

**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE VILLAGE COUNCIL MEETING**  
**SEPTEMBER 17, 2013 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
Adoption of Traffic Control Amendments in Neighborhood Traffic Study Area 2	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon, P.E. Director of Public Works

**SYNOPSIS**

An ordinance has been prepared to amend sections of the Municipal Code concerning the installation of Stop, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on various streets within the Neighborhood Traffic Study Area 2, bounded by Main Street, Warren Avenue, Lee Avenue, and Ogden Avenue.

**STRATEGIC PLAN ALIGNMENT**

The goals 2011-2018 identified *Top Quality Infrastructure*.

**FISCAL IMPACT**

N/A

**UPDATE & RECOMMENDATION**

This item was discussed at the September 10, 2013 Village Council meeting. Staff recommends approval on the September 17, 2013 Active Agenda.

**BACKGROUND**

The Village initiated this second neighborhood-wide traffic study in October 2012. The purpose of the study was to address traffic and pedestrian issues on a neighborhood basis to improve safety. Historically, concerns have been expressed by residents within this area related to speeding, cut-through traffic and conflicts between pedestrian and motorists issues arising from having three schools as well as downtown within close proximity.

The scope of the study included significant data collection which occurred during October and November 2012 and included:

- traffic counts on all streets within the study area
- pedestrian counts,
- intersection peak hour counts,
- parking observations, and
- intersection measurements.

Residents in the neighborhood were kept informed of the progress by means of mailings and postings on the Village's web site. A brochure highlighting the specific goals for the study was developed and included information about the operation of traffic controls and general traffic management information. A neighborhood meeting was held February 13, 2013 at Herrick Middle School for the purpose of presenting the preliminary recommendations and soliciting comments from residents of the neighborhood. Approximately 25 people attended the meeting and comments from the meeting were incorporated into the report.

The draft study includes recommendations that were classified as short-term and mid-term improvements, depending upon their complexity and cost.

### Proposed Short-Term Improvements

The TAP Commission voted unanimously to approve the study's short-term recommendations which consist of traffic control amendments including amendments to STOP, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on various streets within the Neighborhood Traffic Study Area 2. Under the recommended plan all 75 intersections will be under either traffic signal control or stop sign control. Currently 14 intersections have yield control and 13 intersections have no traffic control. In most cases a stop sign will be provided at least every other cross road along the local roads. This provides a deterrent to cut-through traffic and neighborhood speeding. The specific amendments can be found in the attachment.

Neighborhood Traffic Study #2 also recommended a series of amendments to parking regulations in this area for the purpose of simplification within the neighborhoods. Based on comments received at the 6/18/13 meeting the TAP Commission recommended not moving ahead with parking amendments at this time.

### Proposed Mid-Term Improvements

Mid-term recommendations included in the report consist of upgrading traffic control signals, public sidewalks, the implementation of traffic calming measures, a sight distance study and the completion of a corridor plan for Warren Avenue from Forest to Belmont.

#### *Pedestrian Signals*

The study found that all of the signalized intersections in the study area include pedestrian signals. Pedestrian countdown signals were included with the recently upgraded signals at Prairie and Main and Main and Grant. The study recommends that pedestrian countdown signals be included with every traffic signal upgrade or replacement project.

#### *Sidewalks*

The study indentified a gap in the public sidewalk system on the north side of Sherman Street between Saratoga and Prince and recommended that it be added to the Village's program.

#### *Traffic Calming*

The study identified three streets in the study area where 85<sup>th</sup> percentile speeds exceeded 29 miles per hour. A recommendation was made to measure speeds after the revised stop and yield signs have been put in place and implement identified traffic calming measures, including enhanced speed awareness signs, increased speed enforcement, portable or permanent electronic speed radar signs, pavement markings and horizontal or vertical deflections.

#### *Sight Distance*

The Prairie Avenue/Forest Avenue intersection has a slightly higher number of crashes compared to other intersections in this neighborhood. The consultant recommends that a follow-up sight distance study be performed and that actions be taken to improve sight distance if warranted.

#### *Warren Avenue*

Given the unique nature of the Warren Avenue corridor, the consultant recommended that a stand-alone study be completed. This is a collector road, with residential properties on the north, the railroad corridor and business uses on the south, and a new separated grade intersection with Belmont Road to the west. The consultant suggests in the report that issues to consider include intersection traffic control, bike route designation, on-street parking, landscaping and the roadway cross-section.

Staff recommends approval of an ordinance amending sections of the Municipal Code concerning the installation of Stop, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on

various streets within Neighborhood Traffic Study Area 2. Staff will continue to work with the neighborhood residents and the TAP Commission with respect to the mid-term recommendations. Staff is not recommending any parking restriction changes at this time.

**ATTACHMENTS**

Proposed Amendments

Ordinance

Meeting Minutes – TAP Commission April 10, 2013

Meeting Minutes – TAP Commission June 19, 2013

Meeting Minutes – TAP Commission August 14, 2013

Project Exhibits

## **Proposed Amendments to Municipal Code**

### **1. STOP and Yield Signs**

- Replace YIELD with STOP Lee Ave at Warren
- Replace YIELD with STOP Northcott at Warren
- Replace YIELD with STOP Wallbank at Warren
- Replace YIELD with STOP Seeley at Warren
- Replace YIELD with STOP Montgomery at Warren
- Replace YIELD with STOP Oakwood at Warren
- Replace YIELD with STOP Middaugh at Warren
- Replace YIELD with STOP Linscott at Warren
- Replace YIELD with STOP Saratoga Ave at Warren
- Replace YIELD (WB) with STOP Franklin at Oakwood
- Replace YIELD with STOP (N-S) Middaugh at Franklin
- Replace YIELD (N-S) and No Control (E-W) with All-Way STOP Linscott at Franklin
- Replace YIELD (E-W) and No Control (N-S) with All-Way STOP Forest at Franklin
- Replace No Control (NB) with STOP Parkway Dr at Franklin
- Replace No Control (N-S) with STOP Saratoga at Franklin
- Replace No Control (SB) with STOP Prince at Franklin
- Replace No Control (NB) with STOP Northcott at Chicago
- Replace No Control (NB) with STOP Wallbank at Chicago
- Replace No Control (NB) with STOP Montgomery at Chicago
- Replace No Control (WB) with STOP Banchory Ct at Lee
- Replace No Control (EB) with STOP Grant at Lee
- Replace No Control (WB) with STOP Grant at Downers Dr
- Replace No Control (NB) with STOP Linscott at Grant
- Replace No Control (WB) with STOP Glen at Lee
- Replace YIELD with STOP Sherman at Saratoga
- Replace YIELD with STOP Sherman at Prince
- Replace STOP (N-S) with All-Way STOP Forest at Lincoln

### **2. School Crossings / Pedestrian Crossings**

- New “School Ahead” sign EB Grant east of Downers Dr
- New “School Ahead” sign WB Grant west of Linscott
- New north-south “School Crossing” signs Main St at Grant intersection
- New “School Ahead” sign southbound Main Street north of Prairie
- New east-west “Pedestrian Crossing” signs on Franklin west of Forest
- New “School Ahead” sign eastbound Franklin west of Main
- New “School Crossing” sign northbound Main south of Franklin
- New “School Crossing” sign southbound Forest north of Franklin

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE ESTABLISHING AND AMENDING STOP AND YIELD SIGN  
LOCATIONS AT MULTIPLE INTERSECTIONS**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by **shading**/underline; deletions by ~~strikeout~~):

**Section 1. That Section 14.63 is hereby amended to read as follows:**

**14.63 Isolated yield right-of-way signs.**

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right-of-way entrances".

Austin Street. At the northeast and southwest corners of the intersection of Austin Street and Douglas Road, regulating both eastbound and westbound traffic on Austin Street.

Barrett Street. At the northwest and southeast corners of the intersection of 67th Street and Barrett Street, regulating northbound and southbound traffic on Barrett Street.

Belden Avenue. At the southeast corner of the intersection of Belden Avenue and Curtiss Street, regulating northbound traffic on Belden Avenue.

Brookside Lane. At the northeast corner of the intersection of Venard Road and Brookside Lane, regulating eastbound traffic on Brookside Lane.

Brunette Drive. At the southeast corner of the intersection of Brunette Drive and Bolson Drive, regulating the eastbound traffic on Brunette Drive.

Burlington Avenue. At the northwest corner of the intersection of Burlington Avenue and Washington Street, regulating westbound traffic on Burlington Avenue.

Cambridge Road. At the southeast corner of the intersection of Cambridge Road and Concord Drive, regulating northbound traffic on Cambridge Road.

Centre Circle. At the northwest corner of the intersection of Centre Circle and Brook Drive, regulating southbound traffic on Brook Drive.

Claremont Court. At the northwest and southeast corners of the intersection of Claremont Court and Claremont Drive, regulating southbound and northbound traffic on Claremont Court.

Clayton Court. At the northwest corner of the intersection of Clayton Court and Claremont Drive, regulating southbound traffic on Clayton Court.

Coralberry Lane. At the northeast corner of the intersection of Coralberry Lane and Downers Drive, regulating westbound traffic on Coralberry Lane.

Douglas Road. At the northwest corner of the westerly intersection of Sherman Street and Douglas Road and the southeast corner of the easterly intersection of Sherman Street and Douglas Road, regulating northbound and southbound traffic on Douglas Road.

Douglas Road. At the northwest and southeast corners of the intersection of Douglas Road and 40th Street, regulating northbound and southbound traffic on Douglas Road.

Drove Avenue. At the northeast corner of the intersection of Belle Aire Lane and Drove Avenue, regulating westbound traffic on Drove Avenue.

Elizabeth Lane. At the northeast and southwest corners of the intersection of Elizabeth Lane and Knottingham Lane, regulating both eastbound and westbound traffic on Elizabeth Lane.

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Fairmount Avenue. At the southeast and northwest corners of the intersection of Fairmount Avenue at 62nd Street, regulating northbound and southbound traffic on Fairmount Avenue.

Farley Place. At the northeast corner of the intersection of Farley Place and Lyman Avenue, regulating westbound traffic on Farley Place.

Farley Place. At the southwest corner of the intersection of Farley Place and Park Avenue, regulating eastbound traffic on Farley Place.

Florence Avenue. At the northwest and southeast corners of the intersection of Florence Avenue and Sheldon Avenue, regulating both northbound and southbound traffic on Florence Avenue.

~~Franklin Street. At the northwest corner of the intersection of Franklin Street and Oakwood Avenue, regulating westbound traffic on Franklin Street.~~

Hillcrest Road. At the southeast corner of the intersection of Hillcrest Road and 61st Street, regulating northbound traffic on Hillcrest Road.

~~Lee Avenue. At the northwest corner of the intersection of Lee Avenue and Warren Avenue, regulating southbound traffic on Lee Avenue.~~

Lincoln Street, at the northwest and southwest corners of Stanley Avenue and Lincoln Street, regulating westbound and eastbound traffic on Lincoln Street.

Linden Place. At the southeast and northwest corners of the intersection of Linden Place and Franklin Street, regulating southbound and northbound traffic respectively on Linden Place.

~~Linscott Avenue. At the northwest corner of the intersection of Linscott Avenue and Warren Avenue, regulating southbound traffic on Linscott Avenue.~~

~~Linscott Avenue. At the northwest and southeast corners of the intersection of Linscott Avenue at Franklin Street, regulating northbound and southbound traffic on Linscott Avenue.~~

Lyman Avenue. At the southwest and northwest corners of the intersection of Lyman Avenue at 62nd Street, regulating northbound and southbound traffic on Lyman Avenue.

Lyman Avenue. At the southeast corner of the southerly intersection of Lyman Avenue and 72nd Street, regulating northbound traffic on Lyman Avenue.

Lyman Avenue. At the northwest and southeast corners of the intersection of Lyman Avenue and Claremont Drive, regulating southbound and northbound traffic on Lyman Avenue.

Meadowcrest Drive. At the northwest corner of the intersection of Meadowcrest Drive and Claremont Drive, regulating southbound traffic on Meadowcrest Drive.

Meadowcrest Drive. At the northwest and southeast corners of the intersection of Meadowcrest Drive and Valley View Drive, regulating northbound and southbound traffic on Meadowcrest Drive.

Middaugh Avenue. At the northwest and southeast corners of the intersection of Middaugh Avenue and Blanchard Street, regulating both northbound and southbound traffic on Middaugh Avenue.

~~Middaugh Avenue. At the northwest corner of Middaugh Avenue and Warren Avenue, regulating southbound traffic on Middaugh Avenue.~~

~~Middaugh Avenue. At the northwest and southeast corners of the intersection of Middaugh Avenue and Franklin Street, regulating both northbound and southbound traffic on Middaugh Avenue.~~

~~Montgomery Avenue. At the northwest corner of Montgomery Avenue and Warren Avenue, regulating southbound traffic on Montgomery Avenue.~~

~~Norheott Avenue. At the northwest corner of Norheott Avenue and Warren Avenue, regulating southbound traffic on Norheott Avenue.~~

~~Oakwood Avenue. At the northwest corner of Oakwood Avenue and Warren Avenue, regulating southbound traffic on Oakwood Avenue.~~

Osage Avenue. At the northwest and southeast corners of Osage Avenue and Claremont Drive, regulating southbound and northbound traffic on Osage Avenue.

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Oxnard Drive. At the southeast corner of the intersection of Oxnard Drive and Bolson Drive, regulating northbound traffic on Oxnard Drive.

Parkview Drive. At the northwest corner of Parkview Drive and Claremont Drive, regulating southbound traffic on Parkview Drive.

Pershing Avenue. At the northwest corner of Pershing Avenue and Warren Avenue, regulating southbound traffic on Pershing Avenue.

Plymouth Street. At the northwest and southeast corners of the intersection of Plymouth Street and Jefferson Avenue, regulating northbound and southbound traffic on Plymouth Street.

Powell Street. At the northwest and southeast corners of the intersection of 67th Street and Powell Street, regulating northbound and southbound traffic on Powell Street.

Pershing Avenue. At the northwest and southeast corners of the intersection of Grant Avenue and Pershing Avenue regulating northbound and southbound traffic on Pershing Avenue.

Saratoga Avenue. At the northwest and southeast corners of the intersection of 39th Street and Saratoga Avenue and 67th Street and Saratoga Avenue, regulating northbound and southbound traffic on Saratoga Avenue.

~~Saratoga Avenue. At the northwest corner of Saratoga Avenue and Warren Avenue, regulating southbound traffic on Saratoga Street.~~

~~Seeley Avenue. At the northwest corner of Seeley Avenue and Warren Avenue, regulating southbound traffic on Seeley Avenue.~~

Sherman Street. At the northeast corner of the intersection of Sherman Street and Elm Street regulating westbound traffic on Sherman Street.

Sherman Street. At the northeast corner of Saratoga Avenue and Sherman Street, regulating westbound traffic on Sherman Street.

Springside Avenue. At the southeast corner of Brunette Drive regulating northbound traffic on Springside Avenue.

Stonewall Avenue. At the northwest corner of Stonewall Avenue and Warren Avenue, regulating southbound traffic on Stonewall Avenue.

Stonewall Avenue. At the northwest and southeast corners of the intersection of Stonewall Avenue and Oxnard Drive, regulating both northbound and southbound traffic on Stonewall Avenue; and at the southeast corner of the intersection of Stonewall Avenue and Bolson Drive, regulating northbound traffic on Stonewall Avenue.

Summit Street. At the northeast corner of the intersection of Summit Street and Carpenter Street, regulating westbound traffic on Summit Street.

Summit Street. At the southwest and northeast corners of the intersection of Summit Street and Fairmount Avenue, regulating both eastbound and westbound traffic on Summit Street; and at the southwest and northeast corners of the intersection of Summit Street and Park Avenue, regulating both eastbound and westbound traffic on Summit Street.

Summit Street. At the southwest and northeast corners of the intersection of Summit Street and Benton Avenue, regulating both eastbound and westbound traffic on Summit Street.

Summit Street. At the southwest corner of the intersection of Summit Street and Blodgett Avenue, regulating eastbound traffic on Summit Street.

Thatcher Road, At the northeast corner of the intersection of Hitchcock Avenue and Thatcher Road regulating northbound traffic on Thatcher Road.

Venard Road. At the northwest corner of the intersection of Venard Road and 35th Street, regulating southbound traffic on Venard Road.

Victor Street. At the northwest and southeast corners of the intersection of Victor Street and 7th Street, regulating northbound and southbound traffic on Victor Street.

~~Wallbank Avenue. At the northwest corner of Wallbank Avenue and Warren Avenue, regulating southbound traffic on Wallbank Avenue.~~

Webster Street. At the southeast and northwest corners of the intersection of Webster Street and Summit Street, regulating northbound and southbound traffic on Webster Street.

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Woodward Avenue. At the northwest corner of Woodward Avenue and Warren Avenue, regulating southbound traffic on Woodward Avenue.

4th Street. At the northeast and southwest corners of the intersection of 4th Street and Florence Avenue, regulating both eastbound and westbound traffic on 4th Street.

4th Street. At the northeast and southwest corners of the intersection of 4th Street and Victor Street, regulating both eastbound and westbound traffic on 4th Street.

7th Street. At the northeast and southwest corners of the intersection of 7th Street and Florence Avenue, regulating both eastbound and westbound traffic on 7th Street.

8th Street. At the northeast and southwest corners of the intersection of 8th Street and Cumnor Road, regulating both eastbound and westbound traffic on 8th Street.

8th Street. At the northeast and southwest corners of the intersection of 8th Street and Florence Avenue, regulating the eastbound and westbound traffic on 8th Street.

40th Street. At the southwest and northeast corners of the intersection of 40th Street, Sterling Road, Glendenning Road and Earlston Road regulating eastbound and westbound traffic on 40th Street at such intersections.

60th Street. At the northeast and southwest corners of the intersection of 60th Street and Grand Avenue, regulating eastbound and westbound traffic on 60th Street.

62nd Place. At the northeast and southwest corners of the intersection of 62nd Place and Carpenter Street, regulating westbound traffic on 62nd Place.

65th Street. At the northeast and southwest corners of the intersection of 65th Street and Fairmount Avenue, regulating both eastbound and westbound traffic on 65th Street.

68th Street. At the northeast corner of the intersection of 68th Street and Fairmount Avenue, regulating westbound traffic on 68th Street.

72nd Street. At the southwest corner of the northerly intersection of 72nd Street and Lyman Avenue, regulating eastbound traffic on 72nd Street.

In compliance with such "yield right-of-way" signs, the driver of each vehicle approaching a yield right-of-way sign shall reduce the speed of such vehicle to not more than twenty miles per hour, and shall yield the right of way to vehicles which have entered the intersections or which are approaching so closely on such streets as to create an immediate hazard. (Ord. No. 1028, § 2; Ord. No. 1032, §§ 1, 2, 3; Ord. No. 1673, § 3; Ord. No. 1718, § 3; Ord. No. 1720, § 3; Ord. No. 1723, § 3; Ord. No. 1761, § 3; Ord. No. 1781, § 5; Ord. No. 1818, § 3; Ord. No. 1963, § 3; Ord. No. 2023, § 4; Ord. No. 2025, § 1; Ord. No. 2049, § 2; Ord. No. 2092, § 2; Ord. No. 2095, § 2; Ord. No. 2104, § 5; Ord. No. 2123, § 2; Ord. No. 2348, § 4; Ord. No. 2381, § 2; Ord. No. 2429, § 3; Ord. No. 2460, § 2; Ord. No. 2498, §§ 2, 3; Ord. No. 2570, § 3; Ord. No. 2726, § 2; Ord. No. 2750, § 2; Ord. No. 2948, § 2; Ord. No. 2995, § 2; Ord. No. 3049, §§ 2, 3; Ord. No. 3117, § 3; Ord. No. 3222, § 3; Ord. No. 3328, § 2; Ord. No. 3346, § 4.)

### **Section 2. That Section 14.63.1. is hereby amended to read as follows:**

#### **14.63.1. Yield right-of-way streets.**

The following public highways in the Village are hereby designated yield right-of-way streets, and all cars approaching such streets shall yield right of way to all traffic on said streets.

*Brookbank Road*, from the north line of 60th Place to the north line of 63rd Street.

*Claremont Drive*, from the east line of Main Street to the west line of Fairview Avenue.

~~*Warren Avenue*, from the east line of Belmont Road to the west line of Forest Avenue.~~  
(Ord. No. 2104, § 6; Ord. No. 2108, § 3; Ord. No. 2570, § 4; Ord. No. 3103, § 7; Ord. 3124 § 3.)

### **Section 3. That Section 14.80 is hereby amended to read as follows:**



#### 14.80 Isolated stop signs.

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

*Aldrich Place.* At the southwest corner of the intersection of Aldrich Place and Woodward Avenue, to direct vehicular traffic proceeding easterly on Aldrich Place to come to a full stop before proceeding across or into Woodward Avenue.

*Applegate Avenue.* At the northeast corner of the intersection of Applegate Avenue and Old Main Street, to direct vehicular traffic proceeding westerly on Applegate Avenue to come to a full stop before proceeding across or into Old Main Street.

*Banchory Court.* At the northeast corner of the intersection of Banchory Court and Lee Avenue, regulating westbound traffic on Banchory Court.

*Barneswood Drive.* At the northeast corner of the intersection of Barneswood Drive and Venard Road, regulating westbound traffic on Barneswood Drive.

*Barrett Street.* At the northwest corner of the intersection of Barrett Street and Norfolk Street to direct traffic proceeding southerly on Barrett Street to come to a full stop before proceeding across or into Norfolk Street.

*Barrett Street.* At the northwest and southeast corners of the intersection of Barrett Street and 71st Street, to direct vehicular traffic proceeding southerly and northerly on Barrett Street to come to a full stop before proceeding across or into 71st Street.

*Belden Avenue.* At the northwest corner of the intersection of Belden Avenue and Maple Avenue, to direct vehicular traffic proceeding southerly on Belden Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Benton Avenue.* At the southeast corner of the intersection of Benton Avenue and Maple Avenue, to direct vehicular traffic proceeding northerly on Benton Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Birch Avenue.* At the northeast corner of the intersection of Birch Avenue and Washington Street, to direct vehicular traffic proceeding westerly on Birch Avenue to come to a full stop before proceeding across or into Washington Street.

*Blackburn Avenue.* At the southwest corner of the intersection of Blackburn Avenue and Fairview Avenue, to direct vehicular traffic proceeding easterly on Blackburn Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Blackburn Avenue.* At the northwest corner of the intersection of Blackburn Avenue and Claremont Drive, to direct traffic proceeding southerly on Blackburn Avenue to come to a full stop before proceeding across or into Claremont Drive.

*Blackburn Avenue.* At the southeast corner of the intersection of Blackburn Avenue and Claremont Drive, to direct traffic proceeding northerly on Blackburn Avenue to come to a full stop before proceeding across or into Claremont Drive.

*Blanchard Street.* At the northeast and southwest corners of the intersection of Blanchard Street and Webster Street, to direct traffic proceeding easterly or westerly on Blanchard Street to come to a full stop before proceeding across or into Webster Street.

*Blanchard Street.* At the northeast corner of the intersection of Blanchard Street and Dunham Road, to direct vehicular traffic proceeding westerly on Blanchard Street to come to a full stop before proceeding across or into Dunham Road.

*Blodgett Avenue.* At the southeast corner of the intersection of Blodgett Avenue and 59th Street, to direct vehicular traffic proceeding northerly on Blodgett Avenue to come to a full stop before proceeding across or into 59th Street.

*Blodgett Avenue.* At the southeast corner of the intersection of Blodgett Avenue and Maple Avenue, to direct vehicular traffic proceeding northerly on Blodgett Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Bolson Drive.* At the southwest corner of the intersection of Bolson Drive and Dunham

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Road, to direct vehicular traffic proceeding easterly on Bolson Drive to come to a full stop before proceeding across or into Dunham Road.

*Bolson Drive.* At the northeast corner of the intersection of Bolson Drive and Woodward Avenue, to direct vehicular traffic proceeding westerly on Bolson Drive to come to a full stop before proceeding across or into Woodward Avenue.

*Brookbank Road.* At the southeast and northwest corners of the intersection of Brookbank Road and 59th Street, to direct vehicular traffic proceeding northerly and southerly on Brookbank Road to come to a full stop before proceeding across or into 59th Street.

*Brookbank Road.* At the southeast corner of the intersection of Brookbank Road and Gilbert Avenue, to direct vehicular traffic proceeding northerly on Brookbank Road to come to a full stop before proceeding across or into Gilbert Avenue.

*Brookbank Road.* At the southeast and northwest corners of the intersection of Brookbank Road and Maple Avenue, to direct vehicular traffic proceeding northerly and southerly on Brookbank Road to come to a full stop before proceeding across or into Maple Avenue.

*Brookside Drive.* At the southwest corner of the intersection of Brookside Drive and Fairview Avenue, to direct vehicular traffic proceeding easterly on Brookside Drive to come to a full stop before proceeding across or into Fairview Avenue.

*Brookside Lane.* At the southwest corner of the intersection of Brookside Lane and Saratoga Avenue, to direct vehicular traffic proceeding easterly in Brookside Lane to come to a full stop before proceeding into Saratoga Avenue.

*Bryan Place.* At the northwest corner and the southeast corner of the intersection of Bryan Place and Franklin Street, to direct vehicular traffic proceeding northerly and southerly on Bryan Place to come to a full stop before proceeding across or into Franklin Street.

*Bryan Place.* At the northwest corner of the intersection of Bryan Place and Rogers Street, to direct vehicular traffic proceeding southerly on Bryan Place to come to a full stop before proceeding across or into Rogers Street.

*Bryan Street.* At the northwest corner of the intersection of Bryan Street and Grant Street, to direct vehicular traffic proceeding southerly on Bryan Street to come to a full stop before proceeding across or into Grant Street.

*Buckingham Place.* At the southwest corners of the intersection of Buckingham Place and Fairview Avenue, to direct vehicular traffic proceeding easterly on Buckingham Place to come to a full stop before proceeding across or into Fairview Avenue.

*Bunning Drive.* At the southwest corner of the intersection of Bunning Drive and Fairview Avenue, to direct vehicular traffic proceeding easterly on Bunning Drive to come to a full stop before proceeding across or into Fairview Avenue.

*Burlington Avenue.* At the northeast corner of the intersection of Burlington Avenue and Maple Avenue, to direct vehicular traffic proceeding westerly on Burlington Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Burlington Avenue.* At the southwest corner of the intersection of Burlington Avenue and Fairview Avenue, to direct vehicular traffic proceeding easterly on Burlington Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Burlington Avenue.* At the northeast and southwest corners of the intersection of Burlington Avenue and Washington Street, to direct vehicular traffic proceeding westerly and easterly on Burlington Avenue to come to a full stop before proceeding across or into Washington Street.

*Butterfield Frontage Road.* At the southwest corner of the intersection of Butterfield Frontage Road and Downers Drive to direct vehicular traffic proceeding easterly in Butterfield

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Frontage Road to come to a full stop before proceeding into Downers Drive.

*Camden Road.* At the intersection of Camden Road and Devereux Road, to direct traffic proceeding northeasterly or southwesterly on Devereux Road or southerly on Camden Road, to come to a full stop before proceeding across or into said intersection.

*Carpenter Street.* At the northwest and southeast corners of the intersection of Blanchard Street and Carpenter Street, to direct traffic proceeding northerly and southerly in Carpenter Street to come to a full stop before proceeding across or into Blanchard Street.

*Carpenter Street.* At the southeast and northwest corners of the intersection of Carpenter Street and 59th Street, to direct vehicular traffic proceeding northerly and southerly on Carpenter Street to come to a full stop before proceeding across or into 59th Street.

*Carpenter Street.* At the southeast corner of the intersection of Carpenter Street and Gilbert Avenue, to direct vehicular traffic proceeding northerly on Carpenter Street to come to a full stop before proceeding across or into Gilbert Avenue.

*Chase Avenue.* At the northwest corner of the intersection of Chase Avenue and Curtiss Street, to direct vehicular traffic proceeding southerly on Chase Avenue to come to a full stop before proceeding across or into Curtiss Street.

*Chicago Avenue.* At the northeast and southwest corners of the intersection of Chicago Avenue and Fairview Avenue, to direct vehicular traffic proceeding westerly and easterly on Chicago Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Chicago Avenue.* At the northeast and southwest corners of the intersection of Chicago Avenue and Main Street, to direct vehicular traffic proceeding westerly and easterly on Chicago Avenue to come to a full stop before proceeding across or into Main Street.

*Chicago Avenue.* At the southwest corner of the intersection of Chicago Avenue and Cumnor Road, to direct traffic proceeding in an easterly direction on Chicago Avenue to come to a full stop before proceeding into or across Cumnor Road.

*Chicago Avenue.* At the southwest and northeast corner of the intersection of Chicago Avenue and Cumnor Road, to direct traffic proceeding in an easterly and westerly direction on Chicago Avenue to come to a full stop before proceeding into or across Cumnor Road.

*Chicago Avenue.* At the southwest and northeast corners of the intersection of Chicago Avenue and Roslyn Road, to direct traffic proceeding in an easterly and westerly direction on Chicago Avenue to come to a full stop before proceeding into or across Roslyn Road.

*Claremont Drive.* At the southwest corner of the intersection of Claremont Drive and Fairview Avenue, to direct vehicular traffic proceeding easterly on Claremont Drive to come to a full stop before proceeding across or into Fairview Avenue.

*Concord Drive.* At the southwest corner of the intersection of Concord Drive and Dunham Road, to direct vehicular traffic proceeding easterly on Concord Drive to come to a full stop before proceeding across or into Dunham Road.

*Concord Drive.* At the northeast corner of the intersection of Concord Drive and Woodward Avenue, to direct vehicular traffic proceeding westerly on Concord Drive to come to a full stop before proceeding across or into Woodward Avenue.

*Coralberry Lane.* At the southwest corner of the intersection of Coralberry Lane and Venard Road, to direct vehicular traffic proceeding easterly in Coralberry Lane to come to a full stop before proceeding into Venard Road.

*Cornell Avenue.* At the northwest corner of the intersection of Cornell Avenue and Warren Avenue, to direct vehicular traffic proceeding southerly on Cornell Avenue to come to a full stop before proceeding across or into Warren Avenue.

*Cornell Avenue.* At the northwest and southeast corners of the intersection of Cornell Avenue and Prairie Avenue, to direct vehicular traffic proceeding southerly and northerly on

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Cornell Avenue to come to a full stop before proceeding across or into Prairie Avenue.

*Cross Street.* At the northwest and southeast corners of the intersection of Cross Street and Haddow Street, to direct traffic proceeding northerly or southerly on Cross Street to come to a full stop before proceeding across or into Haddow Street.

*Cumnor Road.* At the northwest corner of the intersection of Cumnor Road and Burlington Avenue, to direct traffic proceeding southerly on Cumnor Road to come to a full stop before proceeding into Burlington Avenue.

*Curtiss Street.* At the northeast corner of the intersection of Curtiss Street and Walnut Avenue, to direct vehicular traffic proceeding westerly on Curtiss Street to come to a full stop before proceeding across or into Walnut Avenue.

*Curtiss Street.* At the southwest corner of the intersection of Curtiss Street and Cornell Avenue, to direct traffic proceeding easterly on Curtiss Street to come to a full stop before proceeding into Cornell Avenue.

*Curtiss Street.* At the northeast corner of the intersection of Curtiss Street and Carpenter Street, to direct vehicular traffic proceeding westerly on Curtiss Street to come to a full stop before proceeding across or into Carpenter Street.

*Curtiss Street.* At the southwest and northwest corners of the intersection of Curtiss Street and Forest Avenue, to direct vehicular traffic proceeding easterly and westerly on Curtiss Street to come to a full stop before proceeding across or into Forest Avenue.

*Curtiss Street.* At the southwest corner of the intersection of Curtiss Street and Mochel Drive, to direct vehicular traffic proceeding easterly on Curtiss Street to come to a full stop before proceeding across Mochel Drive.

*Davis Street.* At the southwest corner of the intersection of Davis Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on Davis Street to come to a full stop before proceeding across or into Fairview Avenue.

*Davis Street.* At the northeast and southwest corners of the intersection of Davis Street and Douglas Road, to direct vehicular traffic proceeding easterly and westerly on Davis Street to come to a full stop before proceeding across or into Douglas Road.

*Dearborn Parkway.* At the northwest corner of the intersection of Dearborn Parkway and 59th Street, to direct vehicular traffic proceeding southerly on Dearborn Parkway to come to a full stop before proceeding across or into 59th Street.

*Downers Drive.* At the southeast corner of the intersection of Downers Drive and Brook Drive, to direct vehicular traffic proceeding northerly on Downers Drive to come to a full stop before proceeding across or into Brook Drive.

*Downers Drive.* At the northwest corner of the intersection of Downers Drive and Chicago Avenue, to Direct vehicular traffic proceeding southerly on Downers Drive to come to a full stop before proceeding across or into Chicago Avenue.

*Douglas Road.* At the northwest and southeast corners of the intersection of Wilson Street and Douglas Road, to direct vehicular traffic proceeding southerly and northerly on Douglas Road to come to a full stop before proceeding across or into Wilson Street.

*Douglas Road.* At the northwest and southeast corners of the intersection of Douglas Road and Chicago Avenue, to direct vehicular traffic proceeding southerly and northerly on Douglas Road to come to a full stop before proceeding across or into Chicago Avenue.

*Douglas Road.* At the northwest and southeast corners of the intersection of Douglas Road and Grant Street, to direct vehicular traffic proceeding southerly and northerly on Douglas Road to come to a full stop before proceeding across or into Grant Street.

*Douglas Road.* At the northwest corner of the intersection of Douglas Road and Rogers Street, to direct vehicular traffic proceeding southerly on Douglas Road to come to a full stop

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before proceeding across or into Rogers Street.

*Downers Drive.* At the southeast and northwest corners of the intersection of Downers Drive and Frontage Road, to direct vehicular traffic proceeding northerly and southerly on Downers Drive to come to a full stop before proceeding across or into Frontage Road.

*Dunham Road.* At the intersection of Dunham Road and 59th Street, to direct traffic proceeding northerly or southerly on Dunham Road or westerly on 59th Street to come to a full stop before proceeding across or into said intersection.

*Earlston Road.* At the southeast corner of the intersection of Earlston Road and 39th Street, to direct vehicular traffic proceeding northerly on Earlston Road to come to a full stop before proceeding across or into 39th Street.

*Eldon Place.* At the northwest corner of the intersection of Eldon Place and 59th Street, to direct vehicular traffic proceeding southerly on Eldon Place to come to a full stop before proceeding across or into 59th Street.

*Elm Street.* At the southeast corner of the intersection of Elm Street and 39th Street, to direct vehicular traffic proceeding northerly on Elm Street to come to a full stop before proceeding across or into 39th Street.

*Elm Street.* At the northwest and southeast corners of the intersection of Elm Street and Chicago Avenue, to direct vehicular traffic proceeding southerly and northerly on Elm Street to come to a full stop before proceeding across or into Chicago Avenue.

*Elm Street.* At the northwest and southeast corners of the intersection of Elm Street and Grant Street, to direct vehicular traffic proceeding southerly and northerly on Elm Street to come to a full stop before proceeding across or into Grant Street.

*Elm Street.* At the northwest and southeast corners of the intersection of Elm Street and Rogers Street, to direct vehicular traffic proceeding southerly and northerly on Elm Street to come to a full stop before proceeding across or into Rogers Street.

*Elmore Avenue.* At the southwest corner of the intersection of Elmore Avenue and Lee Avenue, to direct traffic proceeding in an easterly direction on Elmore Avenue to come to a full stop before proceeding across or into Lee Avenue.

*Elmwood Avenue.* At the southeast corners of the intersection of Elmwood Avenue and Maple Avenue, to direct vehicular traffic proceeding northerly on Elmwood Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Elmwood Avenue.* At the northwest corner of the intersection of Elmwood Avenue and Randall Street, regulating southbound traffic on Elmwood Avenue.

*Fairmount Avenue.* At the northwest corner of the intersection of Fairmount Avenue and 72nd Street, to direct vehicular traffic proceeding southerly on Fairmount Avenue to come to a full stop before proceeding across or into 72nd Street.

*Fairmount Avenue.* At the southeast corner of the intersection of Fairmount Avenue and Maple Avenue, to direct vehicular traffic proceeding northerly on Fairmount Avenue to come to a full stop before proceeding across or into Maple Avenue.

*Fairmount Avenue.* At the northwest corner of the intersection of Fairmount Avenue and Oxford Street, to direct traffic proceeding southerly in Fairmount Avenue to come to a full stop before proceeding across or into said intersection.

*Florence Avenue.* At the northwest and southeast corners of the intersection of Florence Avenue and 6th Street to direct vehicular traffic proceeding northerly or southerly on Florence Avenue to come to a full stop before proceeding into 6th Street.

*Florence Avenue.* At the southeast corner of the intersection of Florence Avenue and Indianapolis Avenue to direct vehicular traffic proceeding northerly on Florence Avenue to come to a full stop before proceeding into Indianapolis Avenue.

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*Forest Avenue.* At the northwest corner of the intersection of Forest Avenue and Curtiss Street, to direct traffic proceeding southerly on Forest Avenue to come to a full stop before proceeding into Curtiss Street.

*Forest Avenue.* At the northwest corner of the intersection of Forest Avenue and Sherman Street, to direct traffic proceeding southerly on Forest Avenue to come to a full stop before proceeding into Sherman Street.

*Forest Avenue.* At the northwest corner of Forest Avenue and Warren Avenue, to direct traffic proceeding southerly on Forest Avenue to come to a full stop before proceeding across or into Warren Avenue.

*Forest Avenue.* At the southeast corner of the intersection of Forest Avenue and Thirty-Ninth Street to direct traffic proceeding northerly on Forest Avenue to come to a full stop before proceeding into Thirty-Ninth Street.

*Forest Avenue.* At the southeast corner of the intersection of Forest Avenue and 41st Street to direct vehicular traffic proceeding northerly on Forest Avenue to come to a full stop before proceeding into 41st Street.

*Forest Avenue.* At the intersection of Forest Avenue and Franklin Street, to direct traffic proceeding northerly or southerly on Forest Avenue or easterly on Franklin Street, to come to a full stop before proceeding across or into said intersection.

*Forest Avenue.* At the northwest and southeast corners of the intersection of Forest Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly and northerly on Forest Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Forest Avenue.* At the northwest corner of the intersection of Forest Avenue and Warren Avenue, to direct vehicular traffic proceeding southerly on Forest Avenue to come to a full stop before proceeding across or into Warren Avenue.

*Franklin Street.* At the northeast and southwest corners of the intersection of Franklin Street and Elm Street, to direct traffic proceeding easterly or westerly on Franklin Street to come to a full stop before proceeding across or into Elm Street.

*Franklin Street.* At the northeast and southwest corners of the intersection of Franklin Street and Highland Avenue, to direct traffic proceeding easterly or westerly on Franklin Street to come to a full stop before proceeding across or into Highland Avenue.

*Franklin Street.* At the northeast corner of Oakwood Avenue, regulating westbound traffic on Franklin Street.

*Glen Avenue.* At the northeast corner of the intersection of Lee Avenue and Glen Avenue, regulating westbound traffic on Glen Avenue.

*Gierz Street.* At the southwest and northeast corners of the intersection of Gierz Street and Douglas Road, to direct vehicular traffic proceeding easterly and westerly on Gierz Street to come to a full stop before proceeding into Douglas Road.

*Gierz Street.* At the northeast and southwest corners of the intersection of Gierz Avenue and Fairview Avenue, to direct vehicular traffic proceeding westerly and easterly on Gierz Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Glendenning Street.* At the southeast and northwest corner of the intersection of Glendenning Street and 39th Street, to direct vehicular traffic proceeding northerly and southerly on Glendenning Street to come to a full stop before proceeding across or into 39th Street.

*Grand Avenue.* At the southeast corner of the intersection of Grand Avenue and 59th Street, to direct vehicular traffic proceeding northerly on Grand Avenue to come to a full stop before proceeding across or into 59th Street.

*Grand Avenue.* At the intersection of Grand Avenue and 74th Street, to direct traffic proceeding northerly or southerly on Grand Avenue or westerly on 74th Street, to come to a full

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stop before proceeding across or into said intersection.

*Grand Avenue.* At the southeast corner of the intersection of Grand Avenue and Burlington Avenue, regulating northbound traffic on Grand Avenue.

*Grant Street.* At the southwest corner of Lee Avenue, regulating eastbound traffic on Grant Street.

*Grant Street.* At the northeast corner of Downers Drive, regulating westbound traffic on Grant Street.

*Grant Street.* At the northeast corner and the southwest corner of the intersection of Grant Street and Cumnor Road, to direct vehicular traffic proceeding easterly or westerly on Grant Street to come to a full stop before proceeding across or into Cumnor Road.

*Grant Street.* At the southwest and northeast corners of the intersection of Grant Street and Fairview Avenue, to direct vehicular traffic proceeding easterly and westerly on Grant Street to come to a full stop before proceeding across or into Fairview Avenue.

*Grove Street.* At the northeast corner of the intersection of Grove Street and Carpenter Street, to direct vehicular traffic proceeding westerly on Grove Street to come to a full stop before proceeding across or into Carpenter Street.

*Grove Street.* At the southwest corner of the intersection of Grove Street and Main Street, to direct vehicular traffic proceeding easterly on Grove Street to come to a full stop before proceeding across or into Main Street.

*Haddow Street.* At the northeast corner of the intersection of Haddow Street and Cross Street to direct traffic proceeding westerly on Haddow Street to come to a full stop before proceeding into Cross Street.

*Hastings Avenue.* At the northeast corner of the intersection of Hastings Avenue and Woodward Avenue, to direct vehicular traffic proceeding westerly on Hastings Avenue to come to a full stop before proceeding across or into Woodward Avenue.

*Highland Avenue.* At the northwest and southeast corners of the intersection of Highland Avenue and 41st Street, to direct vehicular traffic proceeding southerly and northerly on Highland Avenue to come to a full stop before proceeding across or into 41st Street.

*Highland Avenue.* At the northwest and southeast corners of the intersection of Highland Avenue and Rogers Street, to direct vehicular traffic proceeding southerly and northerly on Highland Avenue to come to a full stop before proceeding across or into Rogers Street.

*Hillcrest Road.* At the northwest corner of the intersection of Hillcrest Road and Jefferson Avenue, regulating southbound traffic on Hillcrest Road.

*Hitchcock Avenue.* At the southwest corner of the intersection of Hitchcock Avenue and Cornell Avenue, to direct traffic proceeding easterly on Hitchcock Avenue to come to a full stop before proceeding into Cornell Avenue.

*Hitchcock Avenue.* At the southwest corner of the intersection of Hitchcock Avenue and Walnut Avenue, to direct vehicular traffic proceeding easterly on Hitchcock Avenue to come to a full stop before proceeding across or into Walnut Avenue.

*Indianapolis Avenue.* At the southwest and northeast corners of the intersection of Indianapolis Avenue and Fairview Avenue, to direct vehicular traffic proceeding easterly and westerly on Indianapolis Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Indianapolis Avenue.* At the northeast and southwest corners of the intersection of Indianapolis Avenue and Florence Avenue, to direct vehicular traffic proceeding easterly and westerly on Indianapolis Avenue to come to a full stop before proceeding across or into Florence Avenue.

*Jacqueline Drive.* At the southeast corner of the intersection of Jacqueline Drive and

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Gilbert Avenue, to direct vehicular traffic proceeding northerly on Jacqueline Drive to come to a full stop before proceeding across or into Gilbert Avenue.

*Janet Street.* At the northeast and southwest corners of the intersection of Janet Street and Downers Drive to direct traffic proceeding easterly or westerly on Janet Street to come to a full stop before proceeding into or across Downers Drive.

*Jefferson Avenue.* At the northeast corner of the intersection of Jefferson Avenue and Springside Avenue, to direct vehicular traffic proceeding westerly on Jefferson Avenue to come to a full stop before proceeding into Springside Avenue.

*Jefferson Avenue.* At the northeast and southwest corners of the intersection of Jefferson Avenue and Hillcrest Road, regulating westbound and eastbound traffic on Jefferson Avenue.

*Jefferson Avenue.* At the southwest and northeast corners of the intersection of Jefferson Avenue and Dunham Road, to direct vehicular traffic proceeding easterly and westerly on Jefferson Avenue to come to a full stop before proceeding across or into Dunham Road.

*Katrine Avenue.* At the southeast corner of the intersection of Katrine Avenue and Curtiss Street, to direct vehicular traffic proceeding northerly on Katrine Avenue to come to a full stop before proceeding across or into Curtiss Street.

*Lake Avenue.* At the southwest corner of the intersection of Lake Avenue and Fairview Avenue, to direct vehicular traffic proceeding easterly on Lake Avenue to come to a full stop before proceeding across or into Fairview Avenue.

*Lane Place.* At the southeast corner of the intersection of Lane Place and Maple Avenue, to direct vehicular traffic proceeding northerly on Lane Place to come to a full stop before proceeding across or into Maple Avenue.

*Lee Avenue.* At the northwest corner of the intersection of Lee Avenue and Warren Avenue, regulating southbound traffic on Lee Avenue.

*Lee Avenue.* At the southeast corner of the intersection of Lee Avenue and Gilbert Avenue, to direct vehicular traffic proceeding northerly on Lee Avenue to come to a full stop before proceeding across or into Gilbert Avenue.

*Lee Avenue.* At the southeast and northwest corners of the intersection of Lee Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Lee Avenue to come to a full stop before proceeding across or into Prairie Avenue.

*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Avenue and Main Street, to direct vehicular traffic proceeding westerly and easterly traffic on Lincoln Avenue to come to a full stop before proceeding across or into Main Street.

*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Street and Linscott Avenue, to direct vehicular traffic proceeding easterly and westerly on Lincoln Street to come to a full stop before proceeding into or across Linscott Avenue.

*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Street and Saratoga Avenue, to direct traffic proceeding easterly or westerly on Lincoln Street to come to a full stop before proceeding into or across Saratoga Avenue.

*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Street and Forest Avenue, to direct traffic proceeding easterly or westerly on Lincoln Street to come to a full stop before proceeding into or across Forest Avenue.

*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Street and Highland Avenue, to direct traffic proceeding easterly or westerly on Lincoln Street to come to a full stop before proceeding into or across Highland Avenue.

*Lincoln Street.* At the northeast corner of the intersection of Lincoln Street and Middaugh Avenue, to direct traffic proceeding westerly on Lincoln Street to come to a full stop before proceeding into or across Middaugh Avenue.



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*Lincoln Street.* At the northeast and southwest corners of the intersection of Lincoln Street and Elm Street to direct vehicular traffic proceeding easterly or westerly on Lincoln Street to come to a full stop before proceeding across or into Elm Street.

*Linden Place.* At the southeast corner of the intersection of Linden Place and Chicago Avenue, to direct vehicular traffic proceeding northerly on Linden Place to come to a full stop before proceeding across or into Chicago Avenue.

*Linden Place.* At the northwest corner of the intersection of Linden Place and Rogers Street, to direct vehicular traffic proceeding southerly on Linden Place to come to a full stop before proceeding across or into Rogers Street.

*Lindley Street.* At the intersection of Lindley Street and 41st Street, to direct traffic proceeding northerly or southerly on Lindley Street to come to a full stop before proceeding across or into 41st Street.

*Linscott Avenue.* At the northwest corner of the intersection of Linscott Avenue and Warren Avenue, regulating southbound traffic on Linscott Avenue.

*Linscott Avenue.* At the southeast corner of the intersection of Linscott Avenue and Grant Street, regulating northbound traffic on Linscott Avenue.

*Linscott Avenue.* At the southeast and northwest corners of the intersection of Linscott Avenue and Chicago Avenue, to direct vehicular traffic proceeding northerly and southerly on Linscott Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Loomes Avenue.* At the northeast corner of the intersection of Loomes Avenue and Woodward Avenue, to direct traffic proceeding westerly on Loomes Avenue to come to a full stop before proceeding across or into Woodward Avenue.

*Lyman Avenue.* At the southeast and northwest corners of the intersection of Lyman Avenue and 59th Street, to direct vehicular traffic proceeding northerly and southerly on Lyman Avenue to come to a full stop before proceeding across or into 59th Street.

*Mackie Place.* At the northwest corner of the intersection of Mackie Place and Maple Avenue, to direct vehicular traffic proceeding southerly on Mackie Place to come to a full stop before proceeding across or into Maple Avenue.

*Maplewood Place.* At the southeast corner of the intersection of Maplewood Place and Maple Avenue, to direct vehicular traffic proceeding northerly on Maplewood Place to come to a full stop before proceeding across or into Maple Avenue.

*Middaugh Avenue.* At the northwest corner of Middaugh Avenue and Warren Avenue, regulating southbound traffic on Middaugh Avenue.

*Middaugh Avenue.* At the northwest and southeast corners of the intersection of Middaugh Avenue and Franklin Street, regulating both northbound and southbound traffic on Middaugh Avenue.

*Middaugh Avenue.* At the northwest and southeast corners of the intersection of Middaugh Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly and northerly on Middaugh Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Middaugh Avenue.* At the northwest corner of the intersection of Middaugh Avenue and 59th Street, to direct vehicular traffic proceeding southerly on Middaugh Avenue to come to a full stop before proceeding across or into 59th Street.

*Mochel Drive.* At the southeast and southwest corners of the intersection of Mochel Drive and Burlington Avenue, to direct vehicular traffic proceeding northerly on Mochel Drive to come to a full stop before proceeding across or into Burlington Avenue.

*Montgomery Avenue.* At the northwest corner of Montgomery Avenue and Warren Avenue, regulating southbound traffic on Montgomery Avenue.

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Montgomery Avenue. At the southeast corner of Montgomery Avenue and Chicago Avenue, regulating northbound traffic on Montgomery Avenue.

*Montgomery Avenue.* At the southeast and northwest corners of the intersection of Montgomery Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Montgomery Avenue to come to a full stop before proceeding across or into Prairie Avenue.

Northcott Avenue. At the northwest corner of Northcott Avenue and Warren Avenue, regulating southbound traffic on Northcott Avenue.

Northcott Avenue. At the southeast corner of Northcott Avenue and Chicago Avenue, regulating northbound traffic on Northcott Avenue.

*Northcott Avenue.* At the southeast and northwest corners of the intersection of Northcott Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Northcott Avenue to come to a full stop before proceeding across or into Prairie Avenue.

Oakwood Avenue. At the northwest corner of Oakwood Avenue and Warren Avenue, regulating southbound traffic on Oakwood Avenue.

*Oxnard Drive.* At the northeast and southwest corners of the intersection of Oxnard Drive and Woodward Avenue, to direct vehicular traffic proceeding westerly and easterly on Oxnard Drive to come to a full stop before proceeding across or into Woodward Avenue.

Parkway Drive. At the southeast corner of Franklin Street, regulating northbound traffic on Parkway Drive.

Parkway Drive. At the northeast corner of Linscott Avenue, regulating westbound traffic on Parkway Drive.

*Pershing Avenue.* At the southeast and northwest corners of the intersection of Pershing Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Pershing Avenue to come to a full stop before proceeding across or into Prairie Avenue.

*Powell Street.* At the southeast and northwest corners of the intersection of Powell Street and Norfolk Street to direct traffic proceeding northerly and southerly on Powell Street to come to a full stop before proceeding into or across Norfolk Street.

*Powell Street.* At the northwest and southeast corners of the intersection of Powell Street and 68th Street to direct vehicular traffic proceeding northerly or southerly on Powell Street to come to a full stop before proceeding into 68th Street.

*Prince Street.* At the northwest and southeast corners of the intersection of Prince and Lincoln Streets, to direct traffic proceeding northerly or southerly on Prince Street to come to a full stop before proceeding into or across Lincoln Street.

Prince Street. At the northwest corner of Franklin Street, regulating southbound traffic on Prince Street.

*Prince Street.* At the southeast and northwest corners of the intersection of Prince Street and Chicago Avenue, to direct vehicular traffic proceeding northerly and southerly on Prince Street to come to a full stop before proceeding across or into Chicago Avenue.

*Prospect Avenue.* At the northwest corner of the intersection of Prospect Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly on Prospect Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Prospect Avenue.* At the northwest and southeast corners of the intersection of Prospect Avenue and Rogers Street, to direct vehicular traffic proceeding southerly and northerly on Prospect Avenue to come to a full stop before proceeding across or into Rogers Street.

*Prospect Avenue.* At the northwest and southeast corners of the intersection of Franklin Street and Prospect Avenue, to direct traffic proceeding northerly or southerly on Prospect Avenue to come to a full stop before proceeding across or into Franklin Street.

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*Puffer Road.* At the southeast corner of the intersection of Puffer Road and Haddow Avenue to direct traffic proceeding northerly on Puffer Road to come to a full stop before proceeding into or across Haddow Avenue.

*Randall Street.* At the intersection of Randall Street and Lyman Avenue, to direct traffic proceeding easterly or westerly on Randall Street to come to a full stop before proceeding across or into Lyman Avenue.

*Randall Street.* At the northwest and southeast corners of the intersection of Randall Street and Benton Avenue, to direct vehicular traffic proceeding northerly and southerly on Benton Avenue to come to a full stop before proceeding across or into Randall Street.

*Randall Street.* At the southwest corner of the intersection of Randall Street and Elmwood Avenue, regulating the eastbound traffic on Randall Street.

*Randall Street.* At the northwest and southeast corners of the intersection of Randall Street and Fairmount Avenue to direct vehicular traffic proceeding northerly or southerly on Fairmount Avenue to come to a full stop before proceeding into Randall Street.

*Randall Street.* At the northeast and southwest corners of the intersection of Randall Street and Washington Street, to direct vehicular traffic proceeding easterly and westerly on Randall Street to come to a full stop before proceeding across or into Washington Street.

*Ridgewood Circle.* At the southwest corner of the intersection of Ridgewood Circle and Dunham Road, to direct vehicular traffic proceeding easterly on Ridgewood Circle to come to a full stop before proceeding across or into Dunham Road.

*Rogers Street.* At the northeast corner of the intersection of Rogers Street and Main Street, to direct vehicular traffic proceeding westerly on Rogers Street to come to a full stop before proceeding across or into Main Street.

*Rogers Street.* At the southwest corner of the intersection of Rogers Street and Maple Avenue, to direct vehicular traffic proceeding easterly on Rogers Street to come to a full stop before proceeding across or into Maple Avenue.

*Ross Court.* At the southwest corner of the intersection of Ross Court and Carpenter Street, to direct vehicular traffic proceeding easterly on Ross Court to come to a full stop before proceeding across or into Carpenter Street.

*Saratoga Avenue.* At the northwest corner of Saratoga Avenue and Warren Avenue, regulating southbound traffic on Saratoga Street.

*Saratoga Avenue.* At southeast corner of Franklin Street, regulating northbound traffic on Saratoga Street.

*Saratoga Avenue.* At northwest corner of Franklin Street, regulating southbound traffic on Saratoga Street.

*Saratoga Avenue.* At the intersection of Saratoga Avenue and Black Oak Drive, to direct traffic proceeding northerly or southerly on Saratoga Avenue or westerly on Black Oak Drive to come to a full stop before proceeding across or into said intersection.

*Saratoga Avenue.* At the southeast corner and the northwest corner of the intersection of Saratoga Avenue and 35th Street, to direct traffic proceeding northerly or southerly on Saratoga Avenue to come to a full stop before proceeding across or into 35th Street.

*Saratoga Avenue.* At the southeast corner of the intersection of Saratoga Avenue and 41st Street, to direct vehicular traffic proceeding northerly on Saratoga Avenue to come to a full stop before proceeding across or into 41st Street.

*Saratoga Avenue.* At the northwest corner of the intersection of Saratoga Avenue and Norfolk Street to direct traffic proceeding southerly on Saratoga Avenue to come to a full stop before proceeding across or into Norfolk Street.

*Saylor Street.* At the northeast corner of the intersection of Saylor Street and Dunham

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Road, to direct vehicular traffic proceeding westerly on Saylor Street to come to a full stop before proceeding across or into Dunham Road.

*Seeley Avenue.* At the northwest corner of Seeley Avenue and Warren Avenue, regulating southbound traffic on Seeley Avenue.

*Seeley Avenue.* At the southeast and northwest corners of the intersection of Seeley Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Seeley Avenue to come to a full stop before proceeding across or into Prairie Avenue.

*Sheridan Place.* At the northeast corner of the intersection of Sheridan Place and Washington Street, to direct vehicular traffic proceeding westerly on Sheridan Place to come to a full stop before proceeding across or into Washington Street.

*Sherman Street.* At the northeast corner of Saratoga Avenue, regulating westbound traffic on Sherman Street.

*Sherman Street.* At the northeast corner of Prince Street, regulating westbound traffic on Sherman Street.

*Sherman Street.* At the southwest corner of the intersection of Sherman Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on Sherman Street to come to a full stop before proceeding across or into Fairview Avenue.

*Sherman Street.* At the northeast corner and the southwest corner of the intersection of Sherman Street and Stanley Avenue, to direct vehicular traffic proceeding easterly or westerly on Sherman Street to come to a full stop before proceeding across or into Stanley Avenue.

*Sherwood Avenue.* At the northwest corner of the intersection of Sherwood Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly on Sherwood Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Sherwood Avenue.* At the southeast corner of the intersection of Sherwood Avenue and Grant Street, to direct vehicular traffic proceeding northerly on Sherwood Avenue to come to a full stop before proceeding across or into Grant Street.

*Stanford Avenue.* At the northeast corner of the intersection of Stanford Avenue and Dunham Road, to direct vehicular traffic proceeding westerly on Stanford Avenue to come to a full stop before proceeding across or into Dunham Road.

*Stanley Avenue.* At the northwest corner of the intersection of Stanley Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly on Stanley Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Stanley Avenue.* At the northwest and southeast corners of the intersection of Stanley Avenue and Grant Street, to direct vehicular traffic proceeding southerly and northerly on Stanley Avenue to come to a full stop before proceeding across or into Grant Street.

*Stanley Avenue.* At the northwest corner of the intersection of Stanley Avenue and Rogers Street, to direct vehicular traffic proceeding southerly on Stanley Avenue to come to a full stop before proceeding across or into Rogers Street.

*Stanley Avenue.* At the northwest and southeast corners of the intersection of Franklin Street and Stanley Avenue, to direct traffic proceeding northerly or southerly on Stanley Avenue to come to a full stop before proceeding across or into Franklin Street.

*Station Street.* At the southeast corner of the intersection of Station Street and Grant Street, to direct vehicular traffic proceeding northerly on Station Street to come to a full stop before proceeding across or into Grant Street.

*Sterling Road.* At the northwest and southeast corners of the intersection of Sterling Road and 41st Street, to direct vehicular traffic proceeding northerly and southerly on Sterling Road to come to a full stop before proceeding across or into 41st Street.

*Sterling Road.* At the southeast and northwest corners of the intersection of Sterling

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Road and 39th Street, to direct vehicular traffic proceeding northerly and southerly on Sterling Road to come to a full stop before proceeding across or into 39th Street.

*Sterling Road.* At the northwest corner of the intersection of Sterling Road and Chicago Avenue, to direct vehicular traffic proceeding southerly on Sterling Road to come to a full stop before proceeding across or into Chicago Avenue.

*Stonewall Avenue.* At the northwest and southeast corners of the intersection of Stonewall Avenue and Prairie Avenue, to direct vehicular traffic proceeding southerly and northerly on Stonewall Avenue to come to a full stop before proceeding across or into Prairie Avenue.

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*Stonewall Avenue.* At the northwest and southeast corners of the intersection of Stonewall Avenue and Grant Street, to direct traffic proceeding northerly or southerly on Stonewall Avenue to come to a full stop before proceeding into or across Grant Street.

*Summit Street.* At the southwest corner of the intersection of Summit Street and Washington Street, to direct vehicular traffic proceeding easterly on Summit Street to come to a full stop before proceeding into Washington Street.

*Summit Street.* At the northeast and southwest corners of the intersection of Summit Street and Main Street, to direct vehicular traffic proceeding westerly and easterly on Summit Street to come to a full stop before proceeding across or into Main Street.

*Thatcher Road.* At the southwest corner of Thatcher Road and Walnut Avenue, to direct vehicular traffic proceeding easterly on Thatcher Road to come to a full stop before proceeding into or across Walnut Avenue.

*Thornwood Drive.* At the southwest corner of the intersection of Thornwood Drive and Dunham Road, to direct vehicular traffic proceeding easterly on Thornwood Drive to come to a full stop before proceeding across or into Dunham Road.

*Traube Avenue.* At the southwest and northeast corners of the intersection of Traube Avenue and Roslyn Road, to direct traffic proceeding in an easterly and westerly direction on Traube Avenue to come to a full stop before proceeding into or across Roslyn Road.

*Wall Place.* At the northwest corner of the intersection of Wall Place and 59th Street, to direct vehicular traffic proceeding southerly on Wall Place to come to a full stop before proceeding across or into 59th Street.

*Wallbank Avenue.* At the northwest corner of Wallbank Avenue and Warren Avenue, regulating southbound traffic on Wallbank Avenue.

*Wallbank Avenue.* At the southeast corner of Wallbank Avenue and Chicago Avenue, regulating north bound traffic on Wallbank Avenue.

*Wallbank Avenue.* At the northwest and southeast corners of the intersection of Wallbank Avenue and Prairie Avenue, to direct vehicular traffic proceeding southerly and northerly on Wallbank Avenue to come to a full stop before proceeding across or into Prairie Avenue.

*Warren Avenue.* At the southeast corner of the intersection of Warren Avenue and Forest Avenue, to direct vehicular traffic proceeding easterly on Warren Avenue to come to a full stop before proceeding across or into Forest Avenue.

*Warren Avenue.* At the northeast and southwest corners of the intersection of Highland Avenue and Warren Avenue, which signs shall be so located as to direct vehicular traffic proceeding easterly and westerly on Warren Avenue, to come to a full stop before proceeding into Highland Avenue.

*Warren Avenue.* At the southwest corner of Warren Avenue and Forest Avenue, to direct traffic proceeding easterly on Warren Avenue to come to a full stop before proceeding across or into Forest Avenue.

*Warren Avenue.* At the northeast corner of Warren Avenue at the East Loop ramp.

*Washington Street.* At the northwest and southeast corners of the intersection of Washington Street and Blanchard Street, to direct traffic proceeding northerly or southerly on Washington Street to come to a full stop before proceeding across or into Blanchard Street.

*Washington Street.* At the northwest corner of the intersection of Washington Street and Warren Avenue, to direct traffic proceeding southerly on Washington Street to come to a full stop before proceeding across or into Warren Avenue.

*Washington Street.* At the northwest and southeast corners of the intersection of Washington Street and 59th Street, to direct vehicular traffic proceeding southerly and northerly on Washington Street to come to a full stop before proceeding across or into 59th Street.

*Washington Street.* At the northeast and southwest corners of the intersection of Washington Street and Lincoln Avenue, to direct vehicular traffic proceeding westerly and easterly on Washington Street to come to a full stop before proceeding across or into Lincoln Avenue.

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*Webster Place.* At the southeast corner of the intersection of Webster Street and 59th Street, to direct vehicular traffic proceeding northerly on Webster Street to come to a full stop before proceeding across or into 59th Street.

*Webster Street.* At the northwest corner of the intersection of Webster Street and 59th Street, to direct vehicular traffic proceeding southerly on Webster Street to come to a full stop before proceeding across or into 59th Street.

*Webster Street.* At the northwest and southeast corners of the intersection of Webster Street and Kenyon Street, to direct traffic proceeding northerly or southerly on Webster Street to come to a full stop before proceeding across or into Kenyon Street.

*Webster Street.* At the southeast corner of the intersection of Webster Street and Randall Street, regulating northbound traffic on Webster Street.

*Wells Street.* At the southwest corner of the intersection of Wells Street and Springside Avenue to direct traffic proceeding easterly on Wells Street to come to a full stop before proceeding across or into Springside Avenue.

*Whiffin Place.* At the northwest corner of the intersection of Whiffin Place and Rogers Street, to direct vehicular traffic proceeding southerly on Whiffin Place to come to a full stop before proceeding across or into Rogers Street.

*Wilson Avenue.* At the northwest and southeast corners of the intersection of Wilson Avenue and Grant Street, to direct vehicular traffic proceeding northerly and southerly on Wilson Avenue to come to a full stop before proceeding into Grant Street.

*Wilson Avenue.* At the northwest corner of the intersection of Wilson Avenue and Chicago Avenue, to direct vehicular traffic proceeding southerly on Wilson Avenue to come to a full stop before proceeding across or into Chicago Avenue.

*Wisconsin Avenue.* At the northeast corner of Wisconsin Avenue and Walnut Avenue, to direct vehicular traffic proceeding westerly on Wisconsin Avenue to come to a full stop before proceeding across or into Walnut Avenue.

*Woodward Avenue.* At the northwest and southeast corners of the intersection of Grant Street and Woodward Avenue, to direct traffic proceeding northerly or southerly on Woodward Avenue to come to a full stop before proceeding across or into Grant Street.

*Woodward Avenue.* At the northwest and southeast corners of the intersection of Woodward Avenue and Prairie Avenue, to direct vehicular traffic proceeding southerly and northerly on Washington Street to come to a full stop before proceeding across or into Prairie Avenue.

*2nd Street.* At the southwest corner of the intersection of 2nd Street and Williams Street to direct traffic proceeding easterly on 2nd Street to come to a full stop before proceeding into Williams Street.

*3rd Street.* At the northeast and southwest corners of the intersection of 3rd Street and Florence Avenue, to direct vehicular traffic proceeding easterly and westerly on 3rd Street to come to a full stop before proceeding across or into Florence Avenue.

*3rd Street.* At the northeast corner of the intersection of 3rd Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 3rd Street to come to a full stop before proceeding across or into Fairview Avenue.

*4th Street.* At the northeast corner of the intersection of 4th Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 4th Street to come to a full stop before proceeding across or into Fairview Avenue.

*5th Street.* At the northeast and southwest corners of the intersection of 5th Street and Florence Avenue, to direct vehicular traffic proceeding easterly and westerly on 5th Street to come to a full stop before proceeding across or into Florence Avenue.

*5th Street.* At the northeast corner of the intersection of 5th Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 5th Street to come to a full stop before proceeding across or into Fairview Avenue.

*6th Street.* At the northeast corner of the intersection of 6th Street and Fairview Avenue, to direct

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vehicular traffic proceeding westerly on 6th Street to come to a full stop before proceeding across or into Fairview Avenue.

*6th Street.* At the southwest and northeast corners of the intersection of 6th Street and Cumnor Road to direct traffic proceeding easterly or westerly on 6th Street to come to a full stop before proceeding across or into Cumnor Road.

*7th Street.* At the northeast corner and the southwest corner of the intersection of 7th Street and Cumnor Road, to direct traffic proceeding easterly or westerly on 7th Street to come to a full stop before proceeding across or into Cumnor Road.

*7th Street.* At the southwest corner of the intersection of 7th and Williams Streets, to direct vehicular traffic proceeding in an easterly direction on 7th Street to come to a full stop before proceeding into or across Williams Street.

*7th Street.* At the northeast corner of the intersection of 7th Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 7th Street to come to a full stop before proceeding across or into Fairview Avenue.

*40th Place.* At the northeast corner of the intersection of 40th Place and Fairview Avenue, to direct vehicular traffic proceeding westerly on 40th Place to come to a full stop before proceeding across or into Fairview Avenue.

*40th Street.* At the southwest corner of the intersection of 40th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 40th Street to come to a full stop before proceeding across or into Fairview Avenue.

*41st Street.* At the southwest corner of the intersection of 41st Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 41st Street to come to a full stop before proceeding across or into Fairview Avenue.

*41st Street.* At the northeast and southwest corners of the intersection of 41st Street and Glendenning Road, to direct vehicular traffic proceeding easterly and westerly on 41st Street to come to a full stop before proceeding across or into Glendenning Road.

*41st Street.* At the northeast corner of the intersection of 41st Street and Saratoga Avenue, to direct traffic proceeding westerly on 41st Street to come to a full stop before proceeding across or into Saratoga Avenue.

*41st Street.* At the northeast and southwest corners of the intersection of 41st Street and Washington Street, to direct vehicular traffic proceeding easterly and westerly on 41st Street to come to a full stop before proceeding across or into Washington Street.

*41st Street.* At the northeast corner and the southwest corner of the intersection of 41st Street and Williams Street, to direct vehicular traffic proceeding easterly or westerly on 41st Street to come to a full stop before proceeding across or into Williams Street.

*56th Street.* At the northeast corner of the intersection of 56th Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 56th Street to come to a full stop before proceeding across or into Fairview Avenue.

*57th Street.* At the southwest corner of the intersection of 57th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 57th Street to come to a full stop before proceeding across or into Fairview Avenue.

*61st Street.* At the northeast corner of the intersection of Brookbank Road and 61st Street, to direct vehicular traffic proceeding westerly on 61st Street to come to a complete stop before proceeding southerly into Brookbank Road.

*61st Street.* At the northeast and southwest corners of the intersection of Chase Avenue and 61st Street, which signs shall be so located as to direct vehicular traffic proceeding easterly and westerly on 61st Street, to come to a full stop before proceeding into Chase Avenue.

*61st Street.* At the northeast and southwest corners of the intersection of Puffer Road and 61st Street, which signs shall be located as to direct vehicular traffic proceeding easterly and westerly on 61st Street, to come to a full stop before proceeding into Chase Avenue.



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*61st Street.* At the southwest and northeast corners of the intersection of 61st Street and Chase Avenue, to direct vehicular traffic proceeding easterly and westerly on 61st Street to come to a full stop before proceeding across or into Chase Avenue.

*62nd Street.* At the southwest corner of the intersection of 62nd Street and Dunham Road, to direct vehicular traffic proceeding easterly on 62nd Street to come to a full stop before proceeding across or into Dunham Road.

*64th Street.* At the northeast corner of the intersection of 64th Street and Puffer Road, to direct vehicular traffic proceeding westerly on 64th Street to come to a full stop before proceeding across or into Puffer Road.

*66th Street.* At the southwest corner of the intersection of 66th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 66th Street to come to a full stop before proceeding across or into Fairview Avenue.

*67th Court.* At the southwest corner of the intersection of 67th Court and Fairview Avenue, to direct vehicular traffic proceeding easterly on 67th Court to come to a full stop before proceeding across or into Fairview Avenue.

*67th Place.* At the northeast corner of the intersection of 67th Place and Dunham Road, to direct vehicular traffic proceeding westerly on 67th Place to come to a full stop before proceeding across or into Dunham Road.

*67th Street.* At the northeast and southwest corners of the intersection of 67th Street and Dunham Road, to direct vehicular traffic proceeding westerly and easterly on 67th Street to come to a full stop before proceeding across or into Dunham Road.

*68th Street.* At the northeast corner of the intersection of 68th Street and Dunham Road, to direct vehicular traffic proceeding westerly on 68th Street to come to a full stop before proceeding across or into Dunham Road.

*68th Street.* At the southwest corner of the intersection of 68th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 68th Street to come to a full stop before proceeding across or into Fairview Avenue.

*72nd Street.* At the southwest corner of the intersection of 72nd Street and Fairmount Avenue, to direct vehicular traffic proceeding easterly on 72nd Street to come to a full stop before proceeding across or into Fairmount Avenue.

*72nd Street.* At the northwest intersection of 72nd Street and Fairmount Avenue to direct vehicular traffic proceeding southerly on Fairmount Avenue and easterly on 72nd Street to come to a full stop before proceeding into said intersection.

*72nd Street.* At the southeast intersection of 72nd Street and Fairmount Avenue to direct vehicular traffic proceeding northerly on Fairmount Avenue and westerly on 72nd Street to come to a full stop before proceeding into said intersection.

*73rd Street.* At the southwest corner of the intersection of 73rd Street and Fairmount Avenue, to direct vehicular traffic proceeding easterly on 73rd Street to come to a full stop before proceeding across or into Fairmount Avenue.

*73rd Street.* At the northeast corner of the intersection of 73rd Street and Old Main Street, to direct vehicular traffic proceeding westerly on 73rd Street to come to a full stop before proceeding across or into Old Main Street.

*74th Street.* At the southwest corner of the intersection of 74th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 74th Street to come to a full stop before proceeding across or into Fairview Avenue. (Ord. No. 1023, § 1; Ord. No. 1097, § 1; Ord. No. 1135, § 1; Ord. No. 1136, § 1; Ord. No. 1178, § 1; Ord. No. 1245, § 1; Ord. No. 1303, § 1; Ord. No. 1304, § 1; Ord. No. 1332, §§ 1 to 3; Ord. No. 1353, §§ 1, 2; Ord. No. 1363, § 1; Ord. No. 1364, § 1; Ord. No. 1366, § 1; Ord. No. 1367, § 1; Ord. No. 1368, §§ 1, 2; Ord. No. 1374, §§ 1, 2; Ord. No. 1405, § 1; Ord. No. 1413, § 1; Ord. No. 1435, § 1; Ord. No. 1437, §§ 1, 2; Ord. No. 1444, §§ 1 to 5; Ord. No. 1446, §§ 1 to 4; Ord. No. 1451, § 1; Ord. No. 1454, §§ 1, 2; Ord. No. 1460, § 1; Ord. No. 1461, §§ 1, 2; Ord. No. 1482, § 1; Ord. No. 1487, § 1;

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Ord. No. 1498, § 1; Ord. No. 1517, § 1; Ord. No. 1538, § 1; Ord. No. 1596, § 1; Ord. No. 1606, § 1; Ord. No. 1607, § 1; Ord. No. 1707, § 3; Ord. No. 1717, § 3; Ord. No. 1722, § 3; Ord. No. 1760, § 5; Ord. No. 1781, § 7; Ord. No. 1815, § 3; Ord. No. 1817, § 4; Ord. No. 1837, § 3; Ord. No. 1866, § 3; Ord. No. 1911, § 3; Ord. No. 1933, § 4; Ord. No. 1946, § 3; Ord. No. 2095, § 4; Ord. No. 2104, § 8; Ord. No. 2141, § 2; Ord. No. 2219, § 2; Ord. No. 2297, § 2; Ord. No. 2303, § 2; Ord. No. 2323, § 2; Ord. No. 2333, § 2; Ord. No. 2348, § 2; Ord. No. 2352, § 2; Ord. No. 2353, § 2; Ord. No. 2360, § 2; Ord. No. 2372, § 2; Ord. No. 2380, § 2; Ord. No. 2391, § 2; Ord. No. 2485, § 1; Ord. No. 2550, § 4; Ord. No. 2560, § 2; Ord. No. 2611, § 2; Ord. No. 2620, § 2; Ord. No. 2624, § 2; Ord. No. 2663, § 5; Ord. No. 2675, § 2; Ord. No. 2682, § 3; Ord. No. 2788, § 2; Ord. No. 2804, § 2; Ord. No. 2829, § 2; Ord. No. 2844, § 2; Ord. No. 2867, § 2; Ord. No. 2879, § 2; Ord. No. 2899, § 2; Ord. No. 2914, § 2; Ord. No. 2995, § 3; Ord. No. 3022, § 2; Ord. No. 3023, § 2; Ord. No. 3035, § 2; Ord. No. 3102, § 6; Ord. No. 3113, § 2; Ord. No. 3117, § 4; Ord. No. 3123 § 2; Ord. No. 3153 § 2; Ord. No. 3192, § 3; Ord. No. 3269, § 2; Ord. No. 3291, § 2.)

### **Section 4. That Section 14.80.1. is hereby amended to read as follows:**

#### **14.80.1. Four-way stop signs.**

There shall be erected in conspicuous places at the following intersections signs lettered with the words "4-Way Stop", which signs shall be so located as to direct all traffic to come to a full stop before proceeding into the intersection:

*Barneswood Drive* and *Saratoga Avenue*.  
*Bolson Drive* and *Springside Avenue*.  
*Chicago Avenue* and *Oakwood Avenue*.  
*Chicago Avenue* and *Saratoga Avenue*.  
*Chicago Avenue* and *Highland Avenue*.  
*Chicago Avenue* and *Lee Avenue*.  
*Claremont Drive* and *Fairmount Avenue*.  
*Curtiss Street* and *Washington Street*.  
*Douglas Road* and *Franklin Street*.  
*Downers Drive* and *Herbert Street*.  
*Downers Drive* and *40th Street*.  
*Dunham Road*, *Andrus Avenue* and *71st Street*.  
*Florence Avenue* and *Grant Street*.  
*Forest Avenue* and *Lincoln Street*.  
*Grand Avenue* and *Hill Street*.  
*Grant Street* and *Highland Avenue*.  
*Grant Street* and *Middaugh Avenue*.  
*Grant Street* and *Oakwood Avenue*.  
*Grant Street* and *Prince Street*.  
*Grant Street* and *Saratoga Avenue*.  
*Grant Street* and *Seeley Avenue*.  
*Hill Street* and *Blodgett Street*.  
*Kenyon Street* and *Washington Street*.  
*Lee Avenue* and *Chicago Avenue*.  
*Linscott Avenue* and *Franklin Street*.  
*Lyman Avenue* and *Summit Street*.  
*Maple Avenue* and *Carpenter Street*.  
*Maple Avenue* and *Washington Street*.  
*Norfolk Street* and *Dunham Road*.  
*Palmer Street* and *Dunham Road*.  
*Park Avenue* and *Randall Street*.

## Stops-Misc

*Prairie Avenue* and Douglas Avenue.  
*Saratoga Avenue* and Candlewood Drive.  
*Seeley Avenue* and Chicago Avenue.  
*Springside Avenue* and Concord Drive.  
*Venard Road* and Drove Avenue.  
*Washington Street* and Chicago Avenue.  
*Washington Street* and Grant Street.  
*Washington Street* and Rogers Street.  
*39th Street* and Cumnor Road.  
*39th Street* and Washington Street.  
*59th Street* and Fairmount Avenue.  
*61st Street* and Lee Avenue.  
*61st Street* and Pershing Avenue.  
*61st Street* and Sherman Road.  
*61st Street* and Woodward Avenue.

(Ord. No. 1362, § 1; Ord. No. 1365, § 1; Ord. No. 1558, § 1; Ord. No. 1559, § 1; Ord. No. 1589, § 1; Ord. No. 1654, § 3; Ord. No. 1655, § 3; Ord. No. 1781, § 6; Ord. No. 2024, § 4; Ord. No. 2095, §§ 5, 6; Ord. No. 2104, § 10; Ord. No. 2145, § 2; Ord. No. 2220, § 2; Ord. No. 2352, § 4; Ord. No. 2365, § 2; Ord. No. 2408, § 2; Ord. No. 2409, § 2; Ord. No. 3022, § 3; Ord. No. 3117, § 5; Ord. No. 3123, § 3; Ord. No. 3192, § 2; Ord. No. 3333, § 2.)

**Section 5.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 6.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

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Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk

**VILLAGE OF DOWNERS GROVE**  
**COUNCIL ACTION SUMMARY**

**INITIATED:** Public Works **DATE:** September 17, 2013  
(Name)

**RECOMMENDATION FROM:** Transportation and Parking Commission **FILE REF:** \_\_\_\_\_  
(Board or Department)

**NATURE OF ACTION:**

- ☒ Ordinance  
☐ Resolution  
☐ Motion  
☐ Other

**STEPS NEEDED TO IMPLEMENT ACTION:**

Motion to Adopt "AN ORDINANCE ESTABLISHING AND AMENDING STOP AND YIELD SIGN LOCATIONS AT MULTIPLE INTERSECTIONS", as presented.

**SUMMARY OF ITEM:**

Adoption of the attached ordinance shall establish and amend stop and yield sign locations at multiple intersections.

**RECORD OF ACTION TAKEN:**

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**TRANSPORTATION AND PARKING COMMISSION  
MEETING MINUTES (Draft)  
April 10, 2013**

**2. File # 07-13 – Neighborhood Traffic Study Area #2 – Pre-Final.**

**Mr. Fera** summarized that staff and the consultants looked at Study Area #2 which involved 75 intersections and resulted in a series of operational and parking recommendations. **Mr. Fera** reviewed the same areas the consultants reviewed at the February 13, 2013 Neighborhood Informal Meeting, i.e., speed, traffic volume, peak hour turning counts, etc., **Mr. Fera** reviewed Table 2 explaining he was looking for the commission to approve a recommendation to the Village Council for the short-term improvements listed in Table 2, in addition to one more addition -- an All Way Stop control -- as recommended by staff.

A review of Table 2 content followed, including the additional proposed All-Way Stop on Forest Ave at Lincoln Ave. **Mr. Fera** explained the confusion that was occurring at that intersection with the current two-way stop. He reported that this Study Area #2 has the highest concentration of All-Way Stop signs in the Village, due to the fact of having three schools within four blocks of each other; all being connected by Grant St. He discussed another proposed All-Way Stop at Linscott Ave and Franklin St near Prince Pond, with Franklin St being a heavily traveled east-west route to Oakwood Ave due to the existing traffic signal at Main St and Franklin St.

**Mr. Fera** then reviewed the proposed parking restrictions, explaining that he did have all of the restrictions resolved yet and will be working to narrow them down to two types of restrictions: 1) restrictions for the schools areas; and 2) restrictions for the parking need of the type of area, whether business or residential. A review of staff's considerations followed. For school zones, the Village is considering the restriction hours of 7 AM to 9 AM or 8 AM to 11 AM to address the early starts and the late starts. For the Metra Train Zone, a three-hour or four-hour restriction would work well. For the neighborhood zone, he suggested no restrictions. However, he reminded the commissioners that the Village will return with specific recommendations to this Commission and an exhibit which would have the proposed parking restrictions depicted for the affected zones so that it would be the correct recommendation to forward to the Village Council.

Continuing, **Mr. Fera** reminded the commissioners that the North High area will be studied separately because the school recently completed its parking operation and he preferred to see the school go through at least a one year cycle. The other area to be studied separately will be Warren Avenue because of its bike route, semi-industrial commercial area, and residential areas, etc. The last area to be studied separately will be Prairie and Franklin intersection to quantify any sight distance issues.

For the long term, **Mr. Fera** reported that he and the consultant will be reviewing traffic calming improvements related to speed mostly, and will be proposing changes to Lee Ave, Seeley Ave (Ogden to Chicago) and Saratoga Ave (from Ogden to Chicago). He noted that the issue was the long stretch of blocks, about which the Police Department was also aware. Details followed on the various calming improvements that could address the speeding sections of roadway.

Per a question about what the police department thought of the ideas being recommended, **Officer Sembach** stated the department would like to see uniform parking restrictions and felt a few years ago that the 8 AM to 11 AM restriction would work. Regarding a restriction listed for Lee at Chicago, **Mr. Fera** explained it was a sight issue for vehicles traveling east and west on Chicago, due to a resident's bushes along the parkway. Another location was identified as having tree sight-line issues.

Addressing the different types of traffic calming measures in staff's report, **Mr. Wrobel** inquired whether there were any petitions received from residents on Lee St asking for something more than the vertical deflections (speed tables), wherein **Mr. Fera** explained there were no petitions received to date from the community. However, he explained that when staff does determine a recommendation there will be public meetings and reviews in order to hear from the residents to see what types of options can work for the area. It may be possible, too, to use a variety of interventions on Lee Ave and on Seeley Ave.

**Ms. Karen Luce**, 1340 Prairie, Downers Grove, was pleased to see that the school parking restrictions were going to be removed from her area. She referenced two signs that she was not sure were going to be included in the restriction, one of which was across the street from her which stated "No Parking Here to Corner." She preferred that all restrictions be lifted.

**Mr. Roger Bauman**, 4500 Prince St., Downers Grove, asked for clarification regarding the No Parking restrictions around North High School, wherein **Mr. Fera** stated they would remain.

**MR. SARICKS MADE A MOTION TO APPROVE STAFF'S RECOMMENDATION, AS PRESENTED, AND WITH THE ADDITION OF THE INTERSECTION OF FOREST AT LINCOLN TO "ALL-WAY STOP CONTROL":**

#### **SHORT-TERM IMPROVEMENTS**

**THE SHORT-TERM IMPROVEMENTS INCLUDE UPGRADES TO SIGNAGE, INCLUDING NEW STOP SIGNS, YIELD SIGNS, CHANGES TO EXISTING STOP / YIELD SIGNS, AND UPDATED SCHOOL SIGNAGE. ALSO, THE INTERSECTION OF FOREST AVE. / LINCOLN AVE. UPGRADED TO AN ALL-WAY STOP CONDITION IS INCLUDED. IN CONCEPT, FUTURE ON-STREET PARKING RESTRICTIONS (BY ZONE) AS DISCUSSED, INCLUDE THE OBJECTIVES OF REDUCING THE NUMBER AND COMPLEXITY OF CURRENT RESTRICTIONS.**

*(Specific parking restriction changes on a block-by-block basis, will be presented, discussed in detail with the residents, and approved under a separate, future Commission meeting).*

**MS. VLCEK SECONDED THE MOTION.**

**AYE: MR. WROBEL, MS. VLCEK, MR. SCHILLER, MR. SARICKS, MR. CRONIN,  
MS. VAN ANNE**

**NAY: NONE**

**MOTION CARRIED. VOTE: 6-0**

## TRANSPORTATION AND PARKING COMMISSION MEETING MINUTES

June 19, 2013

### File # 02-13 – Traffic Study Area #2 – Detailed Parking Restrictions

Traffic Manager, **Dorin Fera**, announced that this meeting was moved back one week due to staff vacation and that the letter of invitation sent to the residents included a link to the packet for tonight's meeting.

**Mr. Fera** recalled that in April 2013 this study area was presented as a more in-depth study and most recommendations made at that meeting were approved by this commission, including the parking. However, staff felt that due to its broad range, a block by block focus under three separate areas, was in order. Those areas included a school zone, a downtown effect zone, and a left-over neighborhood zone. A more detailed description followed.

Another item that would be discussed, but would not be revised, would include the village's overnight parking restriction. **Mr. Fera** reminded the public that tonight's discussion would not be final but would include public input, with a follow-up meeting in the future, to discuss those streets that have difficult circumstances. He referenced the many-received email comments and voicemails from the residents already which would be taken into consideration.

**Mr. Fera** asked for a show of hands of those residents residing in the three various zones, which he noted were about evenly distributed. He discussed the involvement of this commission and the many reviews it had over the years regarding the proposed parking changes at Downers Grove North High, Pierce Downer and Herrick Schools and clarified that he did not want to make changes to those schools where the parking appeared to be working, but that monitoring of those areas would continue.

Mentioning the street of Saratoga Ave, near Ogden Ave, **Mr. Fera** explained the street was unique in that it carried more traffic on it from Prairie Ave to Ogden Ave due to the signal control. His goal was to leave the parking restrictions on Saratoga Ave the same. Regarding Warren Ave from Forest Ave to Belmont Ave, he was not proposing to address it at this time because it had different roadway and parking features and also different uses and, therefore, would be addressed under a separate study. The Downers Grove North High School area would also be under separate study to address the bus issues and weekend operations. In general, he reminded everyone that the last recommendation by this commission was to reduce the number of parking restrictions, make them more uniform, and more reasonably enforceable.

**Chairman Pro tem Schiller** invited residents from the Neighborhood Zone to speak.

**Mr. B.J. Andrews**, who resides at the corner of Seeley Ave and Chicago Ave, preferred that the parking restrictions return to the way they were when in he moved into his home during 1981, i.e., no restriction on the north or south side of Chicago Avenue.

**Mr. William Lockett**, 4712 Montgomery Ave, stated that the proposed restrictions between Prairie Ave and Chicago Ave (7AM to 9AM) on Montgomery were installed via a petition, due to the high school students parking there and the restrictions were working well and should not be changed.

**Mr. John Wander**, 4714 Oakwood Ave, also favored the current restriction on Montgomery because it was working. However, he voiced concern about Chicago Avenue, west of Oakwood, and does not want to allow parking on both sides of the street since it was a busy street and was near the elementary school. Also, there was no crossing guard there.

**Chairman Pro tem Schiller** asked **Mr. Fera** to follow up on the above two and provide a summary at the next meeting as to what action may be taken.

**Ms. Marilyn Andrews** stated her house faces Chicago Ave at Seeley Ave. She asked that the parking on the north side of the street be restricted from Monday through Friday to free up both sides of the street for the weekends.

**Mr. Fera** also stated that he spoke with Downers Grove North High School staff regarding how to apply the parking restrictions once school was out but cautioned that not everyone knew what the school days were. He hoped that with the new school parking lots now in use, less parking would occur on the neighborhood streets. However, he stated, there is an annual student parking cost associated with parking in the school lots.

A student from the high school confirmed spoke and confirmed there was a fee to park and that many students parked near her house or in her driveway because it was cheaper and they were willing to walk to school from her house.

Commissioner comments/questions followed: Had the school board considered making their parking fees more reasonable to the students or discount them if they ride-share; was there a reason why Lee Street (south of Ogden Ave.) was marked with no restrictions (due to nearby car dealership); has any one spoken to the school district to encourage students to use the buses.

**Chairman Pro tem Schiller** invited residents from the Downtown zone (4 hour restriction) to speak:

**Ms. Sandy DiGilio** resides on Oakwood between Warren and Prairie. She stated many of the homes have single-car driveways and due to people parking on the street, it makes it difficult for residents to back out of their driveway safely. She believed if the village lifted the parking restrictions, it would create more traffic difficulties on her block. Additionally, the village completed the rehab of the bricks on the street and she believed more traffic load would become an issue. She asked that the village consider who are the people using those parking spaces because they will be parked there the entire day.

**Dr. Bruce Larson**, Larsen Eye Center, located at the corner of Forest Ave and Warren Ave, stated he located his building at this corner due to the available street parking and



stated that tonight there was not one car parked on the block. He stated that if he knew there were going to be restrictions on Warren he was not sure he would have purchased his lot. To date, he has purchased two permits for his employees and he believed the restrictions were causing more problems than solving them. He supported the village removing all of the restrictions along Warren but he did not know where his employees were supposed to park. As to the concern of commuter parkers taking over the spaces by his business, **Dr. Larson** stated the commuters never did before.

**Ms. Barbara Thompson**, lives on Oakwood Ave between Warren Ave and Prairie Ave. She was concerned about the removal of the restrictions because she also had a single-car driveway and needed some place to park her other cars. She believed if the restrictions were removed, commuters would use the spaces, so she favors keeping the parking restrictions as is.

**Mr. Phil Amoruso**, 4835 Saratoga Ave, stated the current two-hour restriction on his street works and should be kept. But he also mentioned that the village's building department "encouraged one-car driveways now" due to the square footage usage of property. He believed the four-hour restriction was "overkill." He believed enforcement for the current restriction was easier. Also, the festivals were the only time when his street was crowded. He asked that the village also redirect trucks off of his brick street.

**Mr. Brian Dietrich**, 4832 Saratoga Ave, supported keeping the existing 3-Hour restriction on his block. He stated he and his neighbors shuffle cars but the majority of the cars on the street are his neighbors. The parked cars also had a traffic calming effect on the street.

**Mr. Phil Amoruso**, 4835 Saratoga Ave, returning to the school zone discussion, stated that when he went to high school he had to pay \$10.00 for a parking permit and today, the kids could "well afford" \$187.00 for a parking permit.

**Mr. Ben Kramer**, 4908 Middaugh Ave, south of Franklin, stated that when Middaugh Ave was redone some years ago, the contractor made the street narrower than the rest of the streets in town and to park on both sides of the street would make it very restrictive. He also noted that the concerns of the residents and businesses could be solved by issuing resident and employee parking permits and it should not be a revenue-generating prospect for the residents.

Asked if Middaugh Ave had parking on both sides of the streets, would emergency vehicles be able to clear the street, **Mr. Fera** responded that this area of Middaugh, along with some other streets, is a gray area for parking characteristics and would need further review, and he offered to look at this issue since it was raised by other residents through email.

**Mr. David Haugen**, 4826 Forest Ave, between Prairie Ave and Franklin Ave on the south, stated the current parking restriction was either two or four hours and he believed it was a "left over" restriction from when there was an effort to maintain the residential character of the block. He asked whether the time of day restriction would remain or not, but it did not make a difference to him. On the topic of sight lines issues at the intersection of Forest and Prairie, he stated the trees and village signs were an issue due to the way a driver views them -- such as looking through a picket fence. He suggested clipping the smaller growths on a tree located on Prairie Avenue (on north side between Main and Forest).

Also, a large hedge on a resident's property existed on that corner. **Mr. Haugen** voiced concerns as a pedestrian, traversing the three-way intersection at Franklin and Forest and, lastly, he did not like the term Downtown zone because it implied the business district where before the area was described as the "Near Train" zone. He suggested renaming it the "Near Town" zone or labeling the zones as "A, B, or C".

**Chairman Pro tem Schiller** invited residents from the School zone to speak.

**Ms. Jamie Calhoun**, 4717 Linscott Ave, stated there currently was a 7:00 AM to 1:00 PM parking restriction between Prairie and Chicago and she did not want students or commuters parking on the street, as she also had a one-car driveway. She would like her visitors to be able to park; however, she voiced concern about the proposed 8:00 AM to 11:00 AM restriction and suggested a different time change (10:00 AM to Noon) and less hours, yet reaching the same goal. She thought the three-hour restriction was "overkill." However, she stated that in reviewing the entire map, the four-hour restriction solved a lot of the issues being raised by the residents. She supported having a resident and/or guest parking permit system.

**Mr. Dennis Schives**, 1234 Chicago Ave (Middaugh and Chicago), supported the current four-hour restrictions but said the student parking would always be issue and the question was whether they "will" afford the \$187.00 fee or use it for something else. He believed it was best to leave the school out of the issue and that the village solve the issue by using parking restrictions in the neighborhood.

**Mr. David Haugen**, 4826 Forest Ave, mentioned he had a single-car driveway that widened at the street and offered it as a suggestion to the residents.

**Mr. William Lockett**, 4712 Montgomery Ave., has observed the school bus route in his neighborhood and believes the current restriction (7 AM to 9 AM) has worked well for the buses, and should be kept. He also has noted that afterwards the high school driving instructors bring the Drivers Ed students over to his area, since it is convenient for their driving training program.

**Mr. Alex Miller**, 4612 Middaugh Ave, supported the restrictions in his area to eliminate student parking since they were working. He agreed car shuffling was an issue and supported the comment that the residents should have the right to park on the street via a permit system of some type. He also agreed the residents should be able to park on the street during the summer months. Lastly, he agreed to no parking on both sides of the street since Middaugh was a narrow street.

Due to the many comments received, **Chairman Pro tem Schiller** believed this matter should be tabled; others concurred.

**MR. SARICKS MADE A MOTION TO TABLE THE CURRENT RECOMMENDATION UNTIL RESIDENTS' COMMENTS WERE REVIEWED MORE THOROUGHLY AND SUMMARIZED.**

**MR. WROBEL SECONDED THE MOTION.**

**MOTION CARRIED BY VOICE VOTE OF 5-0.**

## **TRANSPORTATION AND PARKING COMMISSION MEETING MINUTES**

August 14, 2013

### **File # 02-13 – Traffic Study Area #2 - Proposed Parking Changes, Summary of Residents' Comments**

- **Mr. Fera** briefly walked through this history of how this study was broken out into three areas and the good feedback he received from the neighbors. He reported that one of the main issues of the community was the single driveways. However, in looking at the responses from the community, he believed the community, at-large, was accepting of the existing conditions and were comfortable with the restrictions. He stated that staff, at this time, was not making any changes to the existing street parking restrictions for this area and was withdrawing its initial proposal. However, **Mr. Fera** offered that staff would look at the issue again, should conditions change.

Because **Chairman Stuebner** was not at the last meeting, **Mr. Fera** confirmed with him that speeding on Saratoga and Warren Avenues was being reviewed as separate items within the neighborhood. Most likely, he envisioned a Warren Avenue study and North High study in about two years. Asked if a parking restriction request from a resident could preclude the study, Mr. Fera believed it could not since the public already provided input and indicated it did not want the changes, unless the change was systematic and benefitted the community, the traffic and the parking.

As for the recommendations for intersection controls, **Mr. Fera** clarified those were previously approved and were moving forward since they were controls and not part of parking. **Chairman Stuebner** asked that staff discuss the west parking lot of the high school and the parking issues that take place there on the weekends. **Mr. Fera** concurred and stated that he will continue dialog with the high school since many of the issues have yet to address the parking with after-school activities.

**Chairman Stuebner** invited the public to speak. No comments. A motion was entertained.

**MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION & PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL THAT THE FOLLOWING BE IMPLEMENTED: 1) WITHDRAW THE PROPOSED PARKING RECOMMENDATIONS, AS PRESENTED AT THE JUNE 19, 2013 MEETING; AND 2) PROPOSE TO MAINTAIN THE EXISTING RESTRICTIONS ON AREA STREETS WITH TRAFFIC STUDY AREA #2.**

**MR. SCHILLER SECONDED THE MOTION. ROLL CALL:**

**AYE: MR. WROBEL, MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. SARICKS,  
MR. CRONIN**

**NAY: NONE**

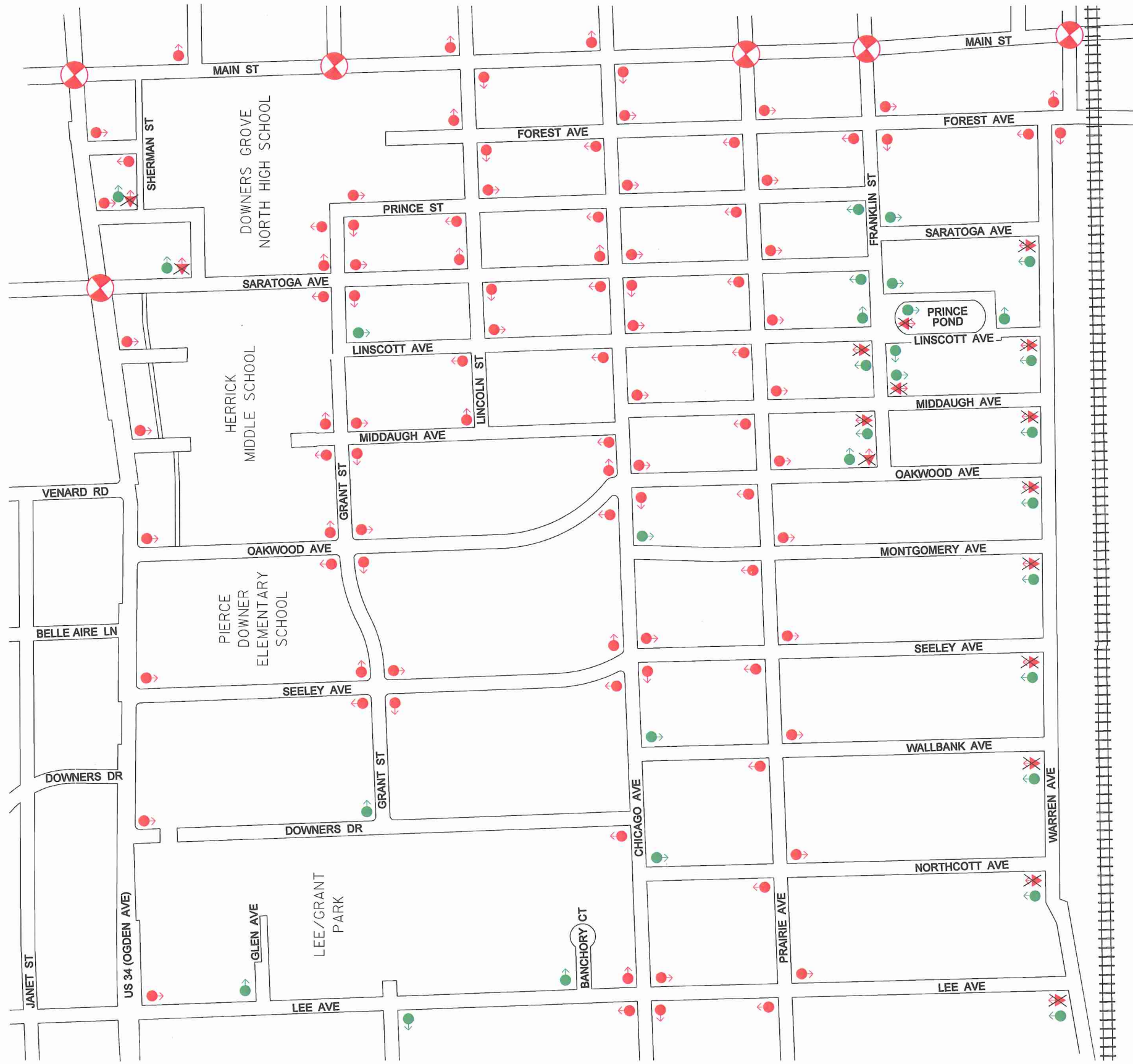
**MOTION CARRIED. VOTE: 6-0**



NOT TO SCALE

LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN
- PROPOSED STOP SIGN
- PROPOSED YIELD SIGN
- REMOVE EXISTING SIGN



PROJECT:

2nd Neighborhood Study  
Downers Grove, Illinois

TITLE:



















Recommendations  
Intersection Traffic Control

**KLOA**  
Job No: 12-140

Figure: 9



# LEGEND

-  - TRAFFIC SIGNAL WITH PEDESTRIAN SIGNAL HEADS
  -  - CROSSWALK
  -  - BIKE ROUTE
  -  - CROSSING GUARD
  - BL - BIKE LANE
  -  - NEW SIGN
  -  - REMOVE SIGN
  -  - RELOCATE SIGN
- 
-  ① -
  -  ② -
  -  ③ -
  -  ④ -
  -  ⑤ -
  -  ⑥ -
  -  ⑦ -
  -  ⑧ -
  -  ⑨ -
- 
-  ⑦ -
  -  ⑨ -
- 
- NOT TO SCALE

