
TRAFFIC CALMING STUDY

KNAPP DRIVE: IL 7 (THEODORE STREET) TO NORTH LARKIN AVENUE / WEBER ROAD

CREST HILL, WILL COUNTY

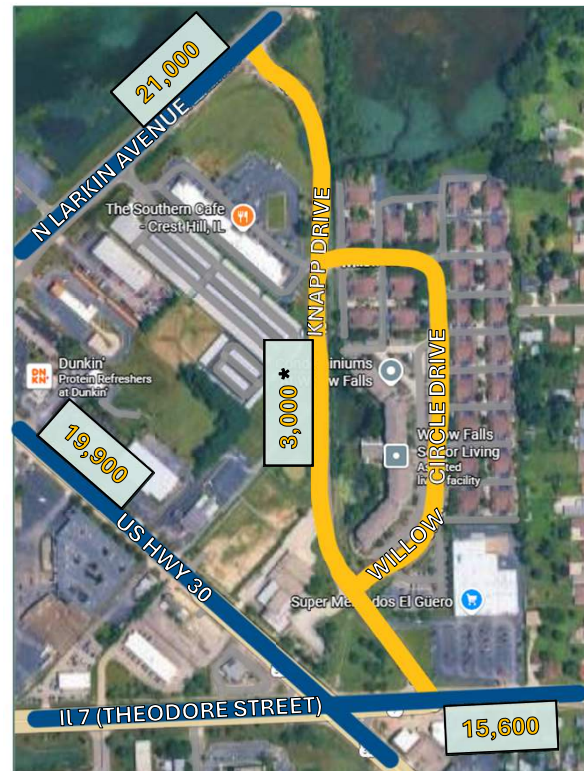


JANUARY 2026

PROJECT AREA AND AVERAGE DAILY TRAFFIC DATA

❖ Study purpose:

Evaluate cut-through traffic on Knapp Drive between IL Route 7 (Theodore Street) and Larkin Avenue with the purpose of developing alternatives to reduce cut-through traffic by drivers seeking to avoid the triangle area (Larkin/Rte 7/Rte 30) and address concerns with the proposed QuikTrip development.



❖ Study area has 2 major and 2 minor intersections:

1. Knapp Drive and Larkin Avenue/Weber Road
2. Knapp Drive and IL Route 7 (Theodore Street)
3. Knapp Drive and Willow Circle Drive (North)
4. Knapp Drive and Willow Circle Drive (South)

LEGEND

- PROJECT AREA
- MAJOR STREETS
- ADT, 2025
- * ADT estimated based on June 2025 counts

EXISTING TRAFFIC DATA

LEGEND:

= AM PEAK HOUR VOLUME
(7:30 - 8:30 AM)

(##) = PM PEAK HOUR VOLUME
(3:30 - 4:30 PM)

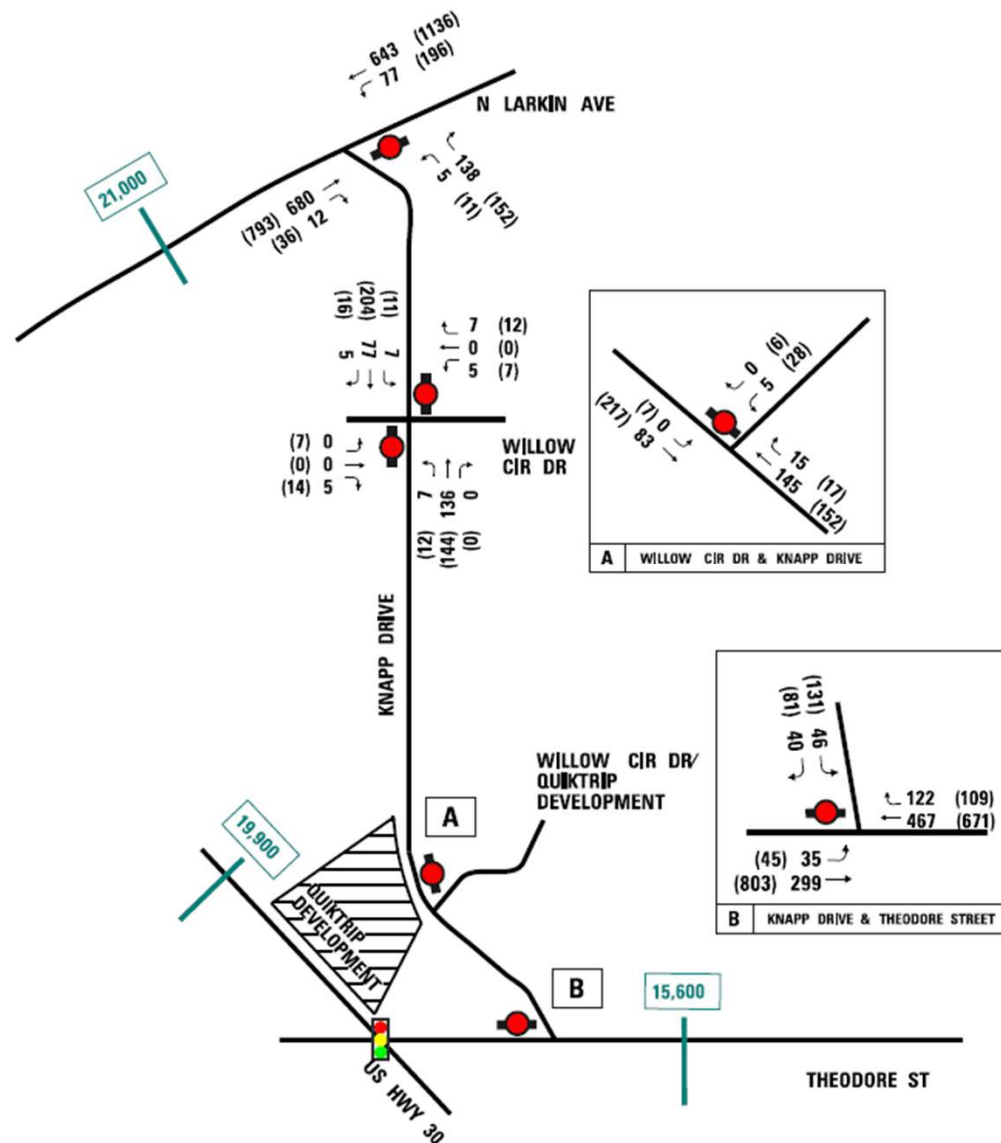


= SIGNALIZED INTERSECTION



= EXISTING STOP SIGN

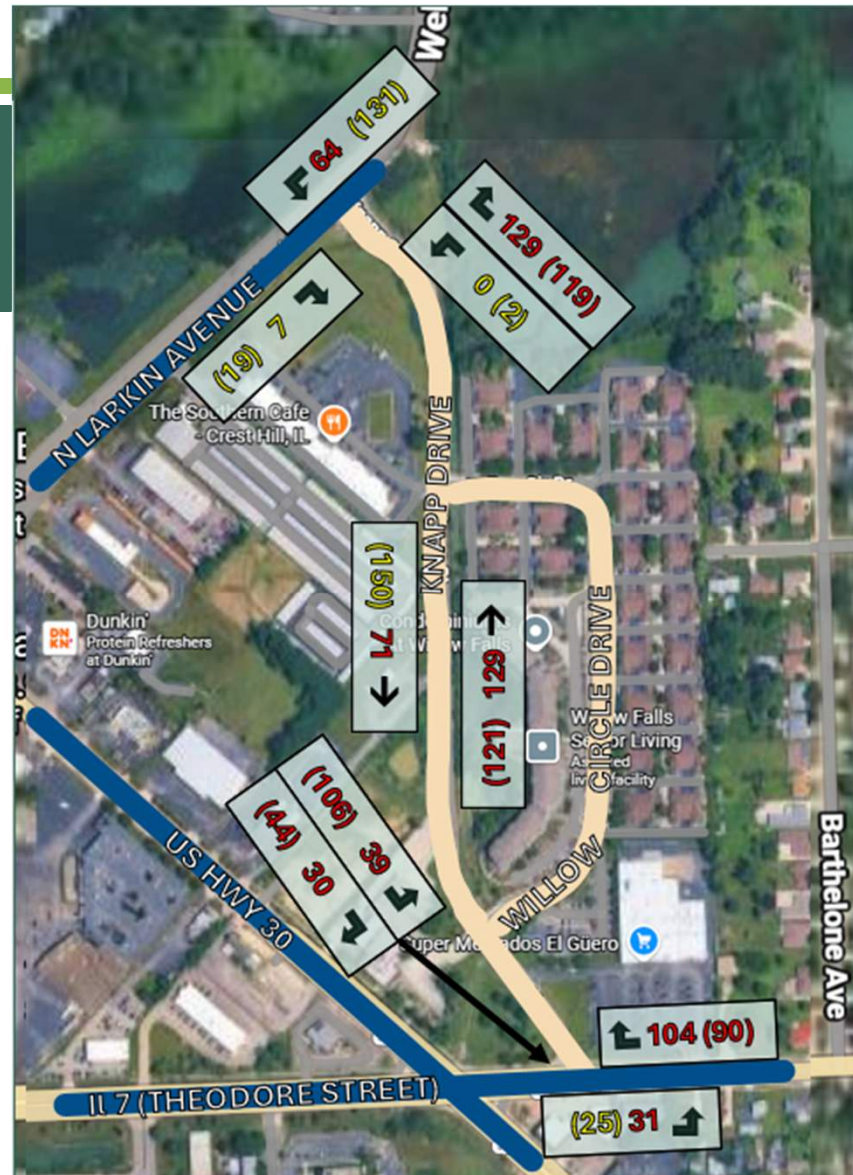
COUNTS CONDUCTED JUNE 2025



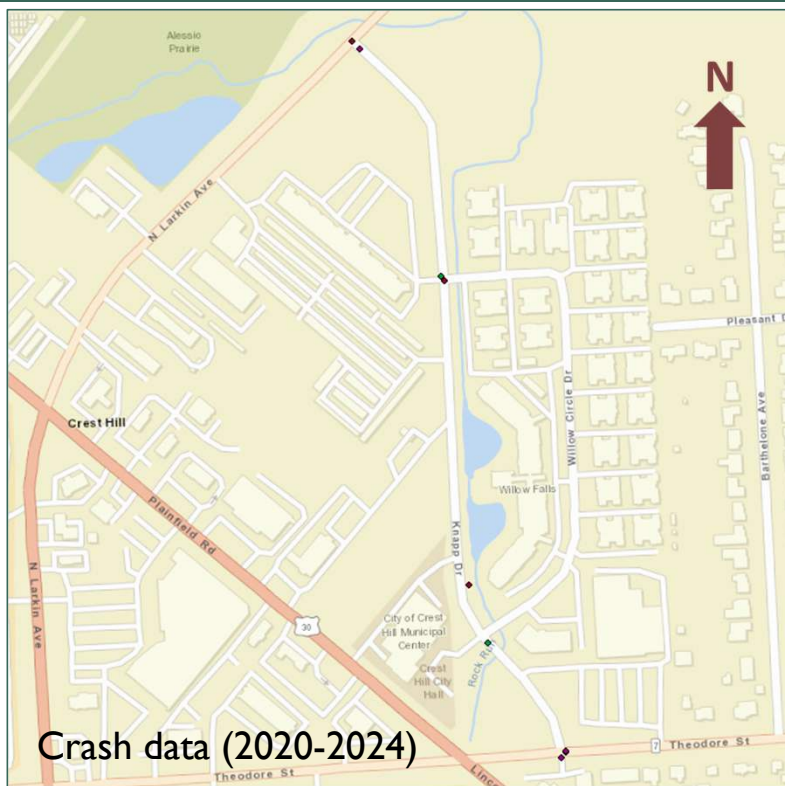
CUT-THROUGH TRAFFIC DATA

LEGEND

- GREATER THAN 75% CUT-THROUGH VOLUME
- BETWEEN 51% TO 75% CUT-THROUGH VOLUME
- LESS THAN 50% CUT-THROUGH VOLUME
- ## AM PEAK HOUR CUT-THROUGH VOLUME
- (##) PM PEAK HOUR CUT-THROUGH VOLUME



CRASH DATA & SPEED DATA ON KNAPP DRIVE

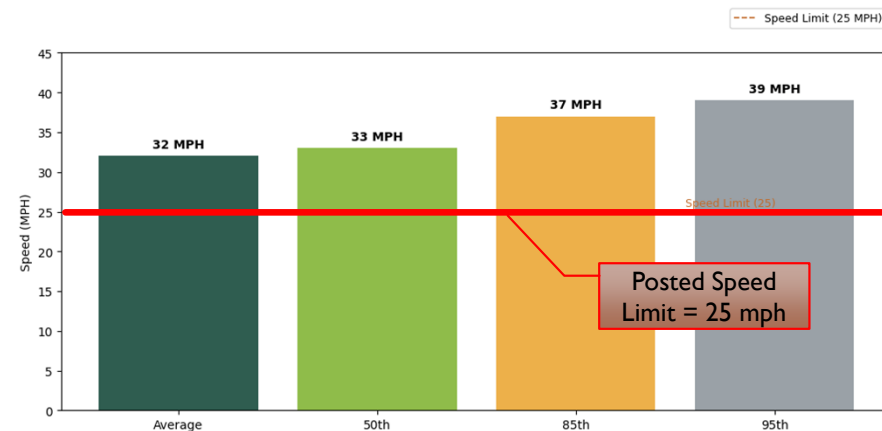


Crash Data:

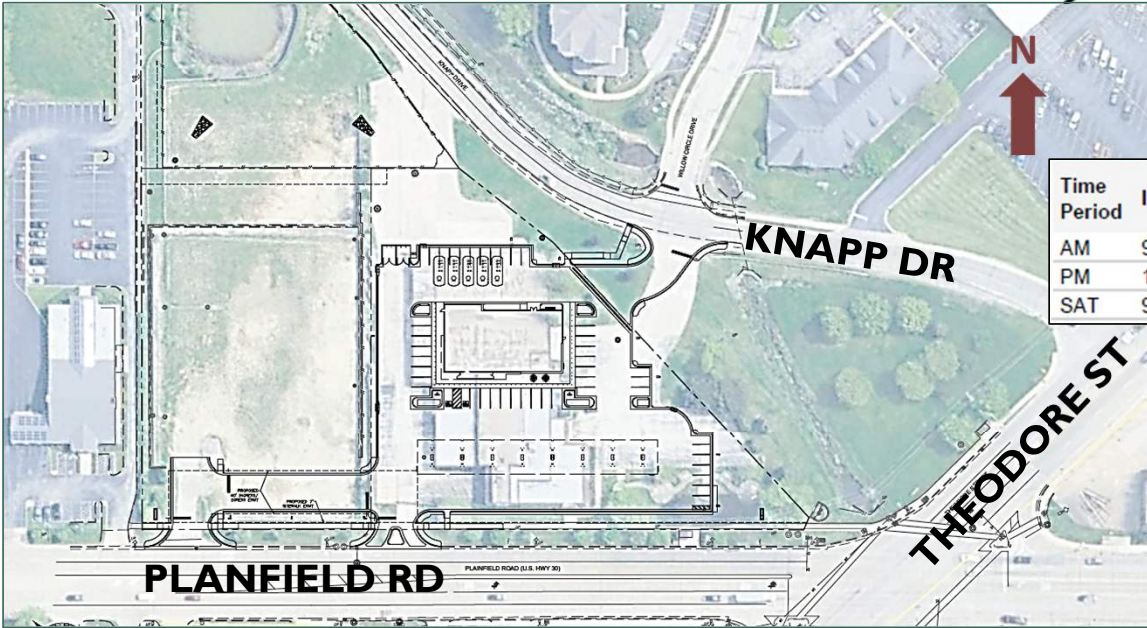
- ❖ 79 Total Crashes – 2020 to 2024
 - 74 (93.7%) at TWSC/AWSC Intersections
 - 5 (6.3%) at Midblock

Speed Data:

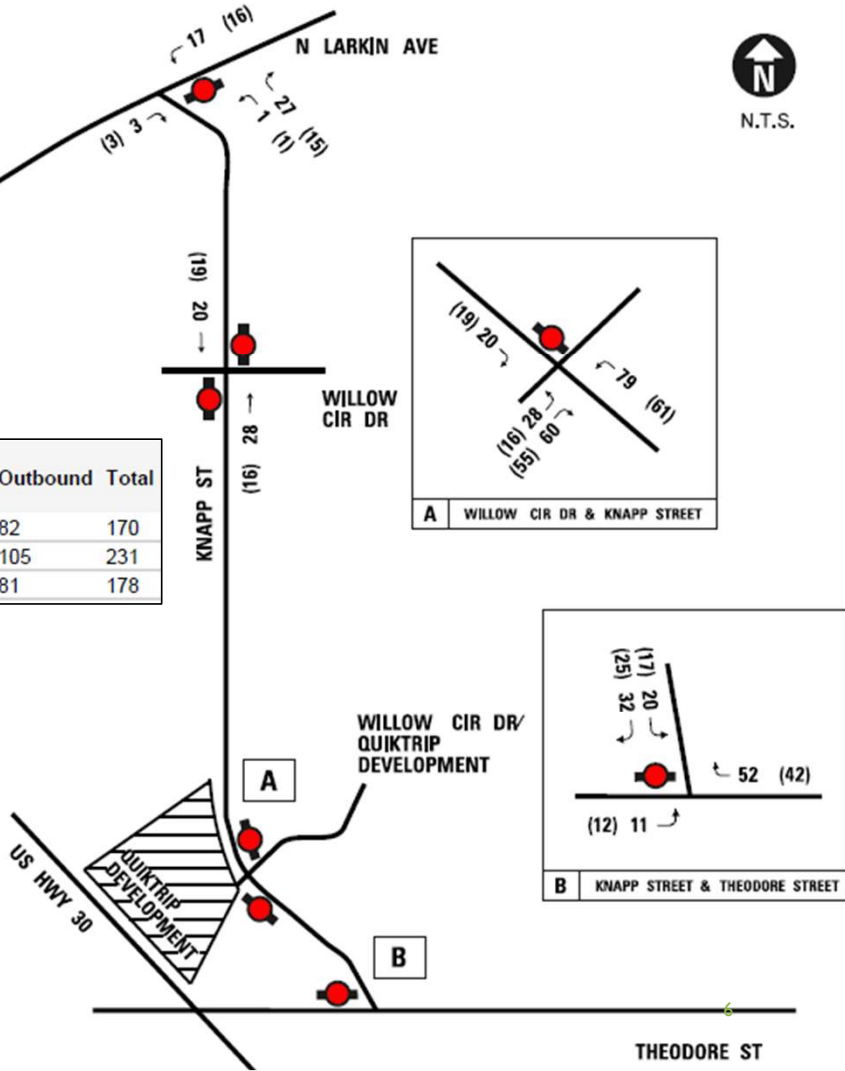
- ❖ ~32 mph average speed of vehicles
- ❖ ~37 mph 85th %ile
- ❖ Posted Speed Limit = 25 mph



QUIKTRIP DEVELOPMENT

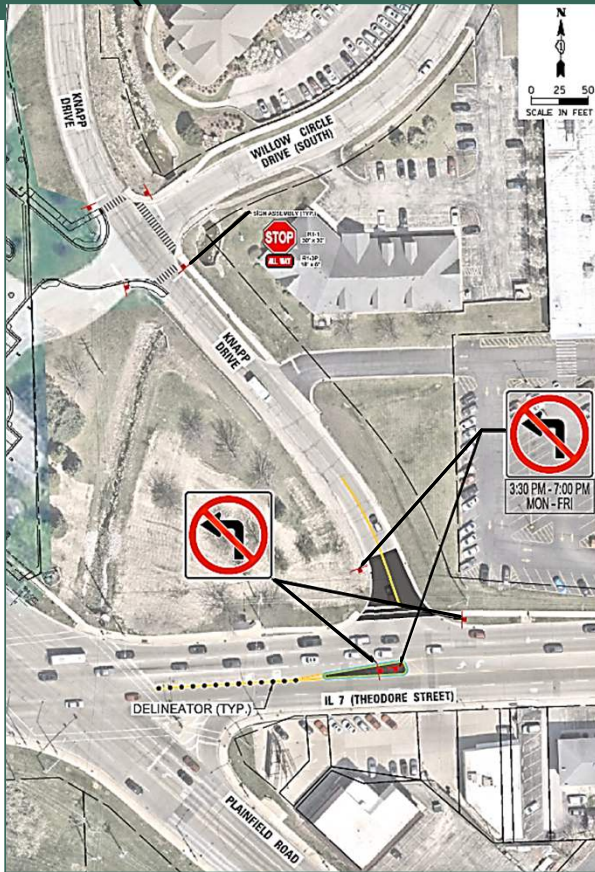


Source: KLOA TIS dated July 31, 2025



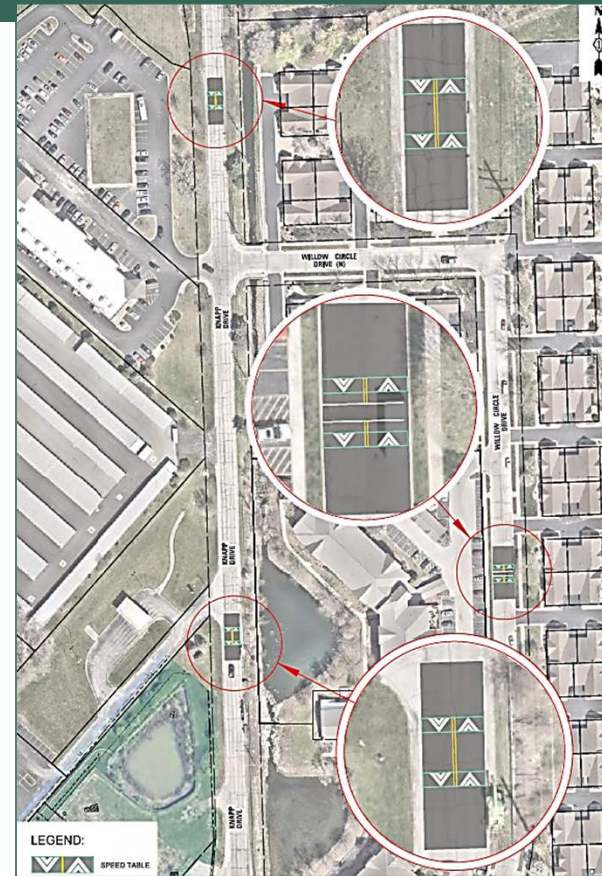
TRAFFIC CALMING SUMMARY – INITIAL IMPLEMENTATIONS ALTERNATIVES:

ALT. 1 (AWSC & LT Restrictions)



Alt 1:
Install all-way stop control at Willow Circle (south) with left turn restrictions at IL 7 (Theodore St)

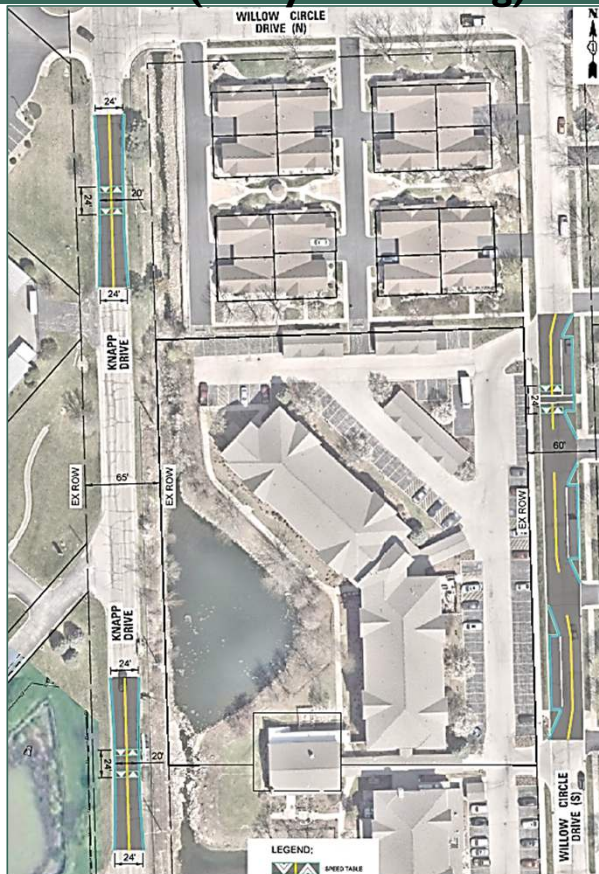
ALT. 2 (Perm/Temp Speed Tables)



Alt 2:
Install permanent or temporary speed tables along Knapp Drive

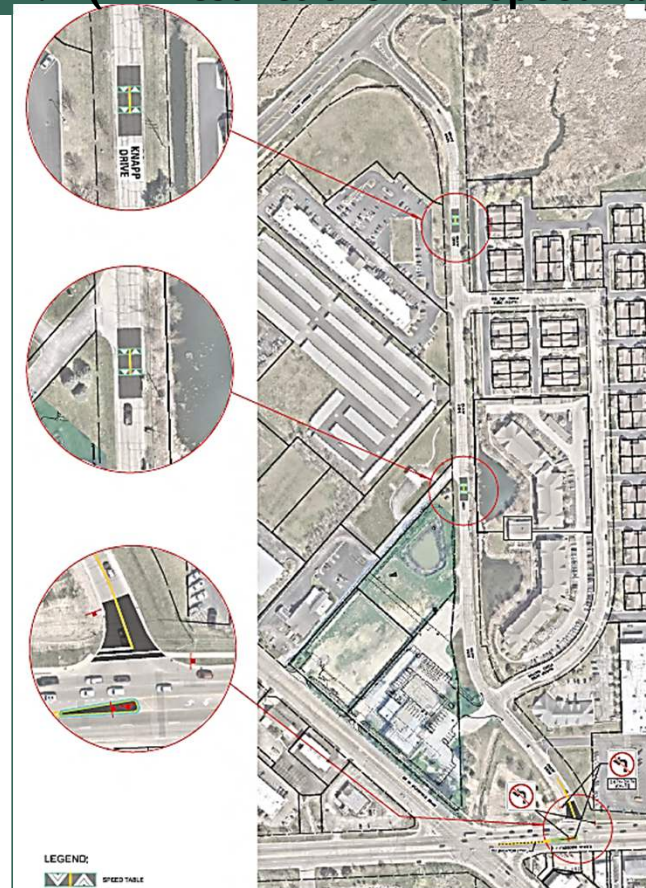
TRAFFIC CALMING SUMMARY – INITIAL IMPLEMENTATIONS ALTERNATIVES:

ALT. 3 (Rdwy Narrowing)



Alt 3:
Install roadway narrowing along Knapp Drive and consider curb extensions and parking for Willow Circle Drive

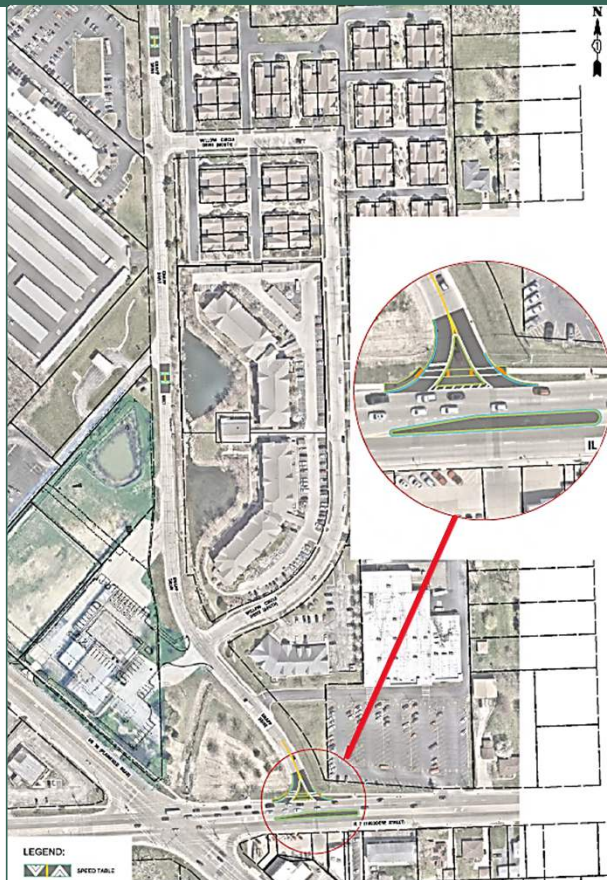
ALT. 4 (LT Restrictions with Speed Tables)



Alt 4:
Install left turn restrictions at IL 7 (Theodore St) with speed tables along Knapp Drive

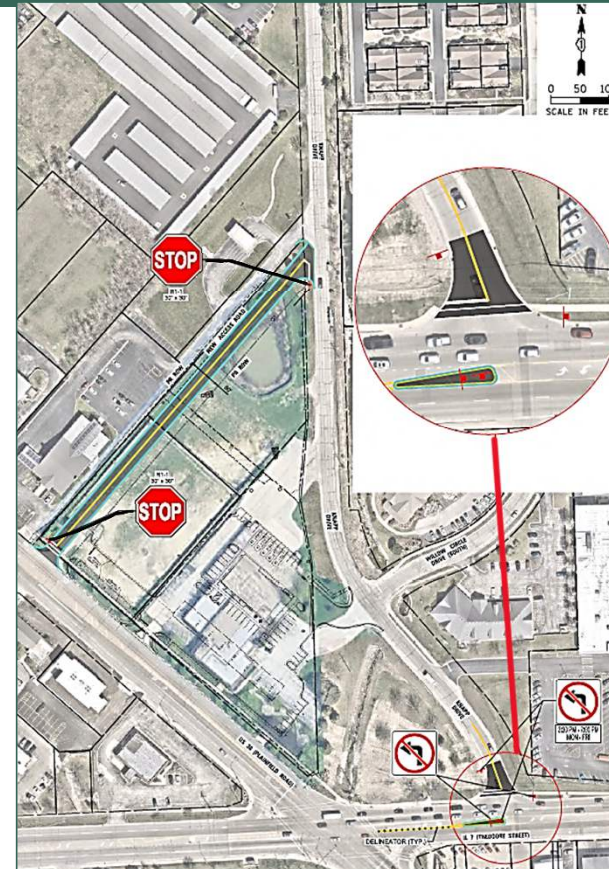
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES:

ALT. 5 (RIRO at IL 7)



Alt 5:
Install a right-in, right-out at IL 7 (Theodore Street) with speed tables along Knapp Drive.

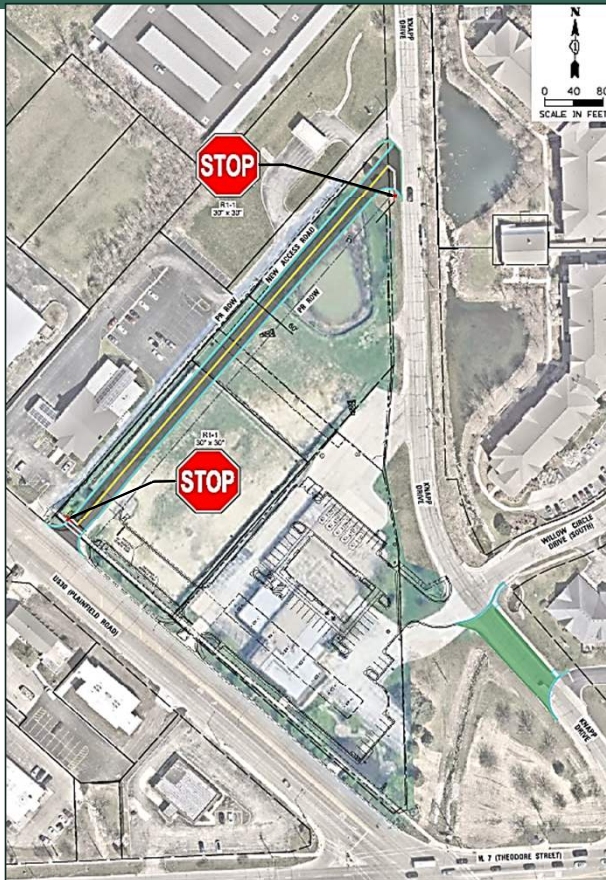
ALT. 6.A (New Access Road)



Alt 6A:
Construct a new access road at US 30 along the west side of the development to connect to Knapp Drive and install left turn restrictions at IL 7 (Theodore Street).

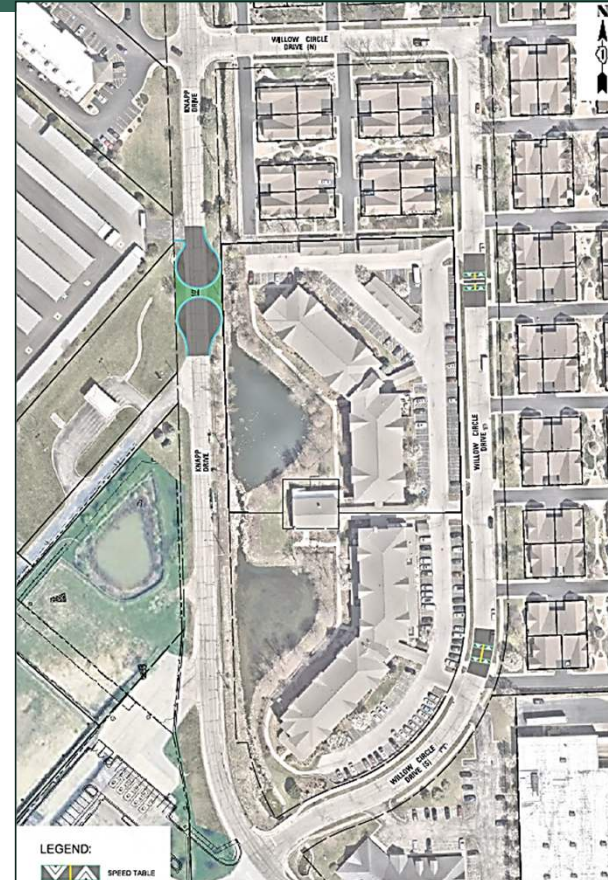
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES (...CONTINUED)

ALT. 6.B (New Access Rd with Closure)



Alt 6B:
Construct a new access road at US 30 along the west side of the development to connect to Knapp Drive and close Knapp Drive south of Willow Circle Drive south.

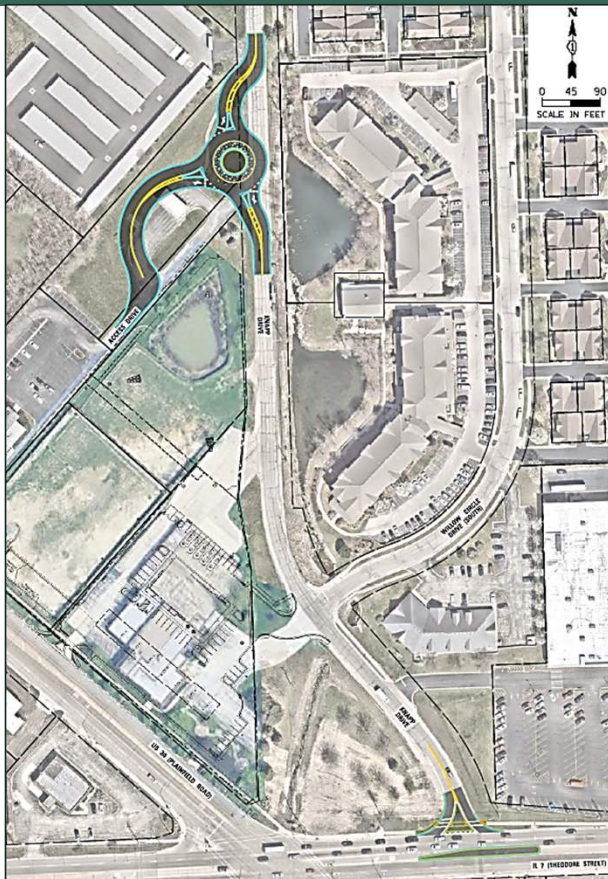
ALT. 7 (Knapp Drive Closure)



Alt 7:
Construct a road closure on Knapp Drive located in between Willow Circle Drive north and Willow Circle Drive south. Install supplemental speed tables on Willow Circle Drive.

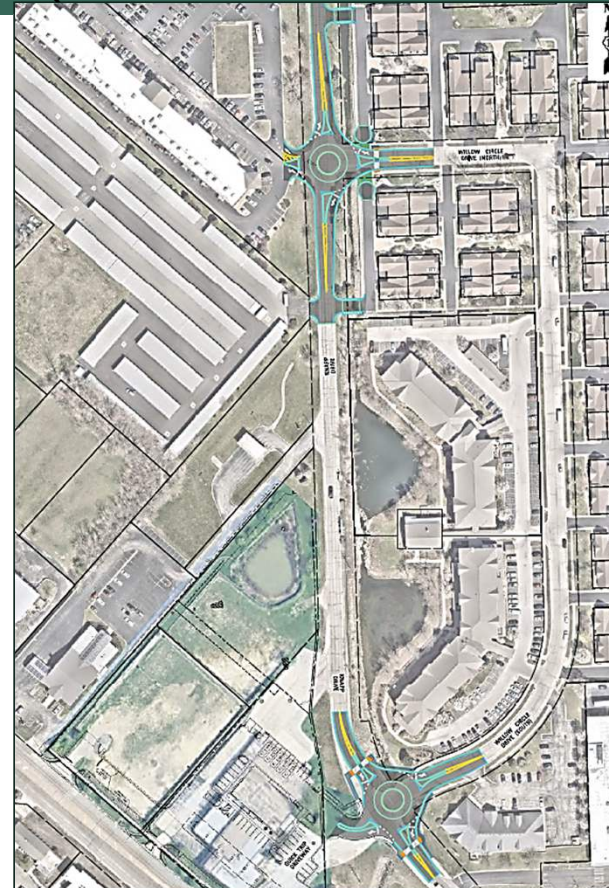
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES (...CONTINUED)

ALT. 8 (Roundabout with RIRO at IL 7)



Alt 8:
Construct a roundabout to slow traffic on Knapp Drive located in between Willow Circle Drive north and Willow Circle Drive south and install a right-in, right-out at IL 7 (Theodore St).

ALT. 9 (Two Roundabouts at Willow Circle Dr)



Alt 9:
Construct two roundabouts located at Willow Circle Drive north and Willow Circle Drive south.

RECOMMENDATION





Recommendation is to implement Traffic Calming measures using an iterative approach beginning with the initial improvements:

- Curb Bumpouts/Road narrowing
- Speed Tables
- Barrier Median
- Stop Control

If initial measures do not yield expected results, the secondary improvements should be implemented:

- RIRO
- New Roadway Access
- Roadway Closures
- Roundabout



APPENDIX - EXAMPLES

EXAMPLE OF PERMANENT CLOSURE:

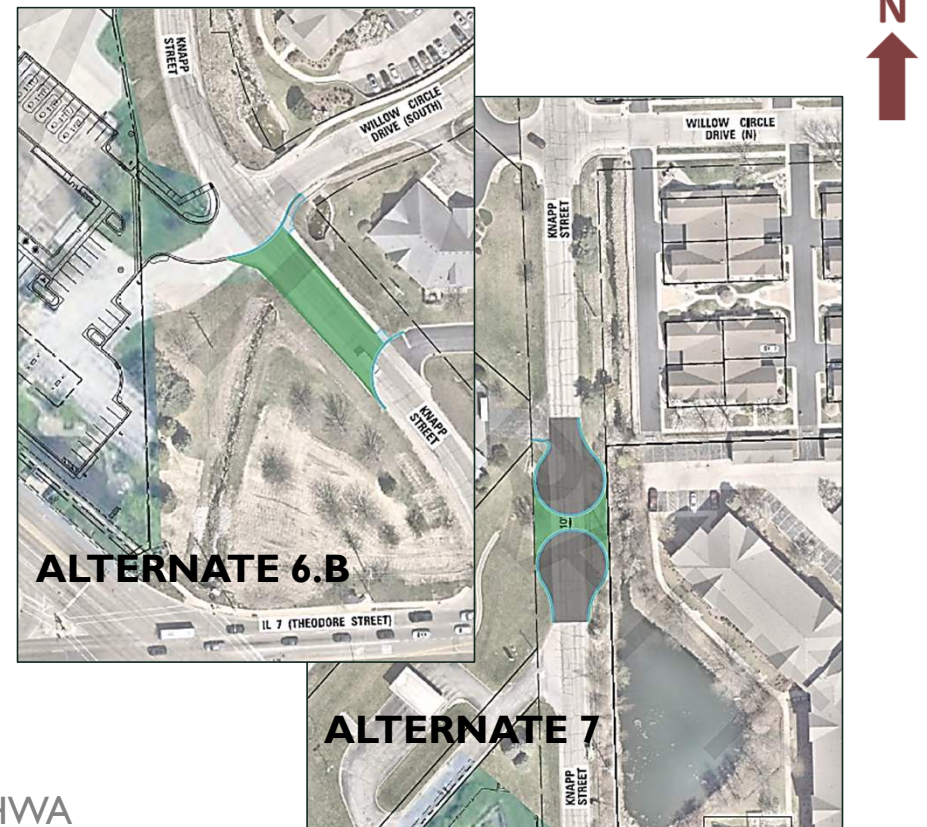
Reduces volume of cut-thru traffic.

Suggested location: South of Willow Circle Drive North and Knapp Drive

Full Closure



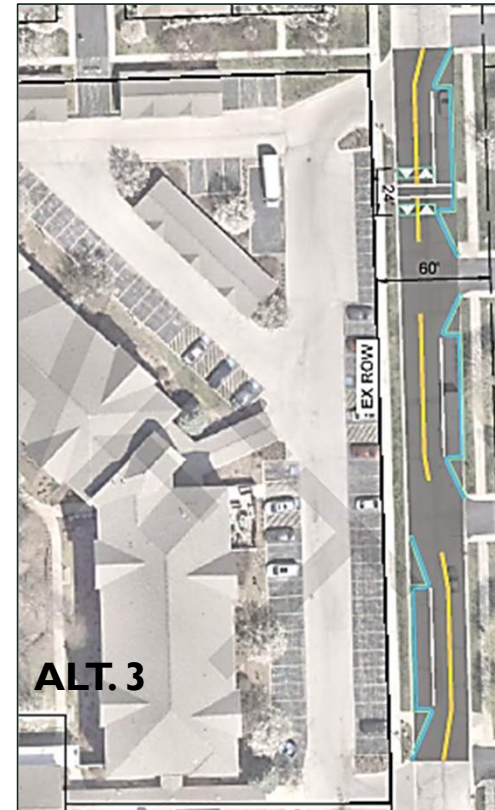
- Dead end street with one ingress/egress
- Created to eliminate through traffic



EXAMPLE OF CURB EXTENSIONS / BUMPOUTS AT INTERSECTIONS:

Visually & physically narrow the roadway, reducing volume and speed of cut-thru traffic. Raised crossing to make pedestrians more visible to motorists.

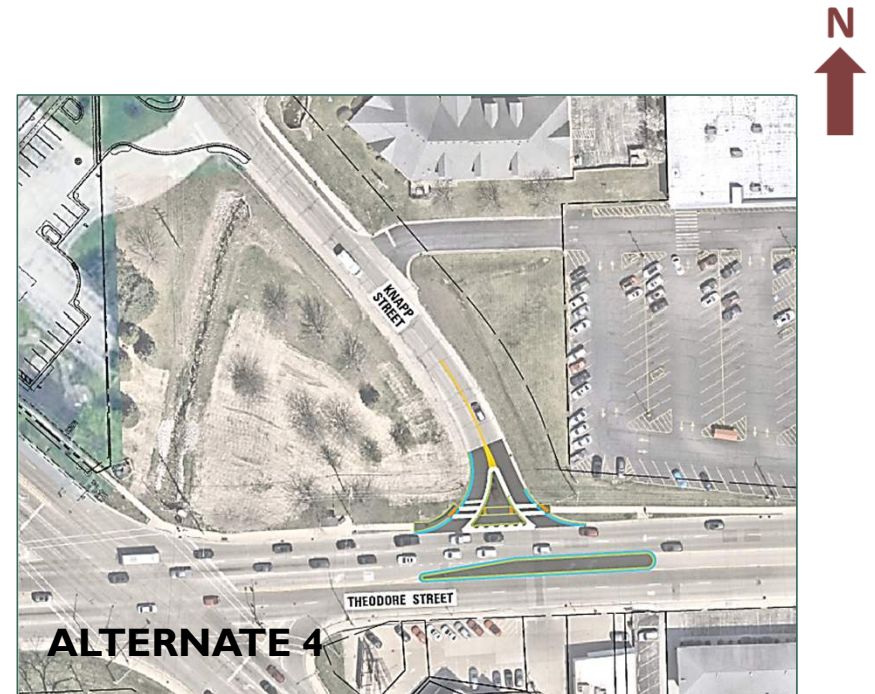
Suggested location: Willow Circle Drive



EXAMPLE OF RIGHT IN/RIGHT OUT (RIRO) AT INTERSECTIONS:

Physically restricting access at the intersection, reducing the volume of cut through traffic.

Suggested location: IL 7 (Theodore St) and Knapp Dr



EXAMPLE OF ROUNDABOUTS:

Reduces speed of all traffic and volume of cut through traffic.

Suggested location: Knapp Dr and Access Dr
Knapp Dr and North and South Willow Circle Dr

