR
- — — — — - LOCAL ROAD
- ||||| - METRA/BNSF RAIL LINE


 NOT TO SCALE

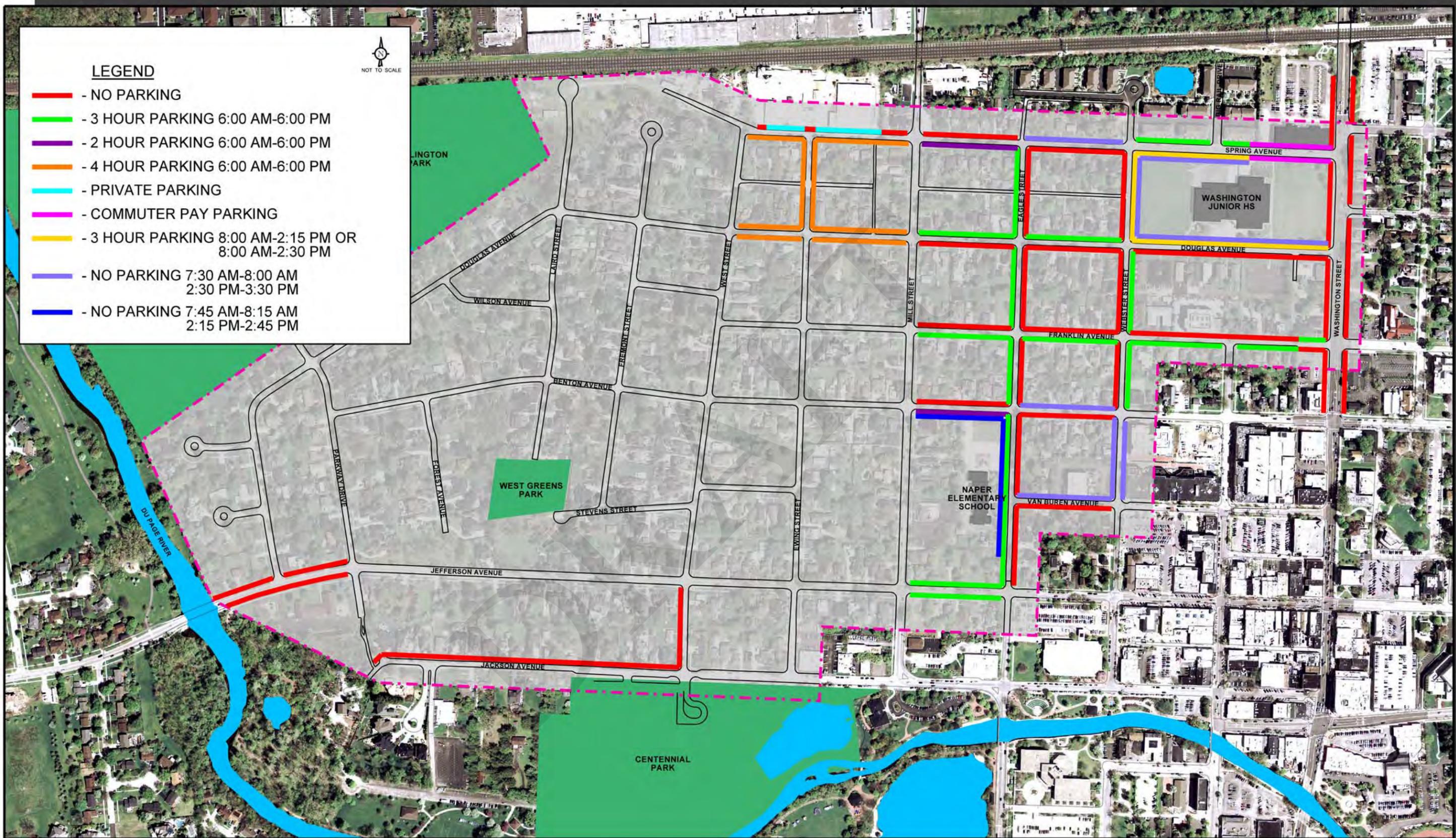
WESTSIDE NEIGHBORHOOD
 TRAFFIC STUDY
 NAPERVILLE, ILLINOIS

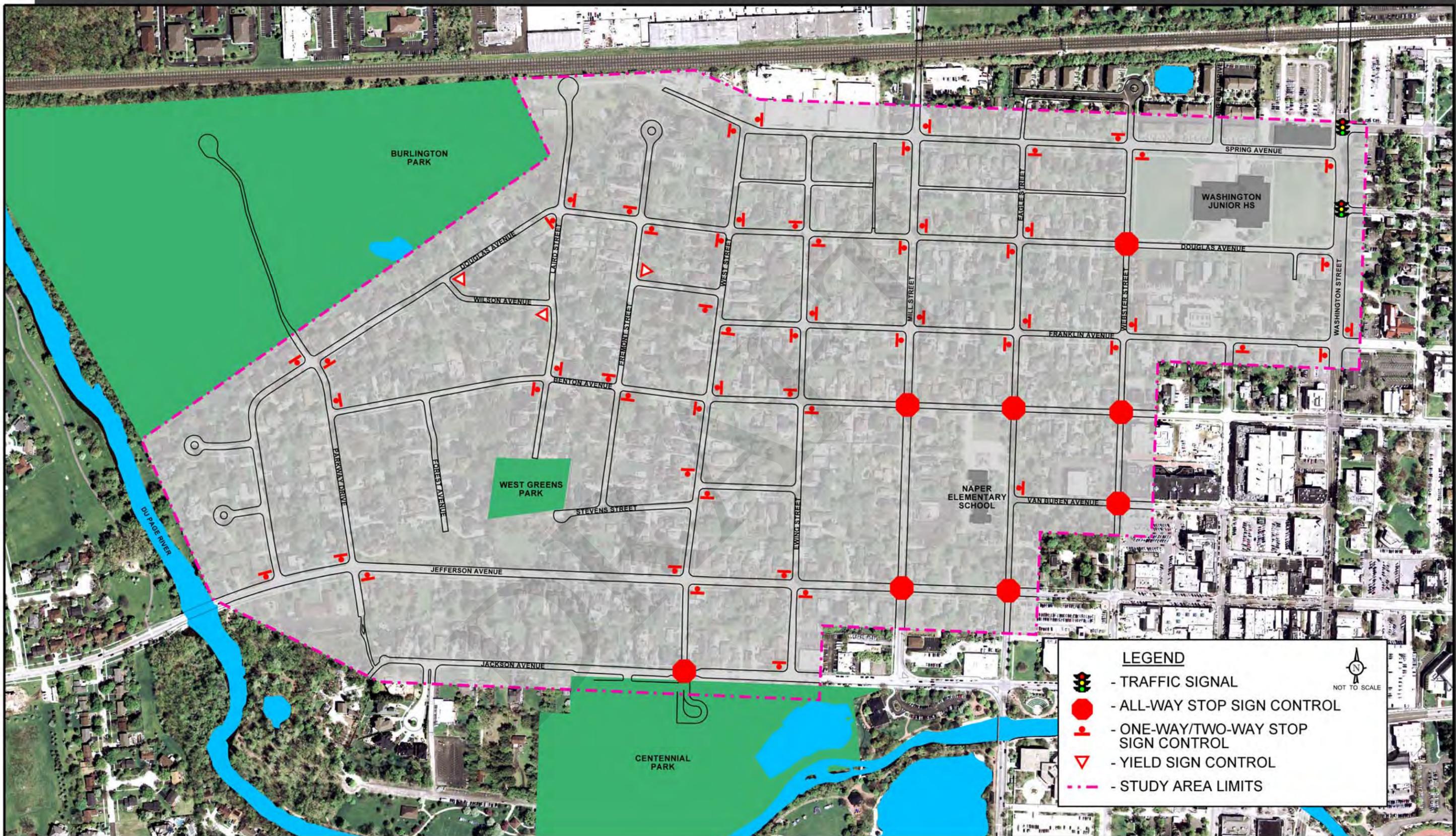
ROADWAY FUNCTIONAL CLASSIFICATION



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



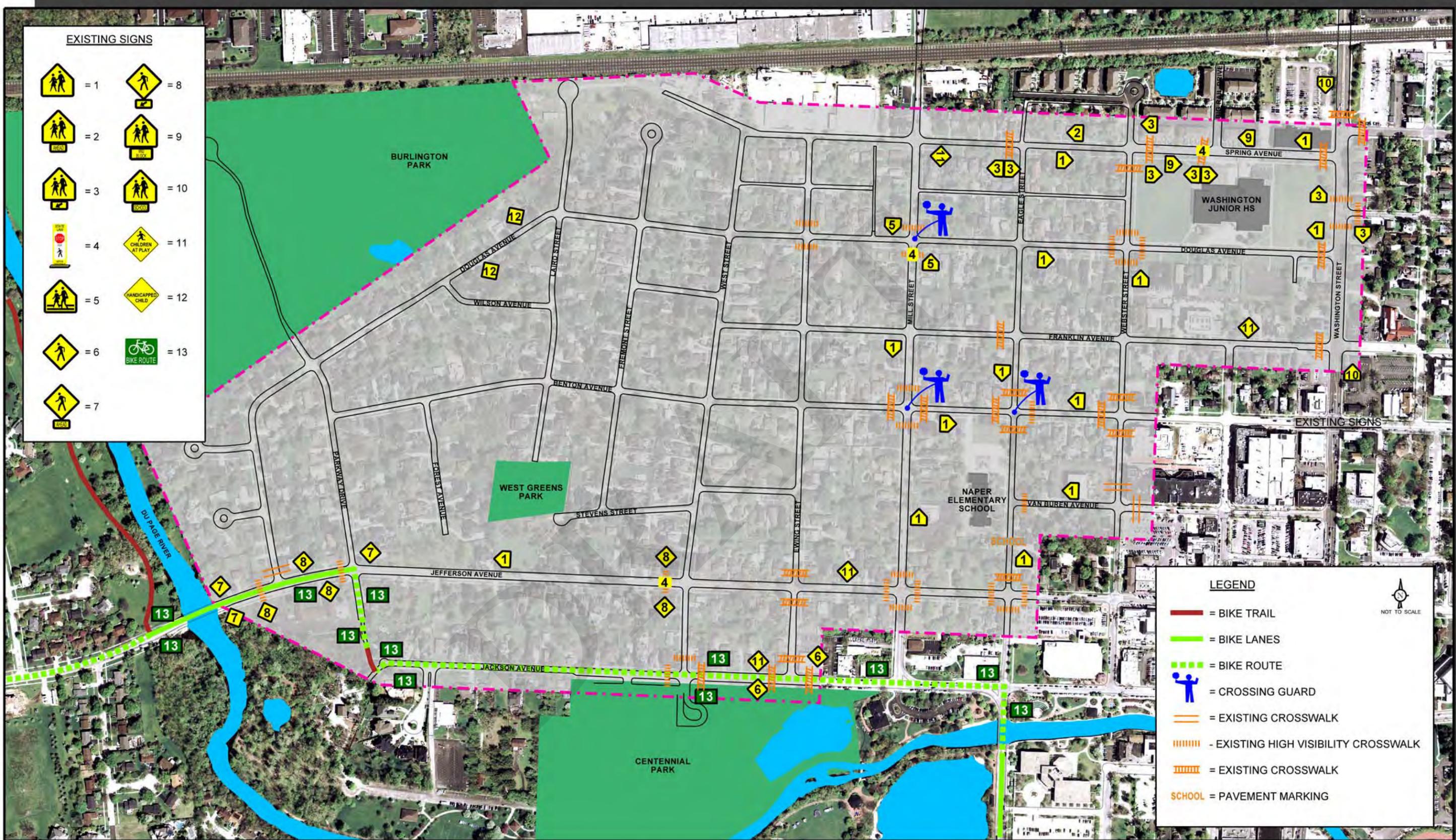


WESTSIDE NEIGHBORHOOD
TRAFFIC STUDY
NAPERVILLE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

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

Job No: 19-079 Figure: A4



EXISTING SIGNS

	= 1		= 8
	= 2		= 9
	= 3		= 10
	= 4		= 11
	= 5		= 12
	= 6		= 13
	= 7		

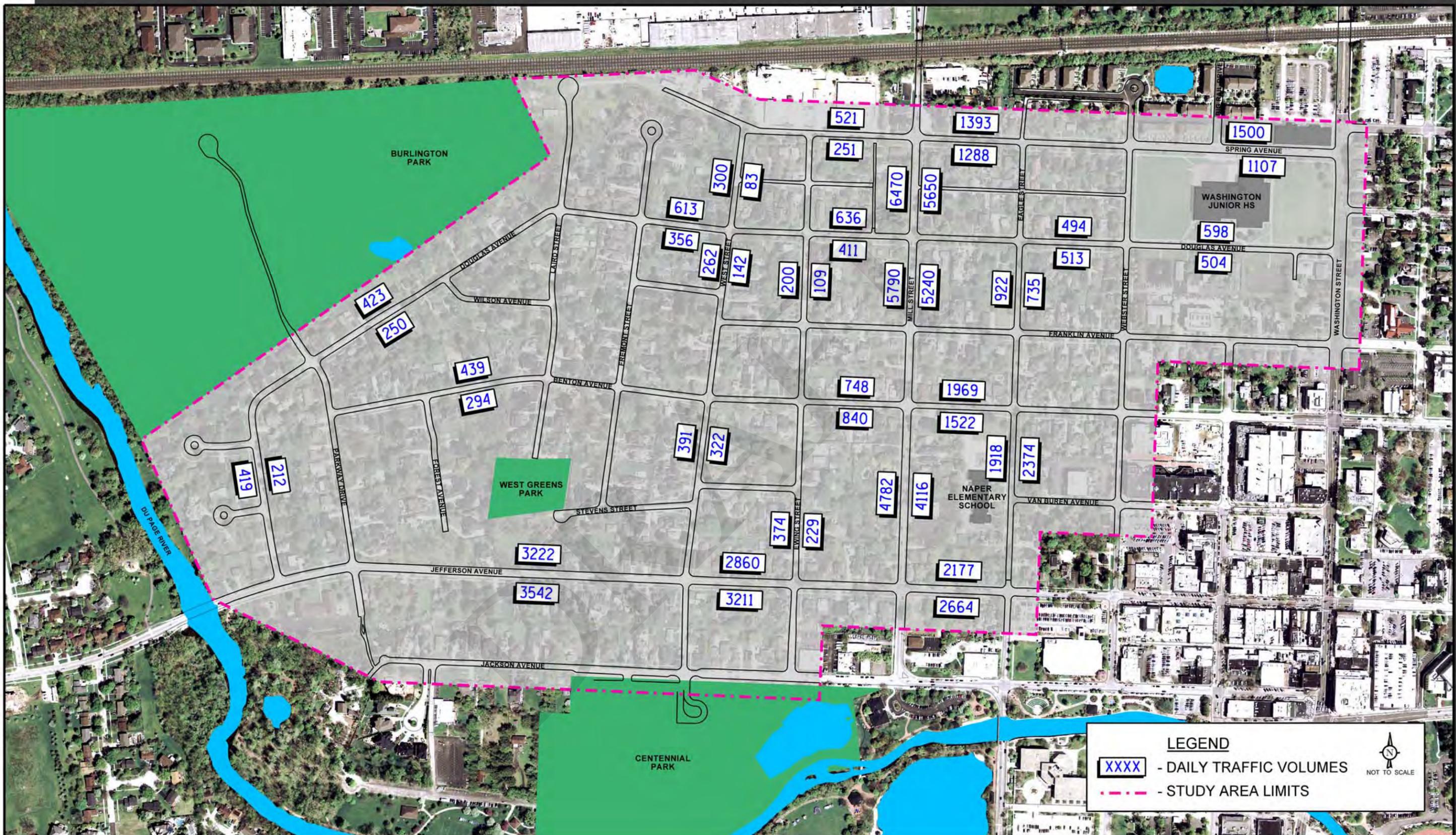
LEGEND

	= BIKE TRAIL
	= BIKE LANES
	= BIKE ROUTE
	= CROSSING GUARD
	= EXISTING CROSSWALK
	= EXISTING HIGH VISIBILITY CROSSWALK
	= EXISTING CROSSWALK
	= PAVEMENT MARKING

NOT TO SCALE

WESTSIDE NEIGHBORHOOD
TRAFFIC STUDY
NAPERVILLE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

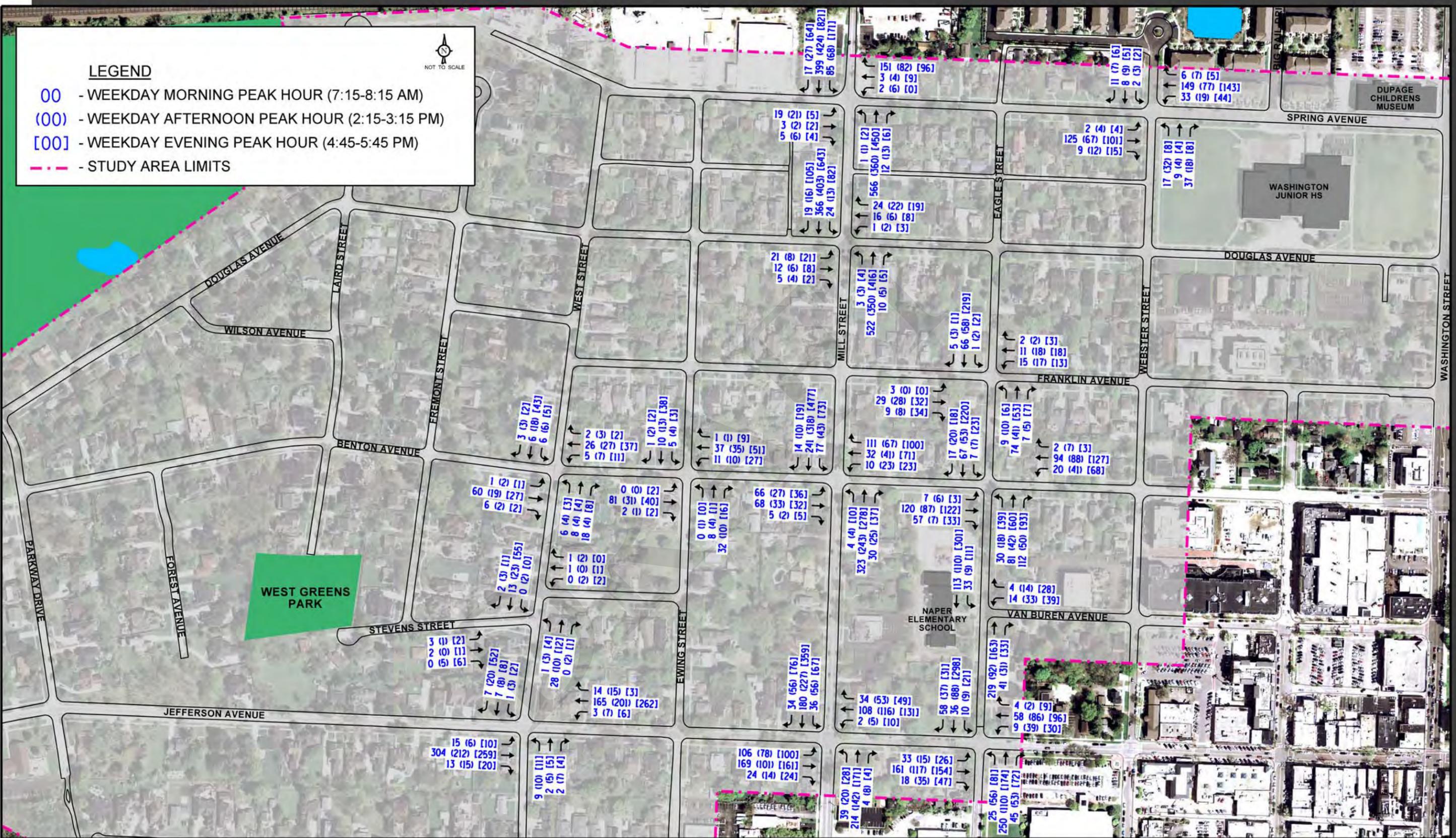


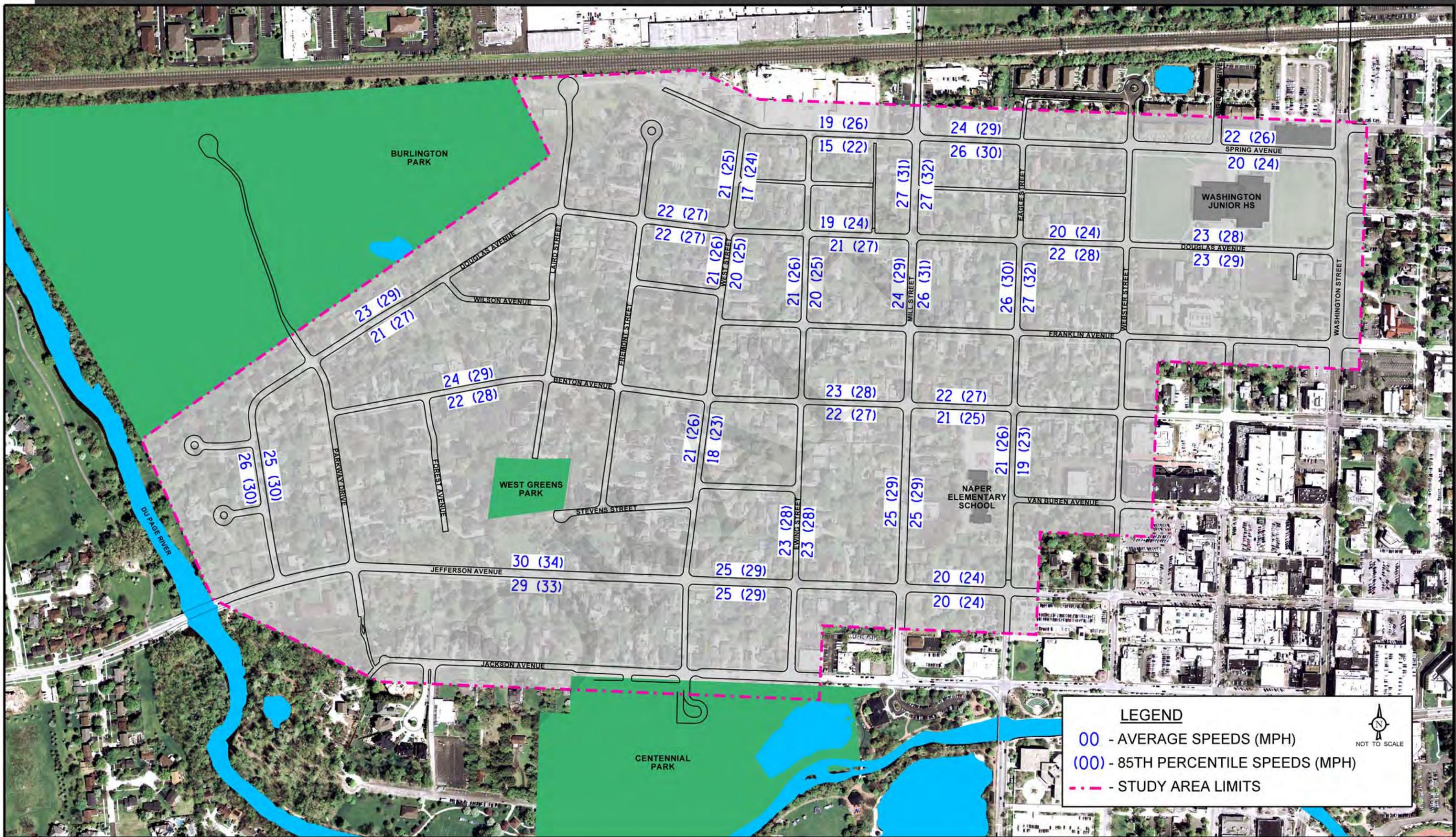
WESTSIDE NEIGHBORHOOD
TRAFFIC STUDY
NAPERVILLE, ILLINOIS

DAILY TRAFFIC VOLUMES

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

Job No: 19-079 Figure: A6





Appendix B
City-Issued Online Neighborhood Survey
(survey form, filtered responses, map)

Westside Neighborhood Traffic Study – Survey Monkey Questions

Thank you for sharing your traffic concerns with the study team.

Concerns are welcome from residents, businesses, drivers, bicyclists, and pedestrians within the study area and may be related to any type of traffic issue (speeding, cut-through traffic, parking, safety, school traffic, crosswalks, sign placement, etc.). Submitting your concerns will help the study team to comprehensively analyze existing traffic conditions.

The deadline to submit traffic concerns is February 28, 2019.

First and Last Name: _____

Address: _____

Concern

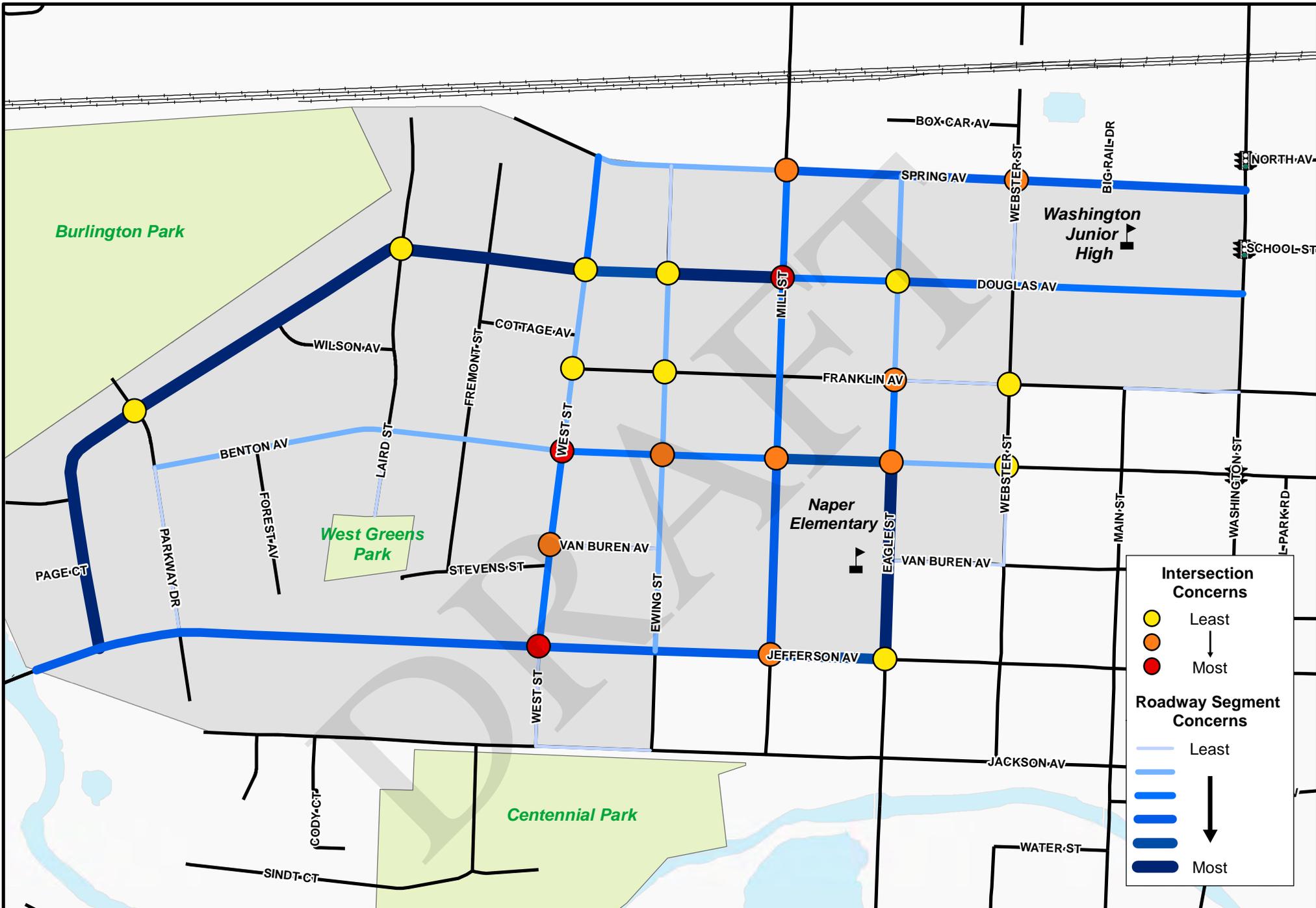
Location (specify the intersection or block, e.g., Mill Street & Jefferson Avenue or Douglas between Eagle and Webster): _____

When do you typically experience this concern (morning rush hour, school dismissal time, any time of day, weekends, etc.): _____

Describe the concern:

[option to add other concerns]

Is there any other information that the study team should be aware of?



Transportation, Engineering and Development Business Group
www.naperville.il.us
 Date: 3/7/2019

City of Naperville West Side Neighborhood Survey Results

This map should be used for reference only. The data are subject to change without notice. City of Naperville assumes no liability in the use or application of the data. Reproduction or redistribution is forbidden without expressed written consent from the City of Naperville.



Specified Intersections

Jefferson & West	19	14%
Douglas & Mill	17	13%
Benton & West	12	9%
Mill & Spring	9	7%
Benton & Eagle	6	4%
Benton & Ewing	6	4%
Benton & Mill	6	4%
Eagle & Franklin	5	4%
Jefferson & Mill	5	4%
Spring & Webster	4	3%
Van Buren & West	4	3%
Douglas & Eagle	3	2%
Douglas & Parkway	3	2%
Douglas & West	3	2%
Franklin & Webster	3	2%
Franklin & West	3	2%
Benton & Webster	2	1%
Douglas & Ewing	2	1%
Douglas & Laird	2	1%
Eagle & Jefferson	2	1%
Ewing & Franklin	2	1%
Benton & Laird	1	1%
Benton & Main	1	1%
Benton & Parkway	1	1%
Douglas & Jefferson	1	1%
Douglas & Webster	1	1%
Eagle & Spring	1	1%
Eagle & Van Buren	1	1%
Ewing & Jefferson	1	1%
Franklin & Main	1	1%
Franklin & Mill	1	1%
Franklin & Washington	1	1%
Jefferson & Main	1	1%
Jefferson & Parkway	1	1%
Jefferson & Webster	1	1%
Spring & West	1	1%
Van Buren & Webster	1	1%

Location	Time	Concern
Parkway & Douglas	Rush hour, weekends	Cut-through traffic goes way too fast down Douglas, especially around the curve. I can't let my children ride bikes on the sidewalk because so many cars lose control and end up leaving their lane of traffic around the curve. Many accidents have occurred with cars hitting the trees on the parkway, parked cars, etc. A stop sign at Douglas and Parkway would make a difference.
Franklin and Washington	All times	We need the street parking outside our building since our lot is very small. It would effect our business if parking was blocked in front of our building
Douglas & parkway	morning and evening rush hour; after high school lets out;	Need a stop sign on douglas where it crosses Parkway. The spacing between Douglas stop signs currently allows for some long stretches of roadway where many many like to pick up speed and drive excessively fast. Unfortunately, Douglas probably needs to be similar to east Benton with a stop sign at nearly every intersection.
Mill and Douglas Main and Jefferson Main and Chicago	Often	Glad to give walkers right of way but Main St is a mess trying to do that
Jefferson Ave	all the time	speeding on Jefferson Ave. 10 mph above posted speed limit should not be allowed. A Naperville policeman told me it is.
Douglas between Parkway and Jefferson	Morning and evening rush and when Naperville North lets out at the enf of the school day	The cars the come speeding down this stretch of road, especially because of the sharp turn, makes the street not safe. The speeders right after Naperville North lets out is very evident.
Douglas between Jefferson and Mill	Morning rush hour. Evening rush hour.	Speeding and cut through traffic to Naperville Train Station
Eagle & Benton [[Jackson & Mill, Jackson & Eagle]]	Morning rush hour, early weekend mornings	I often walk my dog through these intersections, people barely tap on their brakes to slow down, or especially at Eagle & Jackson have no awareness of pedestrians. They pull way into the crosswalk if they come to a full stop at all, they often don't look to see if there are pedestrians approaching the intersections. This is true of any intersection that is on a route to the train station, I live near Benton & Charles and we have the same issues, especially at Huffman and Julian and Benton.
Main and Franklin Ave	Morning rush, evening rush, busy shopping days in downtown, severe parking problem, ignoring no parking signs	Speeding, parking in no parking areas mainly speeding on Franklin, constant parking too close to driveways, parking in no parking areas causing passable problems were street is too narrow mainly in the first block west of Washinton on Franklin
Ewing Street (between Jefferson and Benton)	Early morning around rush hour and before school(6:30am-8:30am) HS School Dismissal and Evening Rush Hours (approx 4:00-7:00PM)	Very, very fast driving with no awareness of children on the street or residents
100 block of West Franklin, Main between Benton and Franklin	all times	Speeding on Franklin between Webster and Washington. This is a residential street, with children walking to Washington Jr. High. Also, downtown traffic parking on both sides of Main between Benton and Franklin when there is a parking garage less than 1/2 a block away.
Mill Street and Douglas Avenue [[Mill Street cross light with 5th Avenue]]	Morning and evening rush hours and school dismissal time	1) As a motorist it is nearly impossible to enter onto Mill in the morning, therefore some drivers get reckless and put other drivers and pedestrians and bicyclists in danger. 2) Students at WJHS walking or biking to and from before or after school programs have almost no way to cross Mill at Douglas. Drivers do not stop and are usually going way faster than 25mph. 3) Going south on Mill Street past NNHS in the evening rush hour poses risks for motorists, pedestrians and bicyclists. Being funneled into one lane at the 5th Avenue cross light causes reckless driving such as speeding, sudden lane changes, hazardous turns in and out of the school parking lot and worst of all, some cars go straight from the right turn lane, usually at high speed.
Webster between Douglas and Spring also Spring between Webster and Washington	Various times sometimes right before school starts and right after school dismissal	There are a lot of parents picking up children. Some are on the cell phones, some are not really paying attention to pedestrians. I walk through this area almost every day and it can be dangerous
Webster /Jefferson	Evening	Street-cross walk (light poles) should be brighter (& or alert red flashing lights for driver's by stop sign) for pedestrian's as they cross-walk and have the-right- away with the pavement lines. They do not cross-walk with caution (on cell phones etc.) Seems the street- light pole are too dim. (by Jefferson library)
Benton and West	All day long	It is a 4 way intersection with only the E/W bound cars having the stop sign It is unexpected as most of Benton is all 4 way stops
Jefferson Ave., east of Douglas and west of Eagle St.	Spring, summer, and fall every day of the week.	Numerous and continuous landscape trucks with trailers parked on both sides of the street, making it difficult to have enough space to pass oncoming traffic safely.

area proximate to train station and Dupage Childrens Museum	all of the above	this area is already congested when Washington Jr. High has activities or when the school day is over and the buses load the children. in addition there is a substantial amount of traffic tied in to the parking around the metro trains, the neighborhood businesses and traffic passing thru on washington street. If a parking structure is additionally built this will also add substantially to the congestion. Any housing built in this area should conform to the neighborhood in price and size and not increase the density by offering housing substantially below current values.
West Street	Morning and evening rush hour	Cars travel at an excessive rate of speed both in north and south direction. The speeders barely stop at the stop signs on West Street. We are only the second house in from Jefferson and by the time many motorists reach our house they are traveling above the speed limit, because there is not a stop sign on Jefferson, at West Street.
Webster and franklin intersection	Any time there is traffic. Can be any time of day	Webster and Franklin needs to be a 4 way stop. Most other intersections in area are and people seem to expect it to be. Because of it i have heard several accidents (live by this corner) when people are not properly taking turns, and it causes confusion when it's inconsistent with the other intersections in the area.
Corner of Mill and Douglas	Non-rush hour times, each and every day.	Not the volume of traffic but the speed of traffic both North and Southbound along with the complete disregard of the marked crosswalks by motorists.
"Intersection at Douglas and West" "Douglas between Eagle and Webster" "Benton and Eagle" cars ignoring cross walk	Morning and Evening rush hour, school arrival and dismissal, weekends, intermittently throughout the day.	Speeding cars ignoring stop signs. West St traffic screeching to avoid cars failure to stop at Douglas. Screeching tires and full acceleration throttle from stop sign. On 2 separate incidents recently... had cars drive on to parkway to avoid accident. Standing on parkway and a vehicle drag racing from stop sign started to loose control and car swerved toward me. Vehicle proceeded to mill and Douglas, failed to stop almost causing an accident on mill. Vehicle had no licence plates. Benton and Eagle cars ignoring cross walk
Webster and Van Buren	Daily basis during working hours	Parking is horrendous. People park in our private lot, then walk to other places of business. Also, pulling out of our parking lot (onto Van Buren) is often dangerous due to cars parked on the street obstructing the view of oncoming traffic.
Spring Ave. between Washington and Mill streets. Douglas between Mill and Ewing Ewing between Spring and Benton	Morning when 203 buses are returning to the lot behind Naperville North H. S. morning rush hour, evening rush hour	Buses are speeding and sometimes disregard traffic control devices. (Lights and signs. Seems like they are "racing" back. automobile traffic (avoiding Mill st)
Mill Street and Jefferson is hard to get through.	Weekends and evenings. I usually take this to get into town since Washington is usually slow.	It takes so much time to get through this intersection. There are not many North South streets.
Ewing St, Between Jefferson and Benton is a huge 'cut-through'	Times of high traffic, mostly the morning and 'after work' around 5-6pm	People cut through because there is not a 4 way stop sign at Benton and Ewing. On Halloween, I saw a 7 year old girl nearly get ran over. Kids assume because there is one set of stop signs that there are 4 at such a busy street. The fact that cars do not have to stop on Benton at Ewing should change. a four way stop should help with safety and also eliminate drivers cutting through.
Benton and Main	All times of day.	See a lot of people who go thru stop sign or roll thru it.
Street parking Eagle between W Franklin Ave and Benton Ave	Morning rush hour / school start and dismissal	congests the road at these times. Can make exit / entry to and from house problematical
Ewing St between Jefferson and Benton	morning and after-work rush hour. On a regular basis, cars zoom by as they turn the corner from Jefferson or Benton.	We have 3 kids and our next door neighbors have 4. They regularly play sports together. My major concern is that a ball goes into the road and a car swerves and his a child. We are fed up. I'm not afraid to throw a tennis ball or a rock at a car that flies by. Its totally ridiculous.
Mill between Benton and Jefferson Avenue	Morning rush hour, school dismissal time, during funerals or heavily attended downtown events.	parking on both sides of Mill (and Jefferson) street when busy creates congestion and unsafe driving and parking. Rear view mirrors are constantly being knocked off as there just isn't enough space on both lanes with parking on both sides. Hard to near impossible to pull out of driveways when its congested. Limiting parking to one side of the street would alleviate this problem. Or making cars smaller like they were when the streets were built. :-)
West and Jefferson	All day all night	Cars trucks drive too fast over speed limit through intersection
West Street Jefferson Street	All the time with increased challenges in the summer and typical busy times like rush hour and school dismissal	A large number of drivers ignore the speed limit on West Street and fly past our house posing a concern for us with young children. The same is true on Jefferson. A large number of drivers ignore the posted speed limit and trying to turn left from west onto Jefferson during rush hour takes quite awhile.

Spring between Mill & Washington	Morning & Evenings mostly	Speeding cars, school busses, tow trucks.
Eagle between Spring and Jefferson	evening rush between 4 and 7	Commuter traffic going through neighborhood at higher speeds. Cross traffic danger especially at Eagle and Douglas. Douglas from Mill to Eagle is used as cut through to avoid stop at Mill and Benton and to have direct route over Eagle Street bridge.
Douglas between Eagle and Webster	Many diff times of the day	People are always running stop sign at Webster and Douglas. This is by the school kids could get injured
intersection of Spring and Webster	rush hour, morning and after school dismissal time, weekends	Vehicles fly down spring not adhering to the speed limit, there are no stop signs even with a pedestrian walk and a school, there should be a 4 way stop there to slow traffic for my sister with disabilities that lives on the corner and for ALL the young children in the neighborhood. Vehicles go way to fast down Spring and there have been numerous times there have almost been accidents, and there have been multiple cars hit that are parked on Spring for vehicles going to fast. And the biggest concern the safety of young adults with disabilities and children crossing the street. A four way stop would address these issues
Franklin and Webster	Issue is persistent, but more likely to occur during times of higher traffic	The lack of a 4-way stop has resulted in several accidents and near misses. People stopping at the stop sign mistakenly assume that the Webster also has a stop sign, and they often proceed assuming the oncoming car (on Webster) will stop, which it is NOT obligated to do.
Benton and Webster	All hours of the day and night	We have asked, for many years, to have a "Not a Truck Route" sign put on this corner. Benton is not a truck route!! A sign is needed to let truckers know this.
Mill and Jefferson	weekdays but especially at rush hour; school dismissal and evening rush hour.	With on street parking and construction vehicles there is not enough space for someone to turn west onto douglas if there is more than 1 car waiting at the stop sign If cars are parked on Mill you can't see past them to pull out safely. Typically, at the times mentioned above it is near impossible to pull out safely. If someone is on the east side of intersection trying to turn it further complicates matters. School buses fly down Mill. Im surprised no one has been hurt.
West from spring south to Franklin Mill street from the railroad tracks south to Benton	7-9 am and 3:30 - 6:30 pm	cars turn south on West from Spring and speed up at a high rate going through the Douglas intersection Mill street is a disaster to cross at most times of the day
West side in general - Benton, Douglas, Mill, Eagle.	Morning rush hour and evening rush hour	In the early mornings, many of the vehicles passing through the neighborhood blow off stop signs and go down streets like Eagle and Spring at excessive speeds. In the evenings, they do the same thing.
Intersection of mill and spring streets	Rush hour, school dismissal time, steady traffic throughout the day	It is difficult to pull onto mill street from spring, especially when making left hand turns. There are only stop signs on spring street. It's difficult to see cars coming from the railway underpass, as well.
Spring Ave between Washington and Mill	All day, All night.	Speeding motorists using Spring as a shortcut between Mill and Washington or vice versa.
Franklin Between Eagle and Webster. Area around Naper School.	morning rush hour (very early drives tend to purposefully run the stop signs). School drop off and pickup (drivers go the wrong way down streets to avoid cars in line for pickup on Benton).	Many drivers either purposely ignore the stop signs at Franklin and Webster and Franklin and Eagle in the off peak hours. During other times of the day, drivers appear to mistakenly assume that these are four way stops, instead of 2 way stops. Angry drivers also turn Benton into a one-way street going east between Mill and Eagle streets during pickup and dropoff times at Naper School.
Spring Avenue and Douglas west of Washington	Rush hours, particularly in the evening	Additional development of residential and commercial property in connection with the 5th Avenue project, particularly adding a parking garage at the Children's Museum property will turn these entirely residential streets into major thoroughfares.
West St & Jefferson St	From March through October	From March through October, Jefferson St has a sign in middle of the street with a sign to stop for pedestrians. This causes confusion for drivers traveling along Jefferson. They see the stop sign and think that it is an actual stop sign. The people traveling behind them do not see it a stop and almost rear end or rear end the vehicle in front of them. Or they see the stop sign and the cars stopped at the stop signs on West St and stop for them. Again they almost get rear ended or do get rear ended. Those signs on Jefferson cause a lot of confusion when they are out.
Spring Avenue between Mill & Washington	morning and evening rush hours	Spring Avenue seems to be used as a major cut through route for vehicles traveling between Mill & Washington streets during rush hour. Additionally, there is heavy bus traffic from the bus depot near NNHS. Anecdotally, it appears that most of these vehicles are in a hurry and seldom yield to pedestrians at the marked crosswalks at Webster Street and the crosswalk on Spring across from WJHS.

There is a backup North bound on Mill every morning from Jefferson. People pull into the intersections and block people trying to turn left from spring to Jefferson	Week day mornings from 7 to 8	There is going to be a bad accident or a fight
Mill and Spring St. intersection	Beginning and ending of a school day	Heavy school traffic including multiple busses on Mill St. and the severe difficulty to cross over Mill St. traffic from off of Spring St.
spring ave from webster to mill st & traffic in the area in general.	No specific time of problems in particular.	Traffic in general goes too fast and very often does not stop for the sign at spring and Eagle st. Traffic flow is much better managed since the change in parking regulations from a few years ago. My biggest concern at this point is what new regulation is to be implemented when the project at 5th ave and Washington street is done. I have a vested interest in what happens with the street flow and any new regulations going forward.
West and Franklin, Mill and Douglas, West and Jefferson, Benton and Eagle	Rush hour and during school drop off/pickup	Many cars run stop signs and are speeding at alarming speeds. I cannot let my kids walk to school 3 blocks because no cars obey any traffic laws in this area as its used as a cut through. Our elementary school drop off and pick up is also extremely dangerous.
General remodeling dumpsters in area making traffic difficult	Anytime of day	Unable to see around dumpsters and narrow street
The corner of Benton & West Street	This is a busy intersection, but in the morning and end of the work day there is more traffic	The only stop signs are on Benton and those traveling on West do not have a stop sign. But people who are not familiar do not realize that West does not have a stop sign
S Parkway and Benton S Parkway and Douglas	all day	Stop signs are missed and blown through S Parkway is considered a thoroughfare, and people speed between 40-50mph on our block to get between Jefferson and Benton or Douglas
West and Jefferson, Benton from Parkway to Mill, Douglas between Mill and Parkway or up to Jefferson, Parkway between Douglas and Jefferson,	evening rush hour	Cars flying past our house on Parkway where our kids are playing in the yard and near the street; those are usually the cars turning from Douglas or Benton, which means the cars are flying down Douglas from Mill; they're usually a shortcut to avoid Jefferson traffic; Benton has inconsistent stop signs which makes it easier for cars to miss a stop
Van Buren and West. Jefferson and West. Benton and West. Benton and Ewing. Benton between Mill and Eagle.	School mornings, school dismissal and rush hour	Cars not stopping at stop signs, cars parking and blocking road, speed on West and not observing stop sign/crosswalks
General northwest area	All, specifically construction parking/ blocking streets/ parking across from dual projects. Extremely messy streets from construction. Overnight parking on Douglas which is never monitored.	See above
Douglas Mill to Jefferson	Most of the days	Traffic moving fast. Cement trucks and towing company trucks moving through the area. Parking on both sides of the street, can't get through.
Franklin and Eagle	Am/pm rush hour	Stop sign is ignored
Spring Ave at Mill St.	Morning Rush	HUGE back up on Spring from "short cutters" This should be a RIGHT TURN ONLY onto Mill during rush hour to deter that.

	This corner is very busy with traffic coming through from Mill to Washington. I have seen several accidents here. I also have a daughter with a disability living at 209 Spring (east side of spring) and walking on a regular basis to our home on the west side of spring. It is so busy especially during school hours with buses and then at busy travel times in am and 5-6pm. A lot of people cut across this way to avoid traffic on Washington and or on Mill. At the very least a 4 way stop at Spring/Webster would slow the traffic down a bit. I would think this would also be important with Washington school students crossing here and all the train pedestrians as well. I have been wanting to report this for some time. Thanks for this opportunity!!	
Spring and Webster		See above
Franklin and Eagle intersection	All hours, we need a 4 way stop.	We need a 4 way stop.
Franklin and Eagle	Daily, but primarily during evening rush	Drivers become impatient with southbound Mill and divert onto Franklin. Also, drivers fail to properly stop at Franklin and Eagle. So many accidents and close calls.
Eagle and Jefferson	Before and after school	No crossing guard. Cars often roll through that stop sign.
Jefferson st (downtown and immediately west), eagle st (near naper elementary), other narrow streets	When cars are parked	Some streets seem too narrow for two way traffic with cars parked on side of road, some move into oncoming traffic lanes and cause cars to swerve
Eagle and Benton, Mill and Benton	Morning, school day, all evening into the night when the bars close.	High speed, blowing through, or not stopping, at stop signs, lack of pedestrian safety, children safety, not following parking regulations
West Benton between Mill and Eagle	Morning and evening rush hours and on weekend afternoons and evenings	West Benton is a cut through and drivers love to speed. We have children at Naper school and children as residents in this area too. We have witnessed moving cars passing so close to parked cars that side view mirrors are torn off. On three occasions there have been hit and runs. Also, backing out of our driveway is dangerous. Cars are parked in front of the homes and block safe views of the road. We've witnessed accidents and near misses routinely - best if it was a no parking zone on both sides of the road.
Mill Street & Benton Ave	Morning and afternoon rush and during Naper School start and dismissal	Rolling stops on all 4 corners Disregard for stopping on Mill St. Traffic standstills due to narrow Benton Ave east of Mill St
Mill street and Franklin Ave.	Everyday!!! Worse on weekends and morning rush hour	too many cars! Just too much traffic heading South-North or North-South! There must be alternatives or limitations for heavy vehicles or something else.
Spring and Mill	Rush hour for NNHS in the am, when NNHS school day ends, rush hour	We live on corner of spring and Mill. I don't understand: why NPD doesn't have an officer directing traffic on Mill into the parking lot, why there isn't a "crossing" sign OR a cross walk at Spring and Mill....Can't tell you how many kids I have almost seen hit - CARS DONT STOP - same for commuters on their way across Mill. I think you are well aware of the issue with school buses using Spring as their primary path back to the bus yard - that street is VERY narrow and a nightmare when buses leaving/returning to the lot on 5th ave.
I live on Franklin. My driveway faces Mill Street between Benton and Franklin. I am not in favor of adding more stop signs on Mill. People constantly blow the stop at Benton and Mill making it dangerous to get out of my driveway. I think we need some additional law enforcement present during the time kids are headed to and from school to reduce traffic violations. I am NOT in support of another stop sign on Mill as I think it would back up traffic even more.	Morning rush	Explained above

Jefferson Ave	Evenings and weekends	Parking on both sides of Jefferson from downtown visitors makes it difficult to drive through. I live in the subdivision immediately west of the area of concern.
Multiple stop sign intersections both 2-way and all-way - especially Douglas and Eagle, Mill and Eagle, Mill and Franklin.	evening rush hour and school dismissal times, weekends.	Many drivers do not come to a full stop at these and other intersections. They treat it as a yield sign and cut off traffic. This is happening city-wide and not just in this neighborhood.
Benton and West St	We hear horns and brakes throughout every day. People assume this is a 4 way stop and pull out when other traffic is coming. Kids on sidewalks walking to Naper Elementary are also a concern.	See above. Definitely most often on afternoon rush time.
Franklin and Ewing	rush hours, morning and evening	speeding through intersections
Douglas between Mill and Jefferson. Also West St. between Spring and Jefferson	afternoons	It's used as a cut through route and cars are always speeding.
Mill street and Jefferson Avenue	Morning and evening rush hour	Traffic too fast on Jefferson going into mill. Need more stop signs on Jefferson
None, except the morning rush is tough before high school starts.	7:25 to 7:45 am, school days. (Not Wednesday, with late arrival)	Lots of back up on Mill Street south of the high school.
Soring Avenue West of Mill Street	7:20 AM. Through 5:45 PM.	First, getting across Mill Street between 7:25 and 7:45 am Monday through Friday during the school year, then 5:00 through 5:50 PM evening speeders cutting through. In between multiple concrete trucks all day. And, beginning earlier than 6 AM sand and gravel deliveries all of them speed..
Mill and Douglas; Douglas	Always	The intersection has a painted cross walk but no one stops. Only when a yellow cone is placed do drivers yield. Also speeding on Douglas-there are many children on the block
Douglas and Mill Intersection Douglas between Mill and Jefferson	Intersection and Douglas are worst at rush hour times. Excessive speeding on Douglas is particularly conspicuous in the evening from 5 pm until 7 pm	Douglas and Mill intersection pedestrian crossing signs are too often ignored by motorists. Speeding on Douglas is excessive for a residential street.
Spring Ave and N Eagle St	Evening rush hour (5-5:30)	A commuter driving west. Parked cars or "standing" cars creating obstructed or narrow roadway making a left (southbound) turn on Eagle difficult and generally unsafe. Likely due to an at home daycare at a home just north of the T intersection.
-Bicycles using the tunnel under mill (after Spring) and not getting off their bike in the tunnel. -Cars not stopping for pedestrians in the cross walk on Benton. Traffic on Douglas turning onto Mill being a problem during rush hour.	For the bicycles in the tunnel, no typical time For being a pedestrian, it's frequently. I've been almost hit several times and I've been in the crosswalk with the right-of-way. For traffic turning from Douglas onto Mill, it's a problem at rush hour.	-Bicycles using the tunnel under mill (after Spring) and not getting off their bike in the tunnel almost hit pedestrians. -Cars not stopping for pedestrians in the cross walk on Benton is self explanatory. - Traffic on Douglas turning onto Mill requires going south to Benton and turning.
Mill and Douglas,	Morning rush hour and weekends	There is an excessive amount of traffic and they are usually speeding.
Benton and Ewing Benton and West	all the time, but especially morning and evening rush	At Benton and Ewing, the Ewing people will often enter the intersection when there is oncoming traffic on Benton. People on Ewing do not come to a complete stop and expect Benton traffic to stop even though Benton traffic does not have a stop sign. People turning right onto Benton rarely come to a complete stop, ignoring cars and pedestrians. The same can be said for West and Benton though with the Benton traffic not coming to a complete stop since the West street traffic does not have a stop sign. However, coming to a complete stop is a huge issue in this entire area.
Douglas & Ewing; Franklin & Ewing; Eagle & Van Buren	morning rush hour; school dismissal; evening rush hour.	The streets running north & south, e.g., Ewing, West, etc. are used as cut throughs for non-local traffic, i.e. commuters seeking to avoid traffic on Mill. Further Eagle as a main artery is used for commuters as well and there needs to be a three-way stop sign at Eagle and Van Buren. It is irresponsible for there to not be some traffic calming measure in front of an elementary. This is only going to get worse if construction at 5th Ave commences.
Intersection of Benton and Ewing, Benton between Mill and West	Generally, all the time. Specifically morning/evening rush hour.	No 4-way stops at Benton & Ewing and Benton & West so people drive very fast down Benton and don't pay attention. There have been several near-miss accidents at those corners. Many kids use Benton to walk to/from school, so crossing at those intersections is dangerous. Pulling out of the driveway can also be challenging with the speedy traffic on Benton.

Ewing (south of Douglas / Ewing)	Monday - Friday (9-5)	Very very minor but that area gets Metra train riders who park their cars for the entire day, walk to the train station, and then return in evening. Surrounding streets are clearly marked with time limits but this seems to be the closest area without signs and likely continued further into neighborhood
Jefferson and West. Should consider a 4-way stop to slow traffic on Jefferson heading West. It would also be an asset to pedestrians-families heading to Centennial Beech!	weekday evenings and weekend days	vehicles trying to by-pass Ogden go down Mill to Jefferson to cut back to Ogden. They drive much too fast in a hurry to or from work. We also have a lot of families walking to Centennial Beech in the evenings and weekends throughout Summer...bikes, wagons & strollers!
Mill St and Spring Ave	all day, but more specifically, a.m./p.m. rush, school days,etc.	speeding cars, cut thru on Spring, WB, accelerate until they brake for the left on West St. Same for speeders SB Mill St from under the viaduct...left turns on to EB Spring, usually hit the curb...
Spring and Webster intersection.	Babysit my grandkids daily at 209 Spring St. Traffic after school especially, speeding, including school buses, is excessive. There really needs to be a 4 way stop sign at this intersection. Currently on 2-way.	See above
Mill street between 6th Avenue and Jefferson Avenue.	Morning rush hour.	Large amount of back ups due to the morning rush hour and school drop off. Can take upwards of 20 minutes to reach Ogden Ave from Spring Ave.
Mill street and spring ave. Mill street and Douglas Ave	Morning rush hour, evening rush hour, and when the highschool starts and ends.	Mill street gets so backed up during rush hour and when school starts and ends it is almost impossible to turn left onto mill going east on spring or Ewing. Also the trucks from Ozinga make traffic very difficult as they often block the whole street on spring.
1. Douglas Ave between Mill and Laird 2. West Ave bend (right off of Spring) just east of Mill	Between 415-530pm is the most concerning time	1. Cars are driving very fast. 2. Not stopping for children. 3. Not complying to traffic rules (ie stop signs, speed limits, pedestrians).
West and Jefferson	Multiple times of day as it is a primary throughfare.	There is a need for a 4 way stop at this intersection. It has had a high level of accidents, and is in close proximity to the beach, which attracts lots of pedestrians to the area. In addition, there is an excessive length of roadway (from River Road to Mill Street) without an intervening stop on this road.
All Jackson Ave, specifically traffic in front of beach.	Peak times, kids get out of school, evening rush, all summer.	Cars are traveling way too fast and there is nothing to slow them down. Few patrol officers monitoring speeding, no speed bumps etc. lots of kids now play up and down Jackson and with cars traveling well over the speed limit it is inevitable someone will get hurt.
West between Franklin and Jefferson, Benton between West and Washington, Jefferson between Mill and Eagle	Always	Impossible to get two cars through the maze of construction vehicles with cars parked on both sides of the streets.
West and Jefferson	Any time of day	There is pedestrian "crosswalk" but no one ever stops. I think there needs to be a stop sign on Jefferson. This would also slow people down before they get closer to downtown and the school
Mill Street and Spring Ave.	Morning and Evening Rush Hour	As a train commuter, I am a pedestrian that has to cross this intersection twice a day. It is very difficult for cars & people to cross that intersection because of the enormous amount of southbound traffic on Mill. Also, in the winter months it isn't all that well lit. So, it does take a long time to wait for an opportunity to cross, and at times is a safety concern. There is a crosswalk on Douglas, but I live on Spring which is a straight shot to & from train station.
Van Buren and west streets	Anytime, many cars do not stop at the stop sign, increases with rush hour am and PM. Back up from high school increases the problem.	See above
West street between Spring and Jefferson - all should be a 3 or 4 way stop. Ewing street and Benton - 4 way stop will all the kids crossing there.	At all times.	Children crossing on way home from school. People Walking their pets, NNHS cross Country running and cars going very fast thru these streets. People coming off Mill street to cut thru neighborhood to hook back on Jefferson.
Ewing & Benton - West & Benton	Morning (school rush) & evening rush	Traffic tends to use excessive speed thru the area.
Benton Ave and Eagle Street, cross streets used to pick up and drop off children to Naper Elementary.	drop off in mornings although I believe issues are the same at dismissal.	* Drivers or cars that are not going to Naper get impatient and drive in other lane to bypass line creating hazardous situations. *Cars speed up and down Eagle in front of school while kids are being dropped off and picked up. * People park in front of school in pick-up line even though there is signage stating when you cannot park there. These are not parents/employees of the district. *There is not enough room for cars to drive east and west while there are cars in line for pick-up and drop-off.
500 block Van Buren	Morning and afternoon rush hour	Traffic driving too fast.

West and Jefferson	Rush Hour. All day during the summer months.	During summer the pedestrian "stop sign" creates significant confusion for drivers on both streets. This makes the intersection more dangerous.
West and Van Buren	Morning and evening rush	Cars not stopping at sign
South Parkway Drive between Benton Ave and Jefferson Ave.	All night car parking on South Parkway Drive for the last 2 years. We have reported to the police dept. but nothing happens. This happens on both sides of the street and makes it hard for traffic to pass.	Cars ,First Student busses and District 203 busses cut through on Parkway Drive at in excess of 25 mph and with cars parked all night and sometimes for days makes it very dangerous for young children living in our area.
Jefferson & Parkway	daytime, evening hours	There is Riverwalk path the exits on to Parkway. Users of this path attempt to cross Jefferson and have difficulty doing so due to Jefferson traffic speeds and poorly defined crosswalks.
Intersection of Jefferson Ave. & West St.	Sadly, this concern is an ongoing issue throughout the day everyday, but obviously more so during high traffic times in the morning, afternoon and early evenings.	There is a Pedestrian Crossing on Jefferson Ave. at the intersection of Jefferson & West St. Cars especially on Jefferson going East & West do not have a strong understanding of what a Pedestrian Crossing means. Vehicles drive in excess of 25 MPH partly because there is no stop from River Rd all the way to Mill St. From Spring to Fall, the Pedestrian Walkway sign that sits in the middle of the street on Jefferson at West St is confusing to many drivers that either stop when they're not supposed to and cause crashes or they ignore the sign entirely and have nearly hit many pedestrians because they do not yield to the Pedestrian sign and do not even slow down at times.
Jefferson, Jefferson and West.	Both rush hours.	Speeding, honking, erratic drivers. Multiple close calls at intersection of West/Jefferson. Seem several accidents over the years.
Jefferson Avenue and West street	Most daytime hours	The unnecessary stop for pedestrians sign placed in the middle of the road (with a picture of a stop sign) causes near miss accidents daily as well as accidents. Rules of the road are already in place for pedestrian street crossing safety. Cars stop for this non stop sign when pedestrians are not present. This intersection is treated as a 4 way stop sign. Cars make left hand turns in front of cross traffic daily. This happens at Mill and Douglas as well.
The stop sign that was added a few years ago has helped but folks speed down Douglas on a regular basis being used as a pass through to avoid other traffic	school dismissal and rush hours	dangerous
Benton and Laird intersection	24/7	Due to certain intersections having 4 way stops, and others (on Benton Ave.) having only a 2 way stop traffic just drives through them at roughly 20-35mph.
Douglas at Mill stMorning Rush hour	Morning and evening rush hour . Also school dismissal.	Crossing Mill st going either East or West on Douglass with poor visibility when traffic is heavy going north or south from viaduct.
Jefferson and West, Mill and Douglas	Morning, weekends, summer	There needs to be some type of traffic light, sign on Jefferson and west! No one stops to let people cross. Also speeding on Douglas
Mill and Douglas, Eagle and Douglas, Webster and Douglas, Laird and Douglas.	Morning rush hour, school dismissal	Too many work trucks parked, no room for cars turning, blind spots, etc. No police presence and when you call, they say if the trucks are parked legally, there is nothing they can do.
On Jefferson Avenue from West street to S. Stauffer Drive	afternoons, early to late evenings, when Jefferson Avenue is less traveled	Many cars "race" through at 50 - 60 mph on Jefferson Avenue from West street to S. Stauffer Drive when police officers are not present. A speed bump or round-about would prevent anyone from speeding through on Jefferson Avenue at high speeds.
Benton and West Street and Benton between Mill and Parkway	Evening rush hour and weekends	Cars traveling at excessive speeds and blowing stop signs and cars speeding down Laird to West Greens park and turning around and speeding back when they realize it's a dead end
Douglas Avenue, between Laird and Parkway	Evening rush hour	Cars cutting through travelling SW from Mill to Jefferson, using Douglas as a shortcut. Ignoring stop sign and Laird and Douglas, and traveling at high speeds down Douglas.
Douglas between Laird & Jefferson Intersection of Douglas and Mill Intersection of Jefferson and West	Morning and afternoon rush School arrival and dismissal Weekends Basically all the time	Speeding on Douglas between stop sign at Laird and Jefferson Can't see southbound oncoming traffic on Mill when heading east on Douglas due to new fence on corner lot, difficulty turning onto Mill or crossing Mill from Douglas due to traffic (need stop sign) Many accidents at Jefferson & West-traffic on Jefferson, speeding, cars stop at ped crossing sign causing rear end accidents
Douglas from Mill to Jefferson	Rush hours and school dismissal	Speed and rolling through stop signs
Douglas from West to Jefferson	Rush hour and after school	Speed of cut through traffic

in general, huge numbers of construction, landscaping and other large vehicles parked on already narrow streets. Also, Mill street heading north to NNHS - backed up to Benton each morning, also, Benton and Eagle during drop off and pick up each day at Naper school	weekdays - all day for parking, other during school arrival	Described above. Very hard to pass between vehicles, or get down street
Mill St. between Jefferson and NNHS	before and after school, weekends	Lots of traffic causing delays
Eagle Street from Benton to Jackson	Daily. It gets worse as school lets out	Eagle is a primary North South route providing access to the Library as well as the ability to get across the River when traveling East/West as part of my daily errands and routine The Street is narrow and it can be difficult to traverse, particularly by Naper School
Douglas Ave between Laird and Parkway	evenings weekends	People speed through because there is no stop sign between Laird and then all the way to Jefferson.
speed of traffic on Benton	morning and evening rush hour	drivers speeding down this residential street
Mill and Spring: It concerns me that the patience and generosity of drivers go unnoticed. Courteous drivers thoughtfully do not block the intersection. Fluid movement of traffic is enhanced. Cars are allowed to join the Mill Street flow by drivers willing to permit a brief opening. I thank them all.	The morning rush, for example 7:25-7:35am school days.	The back up at NNHS by those turning west off of Mill into the southern driveway access to NNHS seems the greatest block. However, drivers seem to work as a team by allowing access to Mill from 6th and moving closer to the center line of Mill if they are going to NNHS.
The Corner of West St. and Jefferson is always a concern of mine.	Some examples of these concern times are during dawn/dusk/dark, when the sun is low, when people are out and about, during the months when cars are parked on the side of the roads, etc.	The black fence surrounding the corner property of West and Jefferson make it very difficult to have a clear view when making a left turn onto Jefferson off of West St. The fence is not far enough behind the stop sign on West St. which is what makes it difficult to see pedestrians on the sidewalk as well as the oncoming traffic on Jefferson. When properly stopping your vehicle behind the stop sign on West St. the view is impeded by the black fence on the property on the Jefferson side. This is especially an issue when pedestrians are moving quickly down the sidewalk, or the road, on items such as a bicycle or a skateboard. If the fence was moved properly behind the stop sign it would make the road/sidewalk view much more visible, therefore safe. I have had this concern for many years. Not to long ago a motorcycle rider was hit at this intersection and injured (thankfully the injuries were not life threatening). I really feel that this intersection needs consideration!

Corner of Mill and Jefferson when coming from Jackson Ave.	The intersection at the corner of West St. and Jefferson Ave. is always a concern of mine. Some examples of these concern times are during dusk/dark, when the sun is low, when people are out and about, during the summer months when cars are parked on the side of the roads, etc. The black fence on the corner property of West and Jefferson Ave. make it very difficult to have a clear view when making a left turn onto Jefferson Ave. off of West St. The fence is too close to the sidewalk which is the problem. It is difficult to see pedestrians on the sidewalk as well as oncoming traffic. When properly stopping behind the stop sign the view is impeded by the fence surrounding the property which not only makes it difficult to see traffic but also pedestrians. Especially when the pedestrians are moving quickly down the sidewalk and road on items such as a bicycle or skateboard. The black fence is too close to the sidewalk. If the fence was moved back behind the stop sign it would make the view much more safe. I really feel that this intersection needs consideration. Another	
Douglas/Benton and Mill Intersection	School start and dismissal time	motorist fail to respect crossing guards
mill st and Jefferson ave	9 to 3,00 wrecking trucks drive by more than 30 mph	trucks speeding
Jefferson St between West and Webster, & Webster between Jackson and Benton	All Times of Day and Night	Streets are too skinny to have parking on both sides. Remove parking on one side of Jefferson, and one side of parking on Webster between Jackson and Jefferson, and no parking on Webster between Jefferson and Van Buren
Mill Street (North bound) between Spring and Ogden	Every school day from about 7:00am to 7:50am	Tremendous backups for Northbound traffic, due to NNHS students trying to turn left into NNHS campus driveway just south of tennis courts. Strongly recommend closing that entrance and adding new entrance on north side of 5th, running north between bus lot and baseball diamond. There is already a service road there. This would allow NNHS traffic to turn left at the light at 5th & Mill. Much safer!!
Douglas and Mill	At all times of the day, especially when children are going to school in the morning and coming home in the afternoon	People drive very fast down Mill Street, some believe there is a stop sign there when there is not, causing confusion, many people do not stop for people - especially the children crossing Mill Street, and it is incredibly difficult to safely cross Mill from Douglas with so many speeding down Mill, out from under the bridge. Also, the house on the corner with the iron gate has it positioned in such a way that it is very difficult to see down the road and sidewalk unless you move up into the intersection to look.
Douglas and Jefferson	All	Traffic not stopping for crosswalks or park, bicycle paths along Jefferson not respected
Benton & West	Always	People blow the stop sign. Frequent accidents at this intersection. Should be a 4 way stop

Mill at Douglas	Mornings	southbound School buses try to turn west/right onto Douglas. The intersection is not large enough for this to occur especially when there is one or more cars at the Douglas stop sign trying to get onto Mill. The buses will often drive over the grassy northwest corner to make the turn. This driving over parkway corner grassy areas occurs throughout the neighborhood as the buses zig zag through the neighborhood trying to make time getting to their destination. I've observed this on numerous occasions and sometimes following them to observe the zig zags and corner hopping. The roughed up grassy corners, I believe are mostly attributable to buses, not necessarily construction trucks although construction trucks are an issue throughout the neighborhood also as you have heard for the past 18-20 years. The buses seem to ALWAYS be on a race, although I'm not sure with whom. They drive far in excess of 30 MPG, at least in the racetrack down Douglas to/from mill. Towtrucks are equally inconsiderate. The construction trucks are usually milder with speed as they don't know where they are going.
I think speed should be enforced but all these people cluttering the neighborhood with "children play here" signs should take them down.	on Ewing Ave	
Douglas from Mill to Laird	All times of day	There is an inconsistency in the stop sign usage from street to street especially when you compare Douglas to Benton. If drivers typically use Benton and then drive on Douglas, they tend to assume the stop signs are the same on Douglas as they are on Benton. This is not the case.
All Westside - Benton, Douglas, Webster, Spring	School drop off and pick up	Construction curb parking creates single lane and small single middle lanes making it difficult to structure right of way for cars going east west.
West Street (between Jefferson & Benton)	Mornings between 6:00am-8:30am After school and Evening 4:30pm-7:30pm	Driving through STOP signs at these locations Very, very fast driving
Mill to downtown on Jefferson.	Daytime Mon - Saturday	Traffic flow and congestion make it nearly impossible to run daily errands including pick up of children from school activities. One of the benefits of living near downtown Naperville is access to downtown. It's why we pay why we pay in taxes and to build here. That said, the live ability of this area in decline.
Jefferson ave. Between Stauffer Drive and Parkway Drive	During daylight hours	While bicycling with our children on Jefferson and using the crosswalks located on both sides of the river, most drivers will not stop for pedestrians and cyclists at the crosswalks. Perhaps signs placed before the crosswalks would help -notifying drivers they must stop at crosswalks when people are present.
All of the east/west streets off of Mill, specifically heading west.	Morning and evening rush hours	Increased traffic, excessive speeding
Benton and Webster.	All day	People park in the restricted parking spots all day long.
the amount of cars that use our neighborhood as a general passthrough hurts the overall community, whether they are speeding or not	Typically rush hour in the a.m and p.m. The summer seems especially bad when high school kids are out and about	speeding, excessive cars using the neighborhood as a passthrough.
Ewing and Jefferson	All day all night	Cars trucks drive too fast over speed limit through intersection
Any of the intersections within a few blocks of the downtown shopping and dining district.	Evenings and weekends — times of high visitor traffic in downtown; also around rush hours	I live near downtown and travel on foot throughout downtown a lot. There is a general problem with drivers not seeing or not being mindful of pedestrians at intersections. Even when crossing at crosswalks with stop signs for drivers, drivers are often not paying attention, and I have almost been hit several times. This issue is worse here than other areas where I have lived or spent time as a pedestrian.
Benton and West; West and Douglas; Ewing and Douglas; Ewing and Benton	All day, everyday	2-way stops are not adhered to. Most people don't realize it is only a two way stop.
Spring Ave between Mill and Washington	Morning and Afternoon bus traffic	Loud Diesel engines on school buses create significant noise pollution and disruption for neighbors on Spring Ave, especially in the morning.
Eagle st. from spring ave to Benton.	No specific time.	Many vehicles exceed the speed limit considerably after turning onto Eagle and heading south to Benton.
Naper School and Washington School	Always. Take note from what city of Chicago has done in the area of school zones.	Everything is wrong with safety in the schools proximity
I am concerned about our entire West side neighborhood because of the lack of stop signs and people not realizing that!	All the time!	
Northwest of town	Constant	Lack of proper road repair by contractors hooking up utilities. Leaving holes and gravel and not properly repairing afterwards. Lack of concern by contractors for local residents

Block in front of Naper school	Am/pm rush hour and 2:30 till 3:00	Cars not paying attention to children and excessive speed. Also, not paying attention to stop signs
Mill Street south of the rail tee pad bridge, Eagle Street...cross streets not stopping.	All the time, special concern at the start of high school and evening rush hour	Drivers not acknowledging the law.
All of Mill Street from downtown Naperville to Ogden Ave.	everyday!!! Including weekends.	Simply too many cars! Heavy equipment and trucks plus family cars plus school buses...It's just too much!!
Same areas - failure to use turn signals. This is also a huge problem in our city.	On a daily basis.	as above - failure to use turn signals.
Why do we have stop signs where Franklin and VanBuren intersect West St? These are T's in the road and VERY FEW stop at these anyway since not busy. West and Benton always is busier and just a 2 way stop??? You could drop those two stop signs and put one on West and Benton where really needed.	throughout day	
other intersections in the vicinity	morning and evening rush hours	speeding through intersections
The neighborhood in general. Speeding.	Frequently.	Speeding. I have lived in this neighborhood for 30 years and have yet to see squad cars monitoring or enforcing speed limits.
S Eagle St. between W Benton Ave and W Jefferson Ave	Evening commute	Narrow lanes and standing or parked cars near Naper Elementary School make southbound travel difficult for two cars to pass.
Benton between Ewing and Mill	all the time, but especially during morning and evening rush	This part of Benton really needs to have parking limited to one side of the street--doesn't matter which side, but to only 1 side. Driving becomes a game of chicken as drivers dodge between parked cars. Lots of people cut over to Benton Ave on Ewing from Jefferson to avoid that intersection and it becomes very difficult for cars to get through. This problem is compounded by the crossing guard parking right before the stop sign at Mill and Benton. Right now, cars coming East on Benton cannot stop properly at that stop sign, thus causing additional congestion for traffic trying to come west on Benton.
General blatant disregard for stop signs for youthful drivers and those that do not live in the area. Parking in neighborhood to avoid paying for parking spots at train stations creating blind spots for drivers with kids playing in neighborhood.	24/7; 18/5	rolling stops; illegal passing in no-pass lanes, i.e., in front of Naper during drop off. Speeding and illegal parking.
Lack of 4-way stops throughout the neighborhood.	Generally, all the time.	Because the 4-way stops are not consistent throughout the neighborhood, people don't pay attention at the intersections, sometimes driving through stop signs. I've had several situations where people have gone through stop signs when I've expected them to stop--no accidents, but near-misses.
traffic at Naper school, congestion on Eagle, Benton, Van Buren... should prohibit street parking during school day, Eagle St from Jefferson to Franklin, Van Buren from Eagle to Webster, and Benton from Mill St to Webster.	School days, during bus lane use and student drop offs a.m./p.m. Eagle is a cut thru that makes school safety an extreme challenge.	Safety of children walking to school, and challenge for vehicle traffic to navigate traffic and parked cars.
Spring Ave between West Avenue and Mill Street	Daily between 7:00 and 5:00	Spring Avenue experiences back ups due to heavy truck traffic from the concrete facility.
The intersection of Douglas and Mill	Any time of the day	Cars do not stop, slow down, or sometimes even address pedestrians trying to cross the street.
Eagle Street, from Spring Avenue to Jefferson	Multiple times per day, with primary conflicts during am/pm commutes and especially when am conflicts with start of school at Naper.	This is a primary N/S street which an elementary school. It is also one of the few ways to get across the DuPage River to go further south and to the north, to the downtown train station. The street is narrow and inappropriate to carry the load of traffic at peak times, leading to dangerous incidents at the elementary school. I think it should be considered for one way to eliminate traffic conflicts, but this would require finding another path for traffic going the other way to cross the river (most likely Washington St.). There also should be school hazard lights even though there are four way stops at each corner. Because of traffic concerns, the school has eliminated the crosswalk directly in front of the school, which seems to give in to the problem, rather than addressing it head on.
Jackson Ave	Already stated in initial comments	
Areas where there are only 2 way stops	Consistently	Cars not realizing there are only 2 stop signs

West Street and Franklin Street	Throughout day	Some people don't stop at the stops signs posted.
Stop sign at West and Van Buren	Drivers on West Street do not stop. In fact they do not even hesitate.	Cars and trucks hitting pedestrian or car.
Jefferson and West	During rush hours. Evenings on weekends	Speed of cars traveling on Jefferson Both directions.
All streets in the area of the survey. Same problem with oversized lawn sevice and construction vehicles	day light hours week days	vehicles parking to close to intersections. Parking on both sides of narrow streets. Parking ords not being enforced.
All of the parking during the endless stream of 5ks, walks, events. People pack in as tight as possible, encroaching into driveways. Nearly impossible to get out.	Special events - which is frequent throughout spring, summer, fall.	
Douglas Avenue	evenings	no over night parking does not appear to be enforced equally
Eagle Street, specifically in front of Naper School.	All 4 years when my child was at the school. I drive by on Benton each weekday, and the problem is continuing.	There is a school drop off/pick up lane on Eagle in front of the school, AND N/S traffic simultaneously. It creates a VERY unsafe situation for all involved especially the children leaving the school, and entering a car. There simply is not enough room for 3 lanes of cars on that narrow street between 7:45-8:15am and again at 1:45-2:45pm. I myself was sideswiped last year by a car at drop off with a child in the other vehicle, and my daughter had just gotten out of my car. I can't believe this problem has not been properly addressed. I have also witnessed a car narrowly miss striking a child in the Van Buren crosswalk out of anger and frustration as they were tired of "leapfrogging" oncoming traffic so sped ahead.
Intersection of Jefferson and West street.	All day	No stop sign this is a main pedestrian crossing and cars can't get across with all the traffic down Jefferson. This should be a 4 way stop
Spring Avenue from Mill Street to Washington Street.	Mostly during commuter hours	Speeding cars, distracted drivers (on their phones), not obeying Stop signs, speeding up instead of slowing down for pedestrians. Usually to get away from train station after work...and especially after dark. It's very dangerous on Spring Avenue at times. Our dog was killed by a speeding minivan years ago, my son goes to WJHS and I walk to work and we all have to be on High Alert when crossing the Street at Eagle, Webster, and especially where Spring meets Washington. I saw 2 children knocked off their bikes by an inattentive driver last year at Spring and Washington. They were very 'shook up' but fortunately were able to get themselves home. Thanks for doing this survey. Occasionally there is a police presence monitoring traffic but it is rare.
Any of our streets where there is construction	All day	We have had our drive blocked by trucks. Sidewalks are torn up and/or blocked for long periods. Piles of gravel and dirt have been dumped in the street and left for hours with minimal or no concerns for safety. Traffic is forced to weave around obstructions. And mud makes streets and sidewalks slippery.
Trying to get across Benton with cars and trucks parked	Any time. Worse with school activity	Not safe weaving around parked cars
Not a location, but concerned with the rise of overnight parking and lack of enforcement. This creates additional vehicles parked on narrow streets. Cars will effectively be "stored" on streets if overnight parking ban is not enforced. Our streets are too narrow to accomodate this. And of course, speed is always an issue.	always	see above
Jefferson Ave. between the bridge and downtown crosswalks on west Jefferson (east of river)	When the weather is nice any time of day	lots of loud cars and motorcycles coming and going from downtown at all hours of the day and night failure to yield to pedestrians crossing Jefferson to get to the riverwalk paths
Speeding on Jefferson Avenue.	7am-10pm	25mph is a good residential speed limit. Vehicles, often commercial, but most go 35mph+. I believe neighborhood drivers who drive 25mph are not only law abiding, but serve as traffic calmers. Every driving neighbor has an opportunity to positively impact the safety of the neighborhood by driving the speed limit.

Another concern I have is pedestrian right of way as well as bicycle right away in regards to all intersections in Naperville.	All year in the downtown area.	I agree that pedestrians should have the right away, however they need to be responsible to make sure their situation is safe. To many times I have seen adults as well as children expecting to have the right away and not taking any responsibility for their safety. This is not fair to the person driving the vehicle and if there is an accident which the pedestrian has been negligent then the town of Naperville should rightfully charge the pedestrian (even if they have been injured). Naperville is a beautiful walking community with high vehicle traffic. Many People walk/skate/ride bikes etc. in the road or down the sidewalks not paying attention to driveways or the intersections. It would be very helpful if school education programs would continually, throughout each school year, educate the students of the pedestrians responsibility.
Douglas between Jefferson and Webster	Late afternoon and evening when trains arrive from Chicago	motorists cut through the neighborhood at excessive speeds to avoid traffic on Washington and Mill
All over downtown, but mainly Douglas, Fremont, Benton, and all the subdivision roads	All day	Construction cars, trucks, and machines lining the streets causing blockages, traffic, and unsafe manoeuvres to drive. Dirt, debris, and hardware in the streets causing potholes, flat tires, dirty cars, and chipped windshields. I've had to replace my windshield, and less than a month later, I had to have a chip repaired. My car is out of alignment from a hidden hole in the road and the noise from going over it would have made you believe it was in a mild accident.
Benton from Parkway to Mill.	Always	Inconsistent 2-way stops and visibility issues due to construction vehicles result in people blowing the stip signs. It's not safe for my children to walk to school.
West and Jefferson	All times of day	Too many times I have seen drivers assume that this is a four-way stop. Drivers on Jefferson sometimes come to a stop witing for the driver on West to go. Likewise, I've see too many drivers on West pull out on to Jefferson assuming that those drivers have to stop. When at the stop sign on West when driving north, it's difficult to see to the left (west) and the crosswalk sign that is posted looks, at a glance, like it could be a stop sign, thereby adding to the confusion at this intersection. This should be a four-way stop. It would also slow down the cars on Jefferson who speed.
Eagle and Douglas; Franklin and Douglas	All day, but more frequently during Naper and washington school drop off and pick up.	2-way stops only. People don't stop. Speed limit is not observed. Luckily, no child has been seriously injured.
Speeding and reckless driving.	always	Come to my house and watch my children almost get hit daily.
Excessive speeding on all side streets	All day and night	Speed limit posted is 25 Cars zip around much faster
Southbound Mill St. (Spring Ave to Benton) access for westbound traffic.	Evening rush hour / commute, 5-5:30	Crossing or making a left hand turn to go west across or southbound on Mill St. is difficult at all unmarked/signed intersections due to traffic volume. Results in increased southbound Eagle St. (Naper Ele.), traffic with connection for westbound at the Jefferson intersection.
School drop-off/pick-up areas around Naper School	Morning drop-off and after school pick-up	Despite many improvements to the drop-off and pick-up procedures at Naper School, we still face issues with people who are driving on Benton and Eagle as during those times and not dropping off or picking up students. People drive too fast, drive around cars in the school lanes, etc. That extra traffic causes dangerous situations for the families who are trying to get their kids to/from school safely.
Spring St between Washington and Mill St.	anytime district 203 buses use Spring St as a cut thru to/from a route from the bus barn on 5th Ave.	buses that hold up traffic at the interseccion Spring/ Mill, either waiting for a left onto EB Spring or a right turn onto Mill St as the length of the bus makes it necessary for a wide right turn into the oncoming lane. This worsens the traffic backups to Jefferson. Buses should be using Mill / 5th/ Ogden for routing.

	This is a primary cut through street, again without an intervening 4 way stop sign despite intersections immediately adjacent to the junior high school. In addition to regular vehicles, it also has a high level of bus traffic that is beyond that required for the junior high. This further affects its safety. Many commuters come from the train station and turn west onto Spring to cut through the neighborhood in the evening. The pending 5th Avenue development has the potential to make this street even a bigger issue.	Lack of warning signage or appropriately placed stop signs throughout the neighborhood. Every other intersection stop sign placement means that primary intersections, like Benton/West don't have four way stops, when a T intersection, like Franklin/West has stop signs on the top of the T instead of the more normal yielding on the leg of the T. Crossing from Laird St. on Benton going north, allows traffic from a one block dead end street to not stop on Benton, which is unexpected based on traffic norms. There are multiple examples of this throughout the neighborhood. In addition, there is a broken "speed" radar sign on Spring Avenue that hasn't functioned for years, and there is insufficient warning at the Douglas Ave. curve, where trees have been taken out as people missed the curve. Douglas is a prime cut through street too, and has no stop from approximately Fremont or Laird all the way west to Jefferson.
Spring Avenue from Mill to Washington Douglas, Ewing, Eagle, etc.	Throughout day	Some people appear to be using these streets as cut through. They speed and disobey signage.
Area of study. Benton Ave.	most days	Parking on west Benton. The avenue is too narrow for parking from Webster to Park. East Benton has no parking from Loomis to Huffman why allow it on west Benton
Mill Street at Spring Street, again at 5th Ave, and again at entrances to NNHS.	morning drop off and afternoon pick up	Mill Street is increasingly locked in slow moving/standing traffic between 7:10-8:15am and 2:50-3:30pm due to commuters and high school drop off. With one lane in each direction feeding under the bridge that looks like it needs repair, traffic can and does back all the way to Jefferson. Principal Posey has asked for parent volunteers to help with traffic flow into the pick up lane and parking lots. There was a teacher out helping direct flow, but there is not any more. It gets really dangerous around 3:15pm when kids get impatient and walk across 3-4 lanes of traffic to get to a parent's car on Mill. Every single afternoon I witness someone getting angry, honking and speeding in anger.
Douglas between Mill and where it wraps around to Jefferson	Late afternoon	Cars speeding excessively and blowing stop signs
All streets and sidewalks.	Every day. All the time.	DISTRACTED DRIVING & WALKING. Personal choices that put one's mind off the road.
Naper Elementary & Washington Jr. High	morning drop off	current drop off process is not efficient or safe enough at either location. pedestrians, bicyclist, parent dropping off their children and non-drop off commuters all converge in a small congested area.
Neighborhood bounded by Jefferson, Mill Spring and Douglas.	Only during the occasional Sunday morning Marathon/Triathalon that results in closure of both Mill and Jefferson.	We were "stranded" during the last marathon, and could not get out Sunday morning to get to work. Eventually persuaded a traffic control officer to let us out. Normally there is a west-bound lane open on Jefferson, west from Douglas over the bridge and into Willoway. But not last Time! Caused my wife to be almost 40 min late to work that day.
Entire west side - Washington to Jefferson to Douglas	All day	Street parking and construction traffic. Very difficult to drive - period. Add those that use our neighborhood as "cut-through" and it creates more problems. They speed, do not know where the stop signs are and have a general disregard for our neighborhood.
Mill/Benton intersection	morning when students are going to high school.	I have been on Benton headed east, trying to turn onto Mill N and backed up 7 cars with NO traffic moving through the intersection because of traffic on the other side of the Mill St. viaduct due to left turns into NNHS. This has gotten worse since NNHS reconfigured its in/out pattern some time ago. It is inconceivable that traffic cannot even move through a four way stop quite a ways from NNHS until traffic lights turn and/or people are able to turn left into the high school.
Laird Street between Benton and West Greens Park	All day	Cars speeding down the street to cut through to Jefferson then turning around at the park and speeding back. There is not adequate signage showing this is a dead end street
Throughout neighborhood	Garbage days	Residents put garbage/recycling cans into the street for pickup (and trucks leave them in street after pickup), and park overnight, contributing to impediments in the street. The city doesn't do anything to enforce compliance with this, which contributes to further congestion in the area. All enforcement is complaint based - if there was action on this, overnight parking, even people shoveling sidewalks, then people would know not to do it (or do it for shoveling) and the neighborhood would be far better for these factors which aren't attributable to anything outside of the neighborhood.
Eagle Street between Benton and Jefferson	During pick up and drop off for Naper Elementary school	Car going through this narrow street while parents are parked picking band dropping off young children

Truck traffic throughout the neighborhood.	Various times	Traffic from a towing storage lot in the neighborhood goes down Benton regularly at rather high speeds. It isn't a truck route, so I don't understand how the very large tow truck can do this. In addition, construction traffic frequently parks too close to driveways or intersections and is not adequately policed by either the police or building inspectors. I have had to call multiple times for intersections when visibility is blocked. Particularly crucial due to how our stop signs aren't aligned properly.
Lack of sideways throughout the neighborhood.	When out walking.	There are still parts of the neighborhood where sidewalks aren't built out. This makes it difficult for walkers, and also (together with poor stop signage) dissuades parents from letting their students walk to neighborhood schools.
Mill Street between Jefferson and Benton	Morning and evening rush hours.	In the morning, southbound speeding bus traffic - both school and "city" buses, And after school, northbound school buses. On Friday & Saturday nights, speeding traffic following rush hour.
Franklin Avenue between Washington and Main	Mostly in the evening	Illegal parking on both sides of the street making the street very congested, two way traffic goes down to one lane and sometimes we can hardly get out of our driveway. Emergency vehicles would have a hard time getting up and down the street.
Spring Avenue and Webster Avenue	Any time of the day	Currently, there is only a 2-way stop for cars coming on Webster. This causes two issues: First, cars on Spring Avenue often travel at speeds much higher than the 25 miles/hour allowed, as they are connecting from Mill to Washington (or vice versa). Second, cars on Webster Avenue often don't realize that it's only a 2-way stop, causing critical situations when assuming that traffic on Spring Avenue will stop.
Mill and Benton AND Jefferson and Eagle	Morning and evening rush and when school is starting or ending.	Drivers frequently do not come to a complete stop or no stop at all. Speed limits aren't followed. I like the fact that there is street parking because it does seem to make many drivers slow down and be more aware.
1) Douglas Avenue between N. Eagle St. and N. Webster St.	1) Many times during all days of the week. Heaviest during school dismissal time, weekends when events are happening downtown, at the jr. high school, or when events are going on in the neighborhood. Also there is overnight parking.	1) Douglas Avenue concern: I live in a house with an alley way and not a driveway. The only way to my house from the front is from the sidewalk that we put in (at our own expense) from the street to our front porch. People constantly park blocking the sidewalk so I cannot even get my own mother from the street to the house. MANY times, the vehicles are blocking waste management from collecting our trash and recycling carts. Is there a way so that we can mark "do not block the sidewalk"? This is a big issue for us on the north side of the street. People see the carts yet still park blocking them in. Waste management folks are great and creative, but we should not have to deal with this. People park overnight blocking the sidewalk also when this is also not allowed.
Douglas between Laird and Jefferson- cut through traffic, speeding traffic	Late afternoon and Evening	Cut through speeding traffic
Mill and west / Benton and west	Everyday	People not obeying stop signs - or barely slowing down.
Douglas and Laird	Predominantly evening rush hour, although the issues at Douglas / Laird are always there	Speed, not stopping at stop sign (specifically, Douglas/Laird) and using Douglas as a cut through from Mill to Jefferson to avoid traffic on Mill. Route is Mill to Spring to West to Douglas to Jefferson (least number of stop signs)
Jackson Avenue between Ewing Street and West Street	Mostly weekends during daylight hours	Jackson Avenue is a concern during summer time when there is more traffic due to Centennial. Multiple cars every day are doing u-turns in the middle of the block. Cars are driving too fast. People park illegally.
Intersection of Jefferson and West	Throughout the day, but more frequently in the summer months	Signs reminding people to stop for pedestrians placed on Jefferson create a lot of confusion and dangerous situations. Cars on Jefferson see the small stop sign and stop, sometimes causing the cars behind them to slam in their brakes or worse. Cars on West think the signs mean the intersection is a four way stop and pull out in front of oncoming traffic. We've witnessed multiple accidents at this intersection.
2) Alley way between Douglas Avenue and Spring Street	2) Alley Way: mostly when events are happening downtown Naperville or events in neighborhood	2) Alley way: During downtown events, people think that they can park on the sides of the alley way as if it's a street with parking. We've had people even park into our grass thinking it was a public spot to park. Drivers also use the alley way to take shortcuts and speed so fast down the alley.
Douglas and Jefferson crosswalk	All times of the day and night. Weekdays and weekends	Cars do not stop for pedestrians at and In crosswalk

Naper Elementary	Traffic, pick up line, lack of crossing guard to assist, parking in pickup line and vehicles speeding past pickup line once school lets out. There are no signs or blinking lights like other schools have, nor are there markings on the curb where cars should not be parked (near corners/cross walks)	See above - mirrors are knocked off parked cars as cars squeeze through and speed by. Blocking of intersections. No signage of school zone, etc...
Eagle Street in front of Naper School	During drop-off and pickup at school	The street is narrow and cars are stopped in the pickup/drop-off lane. People drive too fast.
3) Intersection at Douglas Avenue and N. Webster St.	3) Many times during the week	3) A 4-way stop was finally installed at the corner of Douglas and N. Webster (THANK YOU!!!). The problem is so many drivers (even police cars sad to say) coast through the stops.
Jefferson Avenue approaching West Street from both directions	Afternoon rush hour and weekends	People drive too fast on Jefferson Avenue and there's limited sight distance at this intersection. There was a motorcyclist thrown from their cycle last year. People sometimes stop at the pedestrian stop sign (temporarily placed in the pedestrian cross walk) even where there is no pedestrian present and then there is confusion about whether to go or wait (people clearly don't understand these signs are to stop when pedestrians are present and they don't understand the right-of-way rules)



Orange shading indicates an intersection location

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Appendix C

Naperville CUSD 203 Meeting Minutes

MEETING MINUTES

MEETING DATE: May 16, 2019

LOCATION: City of Naperville Municipal Center

PROJECT: West Side Neighborhood Traffic Study

ATTENDEES: Tracy Dvorchak, Principal, Naper Elementary School
Jon Vogel, Principal, Washington Junior High School
Chuck Freundt, Naperville School District 203
Nancy Voice, Naperville School District 203
Kelly Dunne, City of Naperville
Jennifer Loudon, City of Naperville
Michael Werthmann, KLOA, Inc.
Eric Russell, KLOA, Inc.

Purpose of Meeting

The purpose of the meeting was to meet with School and District officials to discuss current operations at Naper Elementary School and Washington Junior High School.

Naper Elementary School

General Operations

- The school serves students from Kindergarten through 4th Grade. The Kindergarten program is a full-day program.
- Current enrollment is 221 students. Current staff size is 45 persons.
- The school day starts at 8:15 A.M. and ends at 2:30 P.M. with early activities/sports starting at 7:30 and 7:40 A.M.
- Staff parking is located on the school site and within the Friedrich-Jones Funeral Home parking lot adjacent to the school. On days in which funerals are scheduled, staff park on the street.
- Two large buses and four to five day-care buses serve the school. Approximately 60 students are transported by the large buses and approximately 30 students are transported by the day-care buses. All buses load and unload from the school driveway on the west side of the school, entering the site from Eagle Street and exiting the site to Benton Avenue.
- Student drop-off/pick-up occurs on the west side of Eagle Street generally between Van Buren Avenue and Benton Avenue. During the morning arrival period, one staff member is stationed on Eagle Street to assist with the student drop-off. During the afternoon dismissal period, three staff members are stationed on Eagle Street and one is stationed at the Benton Avenue/Eagle Street intersection to assist with the student pick-up and manage traffic operations.

- Crossing guards are located at the intersections of Benton Avenue/Eagle Street, Benton Avenue/Mill Street, and Jefferson Avenue/Eagle Street.

Observations, Issues and Concerns

- During normal weather conditions, the student drop-off/pick-up operations generally function well with limited problems. This is due in part to the number of parents/students who walk to/from school and number of parents who park and escort their students to/from school.
- The drop-off/pick-up operations are impacted by the following factors and conditions.
 - Inclement weather which greatly increases the drop-off/pick-up activity
 - Illegal parking within the loading zone, particularly in the afternoon pick-up period
 - The narrow width of Eagle Street
- Traffic congestion during the afternoon pick-up typically dissipates within 10 minutes after the dismissal time (i.e., by 2:40 P.M.).
- The uncontrolled crosswalk on the north leg of Eagle Street at Van Buren Avenue was removed due to safety concerns and the results of a 2016 study performed by the City of Naperville. School and District officials support the removal of the crosswalk and have received only a few complaints from parents. Those that had used the crosswalk were mostly observed to be parents parking on Van Buren Avenue to drop-off/pick-up students.
- The operation of the Benton Avenue/Eagle Street intersection is a continued concern for School and District officials as well as parents given the number of pedestrians that cross the intersection and that all drop-off/pick-up traffic must traverse the intersection. During the afternoon dismissal period, the car line on Eagle Street wraps around the corner and extends down the south side of Benton Avenue, which restricts the sight line to pedestrians walking north on Eagle Street and crossing Benton Avenue. Through vehicles traveling eastbound on Benton Avenue must bypass the car line and contend with the limited sight distance to pedestrians in the crosswalk.
- The width of Eagle Street is tight for two-way traffic and drop-off/pick-up along the curb. School staff recall a few side-swipe crashes with vehicles in the car line.
- There are concerns with the volume of cut-through traffic on Benton Avenue and Eagle Street.

Washington Junior High School

General Operations

- The school serves students from 5th Grade through 8th Grade.
- Current enrollment is 650 students. Current staff size is 90 persons.
- The school day starts at 8:00 A.M. and ends at 2:50 P.M. for Grades 6-8 and starts at 8:15 A.M. and ends at 2:30 P.M. for 5th Grade.
- Staff parking is accommodated in the two parking lots on the school campus and on the surrounding streets.

- Twelve buses transport a total of approximately 336 students in grades 6-8. Two buses transport a total of approximately 15 students in 5th Grade. The buses transporting 5th graders also travel to and from Naper Elementary School to drop-off and pick-up students. All buses load and unload along the north side of Douglas Avenue east of Webster Street.
- 5th and 6th grade students enter the school through the south doors off Douglas Avenue. 7th and 8th grade students enter the school through the north doors off Spring Avenue.
- Student drop-off/pick-up occurs along the south side of Spring Avenue and north side of Douglas Avenue in the loading lanes adjacent to the school building. Parents pull into the loading lanes to drop-off and pick-up students and then back out when leaving. Drop-off/pick-up activity also occurs along the streets surrounding the school, in particular along Webster Street.
- A crossing guard is located at the intersection of Mill Street/Douglas Avenue.

Washington Junior High School Observations, Issues and Concerns

- The bus operation generally functions well with few problems. The only issue/concern is that some motorists will try to pass the buses when the students are loading or unloading.
- The student drop-off/pick-up operations also generally functions well with few problems. This is due in part to the fact that loading zones are located on both Spring Avenue and Douglas Avenue and the large number of students that walk or ride the bus to/from school.
- There have not been any issues with the uncontrolled mid-block crosswalk on Spring Avenue at Big Rail Drive although few students live in the townhomes on the north side of Spring. More students seem to use the crosswalk at Webster Street to cross Spring Avenue.
- Operational issues/concerns that were identified include the following:
 - Parents backing out of the loading zones add to the congestion along Spring Avenue and Douglas Avenue. However, the 90-degree parking layout gives parents the flexibility to travel east or west along the two roads when leaving the school.
 - Eastbound traffic on Spring Avenue is forced to turn right onto southbound Washington Avenue and the right-turn movement experiences some delay and queueing, especially during the morning drop-off period. These delays typically only last for a short period.
 - Parents backing out of the loading zones add to the congestion along Spring Avenue and Douglas Avenue. However, the 90-degree parking layout gives parents the flexibility to travel east or west along the two roads when leaving the school, which avoids being forced to turn onto Washington Street.
 - Two students have been hit in the past few years crossing along Washington Street: one crossing Spring Avenue at Washington Street and the other crossing North Avenue at Washington Street.

Appendix D
Virtual Neighborhood Meeting Comments

West Side Neighborhood Traffic Study
October 28, 2020 Public Meeting Comments

Location	Description
Eagle Street	My only reservation is the permanent one-way change to Eagle. Pushing more volume to Mill is a concern, especially for downtown events.
Eagle Street	I do not believe Eagle is wide enough for parking on both sides plus one lane of traffic, particularly when trucks come through the neighborhood.
Jefferson Street/Ewing Street	Why is there no crosswalk at Ewing and Jefferson. It's highly used by pedestrians attending events and Centennial Beach
Eagle Street	I do not support a temporary one-way on Eagle
Douglas Avenue	Note that speeds on Douglas from Jefferson to Parkway are rather high. I am surprised that Eagle to Spring is not also considered a neighborhood connector
Neighborhood	Speeds throughout our neighborhood seem high when observed. Perhaps this is because we have narrower roads than elsewhere in town due to our neighborhood's age
Ewing Street/West Street	There are 4-hour maximum parking signs on Ewing between Spring and Douglas, but not on Ewing between Douglas and Benton. There is also commuter parking on West that happens between Spring and Douglas. Could KLOA make recommendations to not allow commuter parking to happen west of Mill, these rare neighborhood blocks and should be limited to residential parking only. There are several lots near train station designed for commuter parking
Douglas Avenue	Douglas, a neighborhood collector, also has areas with no sidewalks on its north side beyond Laird Street. Why would you not also install sidewalk all the way through Douglas at this time. We find that areas along Douglas, after the Laird street Stop Sign have increased speed

	because of the openness of the roadway. We have had numerous accidents taking out trees along the Douglas curve.
Spring Avenue and Eagle Street	Why are you removing crosswalk across Spring Ave at Spring and Eagle intersection? I know my family and the families who live north side of Spring rely upon this crosswalk in order to cross the street to walk to Naper. We already have high volume of cars driving down Spring, why are we making it less safe instead of more safe for pedestrians?
Neighborhood	Hundreds of city vehicles use Westside streets. Nothing shows more strength and support of community when they drive the speed limit.
Webster Street and Franklin Avenue	I live on the NW corner of Webster and Franklin. @ simple changes will help to make this intersection more safe for children walking to school as well as for vehicle traffic. There are 2 smaller trees within 10 feet of the stop signs which serve to block the view of the stop signs for drivers eastbound and westbound on Franklin. The tree on the eastside of Webster should be removed and the tress on the west side of Webster should either be removed or trimmed. The second change would be to paint a bold wide white line on Franklin just before stop signs on both the east and west sides of Webster. These changes would help make the intersection at the corner of Franklin and Webster safer. The line I'm referencing in my points about Webster and Franklin would be a Stop line. Probably not necessary to use a Crosswalk marking.
Spring Avenue	I did not see anything in the traffic study addressing the illegal truck cut throughs occurring down Spring Avenue from Mill Street to Washington
Douglas Avenue	I don't see much done for the cut through traffic issues we have namely on Douglas. It's alarming the data suggests

	most of the traffic is within normal speeds.
Franklin Avenue and West Street	A 3-way stop would be preferred at Franklin and West.
Neighborhood	It is alarming that the current volumes and speeds are considered within normal limits, and very little is being done to reduce our cut through traffic
Eagle Street	I do support turning Eagle one way South by Naper. In fact, I actually think that we should turn Eagle to be completely southbound from Spring to Jefferson (1) to reduce confusion of drivers, (2) to address some of the cut through traffic in the neighborhood, and (3) help reduce crashes that occur at Franklin/Eagle and Douglas/Eagle.
Eagle Street	I also think there needs to be additional stop signs added, especially at Franklin and Eagle. I know that some criteria the city has was not met, but it is common for crashes to occur at that intersection. People often cut through and speed quickly down Eagle because of the lack of stop signs, and those traveling on Franklin and Douglas assume that those on Eagle have a stop sign. I have lived in this house for 2.5 years and again have myself witnessed 3-4 crashes at those two intersections. There is nothing in the recommendations to address this dangerous situation.

DRAFT

Appendix E

Residential All-Way Stop Warrant Worksheets

WEST AND BENTON**Number Points****1. Crash Experience**

1 75 Number

2. Pedestrians

Elementary school age	29	58	Number
Middle school age of greater	0	0	Number
Primary crossing at elementary/middle school	No	0	Yes or No
Adjacent to elementary/middle school	No	<u>0</u>	Yes or No
		58	

3. Atypical Conditions

Bridge or underpass within one block	No	0	Yes or No
Curve or hill with 300 feet - obscures view	No	0	Yes or No
Acute intersection angle	No	0	Yes or No
Roll curb on any approaches	No	0	Yes or No
No street lighting	No	0	Yes or No
On-street parking within 50 feet of any approach	Yes	25	Yes or No
Other (e.g. multi-use path)	No	<u>0</u>	Yes or No
		25	

4. Sight Distance

Adequate sight distance	Yes	0	Yes or No
Adequate sight distance does not exist		0	Yes or No
Condition is correctable		0	Yes or No
Condition is not correctable		0	Yes or No
200 feet of sight distance		0	Yes or No
155 feet sight distance		0	Yes or No
Less than or equal of 115 feet		<u>0</u>	Yes or No
		0	

5. Public Facilities

(Public facilities within 300 feet of intersection) 0 0 Number

6. Speed of Traffic

85th percentile speeds			
0 - 31 mph	Yes	0	Yes or No
32 - 37 mph	No	0	Yes or No
38 - 42 mph	No	0	Yes or No
43- 50 mph	No	0	Yes or No
		0	

7. Traffic Volumes

Major street volume	453	453	Number
Minor Street Volume			
Greater than 160	Yes	0	Yes or No
120 - 159	No	0	Yes or No
100 - 119	No	0	Yes or No
75 - 99	No	0	Yes or No
Less than or equal to 74	No	<u>0</u>	Yes or No
		453	

8. Adjacent Traffic Control

(The adjacent intersection to or within 1,500 feet is controlled by an all-way stop or traffic signal) No 0 Yes or No

Total Points

611

Total Points Required to Warrant All-Way Stop Control 500

All-Way Stop Control Warranted? YES Yes or No

SPRING AND WEBSTER**Number Points****1. Crash Experience**

1 75 Number

2. Pedestrians

Elementary school age	0	0	Number
Middle school age of greater	11	11	Number
Primary crossing at elementary/middle school	No	0	Yes or No
Adjacent to elementary/middle school	Yes	<u>100</u>	Yes or No
		111	

3. Atypical Conditions

Bridge or underpass within one block	No	0	Yes or No
Curve or hill with 300 feet - obscures view	No	0	Yes or No
Acute intersection angle	No	0	Yes or No
Roll curb on any approaches	No	0	Yes or No
No street lighting	No	0	Yes or No
On-street parking within 50 feet of any approach	Yes	25	Yes or No
Other (e.g. multi-use path)	No	<u>0</u>	Yes or No
		25	

4. Sight Distance

Adequate sight distance	Yes	0	Yes or No
Adequate sight distance does not exist		0	Yes or No
Condition is correctable		0	Yes or No
Condition is not correctable		0	Yes or No
200 feet of sight distance		0	Yes or No
155 feet sight distance		0	Yes or No
Less than or equal of 115 feet		<u>0</u>	Yes or No
		0	

5. Public Facilities

(Public facilities within 300 feet of intersection) 0 0 Number

6. Speed of Traffic

85th percentile speeds			
0 - 31 mph	Yes	0	Yes or No
32 - 37 mph	No	0	Yes or No
38 - 42 mph	No	0	Yes or No
43- 50 mph	No	0	Yes or No
		0	

7. Traffic Volumes

Major street volume	1313	1313	Number
Minor Street Volume			
Greater than 160	Yes	0	Yes or No
120 - 159	No	0	Yes or No
100 - 119	No	0	Yes or No
75 - 99	No	0	Yes or No
Less than or equal to 74	No	<u>0</u>	Yes or No
		1313	

8. Adjacent Traffic Control

(The adjacent intersection to or within 1,500 feet is controlled by an all-way stop or traffic signal) Yes -100 Yes or No

Total

1424

Total Points Required to Warrant All-Way Stop Control

500

All-Way Stop Control Warranted?

YES

Yes or No

SPRING AND WEST**Number Points****1. Crash Experience**

1 75 Number

2. Pedestrians

Elementary school age	0	0	Number
Middle school age of greater	7	7	Number
Primary crossing at elementary/middle school	No	0	Yes or No
Adjacent to elementary/middle school	No	<u>0</u>	Yes or No
		7	

3. Atypical Conditions

Bridge or underpass within one block	No	0	Yes or No
Curve or hill with 300 feet - obscures view	No	0	Yes or No
Acute intersection angle	Yes	50	Yes or No
Roll curb on any approaches	No	0	Yes or No
No street lighting	No	0	Yes or No
On-street parking within 50 feet of any approach	Yes	25	Yes or No
Other (Truck Traffic, ADA crossing west leg)	Yes	<u>25</u>	Yes or No
		100	

4. Sight Distance

Adequate sight distance	No	0	Yes or No
Adequate sight distance does not exist	Yes	0	Yes or No
Condition is correctable		0	Yes or No
Condition is not correctable		0	Yes or No
200 feet of sight distance		0	Yes or No
155 feet sight distance		0	Yes or No
Less than or equal of 115 feet	Yes	<u>60</u>	Yes or No
		60	

5. Public Facilities

(Public facilities within 300 feet of intersection) 0 0 Number

6. Speed of Traffic

85th percentile speeds			
0 - 31 mph	Yes	0	Yes or No
32 - 37 mph		0	Yes or No
38 - 42 mph		0	Yes or No
43- 50 mph		0	Yes or No
		0	

7. Traffic Volumes

Major street volume	437	437	Number
Minor Street Volume			
Greater than 160	No	0	Yes or No
120 - 159	No	0	Yes or No
100 - 119	No	0	Yes or No
75 - 99	No	0	Yes or No
Less than or equal to 74	Yes	<u>-150</u>	Yes or No
		287	

8. Adjacent Traffic Control

(The adjacent intersection to or within 1,500 feet is controlled by an all-way stop or traffic signal) No 0 Yes or No

Total 529

Total Points Required to Warrant All-Way Stop Control 500

All-Way Stop Control Warranted? YES Yes or No