

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
11/17/2015

SUBJECT:	SUBMITTED BY:
Proposed Parking Restriction Revisions: <ul style="list-style-type: none"> • Washington St: 63rd to south (200') • East-West Access: 30-minute loading zone • Belle Aire Lane – Various Locations • Highland Avenue – Various Locations Miscellaneous – Updates, corrections and revisions	Nan Newlon Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend the Municipal Code concerning:

- Parking restrictions on Washington Street south of 63rd Street,
- Revision of the parking restrictions at the northwest corner of the East-West Access Road and Mochel Drive,
- Revision and expansion of the parking restrictions along the east side of Belle Aire Lane and on Janet Street,
- Parking restrictions on Highland Avenue north of 41st Street, and
- Revisions to other general ordinance sections in order to match field conditions.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the November 10, 2015 Village Council meeting. Staff recommends approval on the November 17, 2015 Active Agenda.

BACKGROUND

Washington Street

This item will restrict parking on Washington Street south of 63rd Street. The geometry of the intersection of 63rd Street and Washington Street creates challenging roadway conditions for motorists and emergency vehicles when cars are parked on the east and west sides of Washington Street south of 63rd Street. Under these conditions the roadway operates as a single lane, making it difficult to carry two-way traffic northbound and southbound.

Under the Village Manager's authority, the Village has temporarily restricted vehicular parking along the east side of Washington Street from the south line of 63rd Street to approximately 200' south (see Exhibit 1). There have been no reported accidents or resident complaints since installation.

Staff prepared and presented a recommendation to the Transportation and Parking Commission of "No Parking Any Time" restriction, a distance of 200 feet on the east side of Washington Street and 50 feet on the west side of the road, just south of 63rd Street. With the proposed restrictions in place, parking and vehicular movement conflicts at this location will be improved.

This item was presented to the Transportation and Parking Commission on September 9, 2015. The Commission voted 5-0 to approve this action.

East-West Access Drive

Staff is presenting this item at the request of the Downtown Management Corporation. The parking spaces are currently designated "No Parking – Loading Zone" and the request is to re-designate them as "No Parking – Loading Zone, 7am to 3pm" (see Exhibit 2). This change will allow the spaces to be used by the public after 3pm, increasing parking in this area.

Staff has reviewed the dimensions of the space and general commercial vehicle use times at this location. Downtown Management Corporation assisted staff with contacting neighboring business owners, which helped to ensure proper input and feedback from all impacted business owners. To date there have been no objections.

This item was presented to the Transportation and Parking Commission on September 9, 2015. The Commission voted 5-0 to approve this action.

Belle Aire Lane

This item will add parking restrictions to Belle Aire Lane. Currently, a portion of the street north of Ogden has a No Parking Any Time restriction; this will add a No Parking 7 AM to 4 PM restriction from Monday through Friday to the north of the existing restrictions to address vehicle conflicts during school hours.

This item was presented to the Transportation and Parking Commission on October 14, 2015, to address resident concerns about safety along Belle Aire Lane. The concern is related to congestion created by on-street parking on Belle Aire Lane during school drop-off and pick-up times. This roadway segment is the primary access point to Belle Aire Elementary School. The congested section is within the first block of Belle Aire Lane just north of Ogden Avenue.

Staff reviewed the area and found there is consistent parking activity along Belle Aire Lane from the adjacent businesses. When vehicles are parking and maneuvering, this section of Belle Aire becomes congested, two-way travel is constricted, visibility is reduced, and vehicular movement in both directions is difficult for motorist and school buses to navigate.

With the proposed recommendations in place parking and vehicular movement conflicts at these locations should be reduced or eliminated. This item was presented to the Transportation and Parking Commission on October 14, 2015. The Commission voted 5-0 to approve this action.

Highland Avenue

This item was brought forward as a result of a meeting with the Highland Elementary School personnel to discuss traffic operations during the drop-off and pick-up time periods. The concern is with the number of people who are parking on Highland Avenue in front of the school and crossing the street and drop-off/pick-up travel lane. This was observed at the meeting on September 14th, as vehicles were parking and facing the wrong direction while stopping in these areas, as well as pedestrians weaving between moving vehicles, creating conflict points and the potential for accidents. The recommendation is to restrict parking on Highland Avenue in front of the school during the hours of 8am-9am and 3pm-4pm. Restricting parking on the street at these times will encourage students to remain in their vehicles during drop-off and pick-up operation. Parents who prefer to park and walk their student into the school will have the option to park further north on Highland Avenue, away from the congested area (see Exhibit 4).

This item was presented to the Transportation and Parking Commission on October 14, 2015. The Commission voted 5-0 to approve this action.

Miscellaneous – Updates, Corrections, and Revisions

Staff periodically reviews the Village Code related to parking and notes contradictions between the text and field conditions. Staff has been keeping a list of these contradictions and has consolidated several of them into this agenda item for Council approval.

ATTACHMENTS

Ordinance

Exhibits

Meeting Minutes – September 9, 2015 TAP Commission

Meeting Minutes – October 14, 2015 TAP Commission

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Public Works DATE: November 17, 2015
(Name)

RECOMMENDATION FROM: Transportation and Parking Commission FILE REF: _____
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE AMENDING PARKING & TRAFFIC PROVISIONS", as presented.



SUMMARY OF ITEM:

Adoption of the attached ordinance shall amend certain parking and traffic provisions.

RECORD OF ACTION TAKEN:

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ORDINANCE NO. _____

AN ORDINANCE AMENDING PARKING & TRAFFIC PROVISIONS

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 14.67. is hereby amended to read as follows:**14.67. Crosswalks designated.**

(a) Pedestrian crosswalks are hereby designated at the locations listed below on the following streets:

Barrett Street. Across Barrett Street at the north side of Norfolk Street.

Blodgett Avenue. Across 55th Street on the west side of Blodgett Avenue.

Brook Drive. Across Brook Drive at 1525 Brook Drive address.

Burlington Avenue. Across Burlington Avenue on the west side of Fairview Avenue.

Burlington Avenue. Across Burlington Avenue on the east and west sides of Main Street.

Burlington Avenue. Across Burlington Avenue on the east side of Forest Avenue.

Carpenter Street. Across Carpenter Street on the north side of Grove Street.

Carpenter Street. Across Carpenter Street on the north and south sides of Maple Avenue.

Chicago Avenue. Across Chicago Avenue on the west side of Douglas Road.

Curtiss Street. Across Curtiss Street on the east and west sides of Forest Avenue extended south.

Curtiss Street. Across Curtiss Street on the east and west sides of Main Street.

Curtiss Street. Across Curtiss Street on the east and west sides of Mochel Drive.

Curtiss Street. Across Curtiss Street on the east and west sides of Washington Street.

Douglas Road. Across Douglas Road on the north and south sides of Chicago Avenue.

Downers Drive. Across Downers Drive at a point two hundred seventy-two feet south of Brook Drive.

Elm Street. Across Elm Street on the north and south sides of Franklin Street.

Elmore Avenue. Across Elmore Avenue on the west side of Bending Oaks Place.

Fairview Avenue. Across Fairview Avenue on the south side of Second Street.

Fairview Avenue. Across Fairview Avenue on the north and south sides of Maple Avenue.

Fairview Avenue. Across Fairview Avenue on the south side of Burlington Avenue.

Forest Avenue. Across Forest Avenue on the north side of Warren Avenue.

Forest Avenue. Across Forest Avenue on the north side of Curtiss Street.

Forest Avenue. Across Forest Avenue on the south side of Gilbert Avenue extended east.

Franklin Street. Across Franklin Street on the east and west sides of Elm Street.

Gilbert Avenue. Across Gilbert Avenue on the west side of Forest Avenue.

Grove Street. Across Grove Street on the west side of Main Street.

Highland Avenue. Across Highland Avenue on the north side of Warren Avenue.

Highland Avenue. Across Highland Avenue from the southwest corner to northeast corner of the intersection at Warren Avenue.

Hillcrest Road. Across Hillcrest Road on the north side of Jefferson Road.

Lee Avenue. Across Lee Avenue on the south side of Elmore Avenue.

Mackie Place. Across Maple Avenue on the east side of Mackie Place.

Main Street. Across Main Street on the north and south sides of Maple Avenue.

Main Street. Across Main Street on the north side of Grove Street extended east.

Main Street. Across Main Street on the north and south sides of Curtiss Street.

Main Street. Across Main Street on the south side of Burlington Avenue.

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Main Street. Across Main Street on the north side of Warren Avenue.

Main Street. Across Main Street at a point two hundred seventy feet north of 68th Street.

Main Street. Across Main Street on the north and south sides of Ogden Avenue.

Maple Avenue. Across Maple Avenue on the east and west sides of Main Street.

Maple Avenue. Across Maple Avenue on the east and west sides of Carpenter Street.

Maple Avenue. Across Maple Avenue on the east and west sides of Fairview Avenue.

Maple Avenue. Across Maple Avenue on the east and west sides of Washington Street.

Ogden Avenue. Across Ogden Avenue on the east and west sides of Main Street.

Prairie Avenue. Across Prairie Avenue on the east and west sides of Washington Street.

Prince Street. Across Prince Street, two hundred fifty-four feet north of Grant Street.

Saratoga Avenue. Across Saratoga Avenue at the north side of Norfolk Street.

Warren Avenue. Across Warren Avenue on the west side of Forest Avenue.

Warren Avenue. Across Warren Avenue on the west side of Main Street.

Warren Avenue. Across Warren Avenue on the west side of Highland Avenue.

Warren Avenue. Across Warren Avenue on the east side of Forest Avenue.

Washington Street. Across Washington Street on the north and south sides of Curtiss Street.

Washington Street. Across Washington Street on the north and south sides of Maple Avenue.

Washington Street. Across Washington Street on the north and south sides of Prairie Avenue.

55th Street. Across 55th Street on the west side of Carpenter Street.

55th Street. Across 55th Street on both sides of Benton Avenue

extended south.

It shall be unlawful for any person driving or operating any vehicle to fail to yield the right of way to any pedestrian within the crosswalk designated by this section or entering upon any walk. (Ord. No. 1261, § 1; Ord. No. 1302, § 1; Ord. No. 1502, § 1; Ord. No. 1511, § 1; Ord. No. 1999, § 2; Ord. No. 1935, § 6; Ord. No. 2030, § 1; Ord. No. 2546, § 5; Ord. No. 2738, § 2; Ord. No. 2908, § 2; Ord. No. 3118, § 7.)

Section 2. That Section 14.71. is hereby amended to read as follows:

14.71. School Crosswalks designated.

The crosswalks within the Village designated hereby as "school crossings" are as follows:

Belle Aire Lane. Across Belle Aire Lane on the south side of Drove Avenue.

Belmont Road. Across Belmont Road on the south side of Prairie Avenue.

Bending Oaks Place and Bending Oaks Court. Across Bending Oaks Place and Bending Oaks Court on the north and south sides of Elmore Avenue.

Blodgett Avenue. Across Blodgett Avenue on the north side of Hill Street.

Blodgett Avenue. Across Blodgett Avenue on the north side of Sixtieth Street extended west.

Blodgett Avenue. Across Blodgett Avenue on the north side of Sixty-first Street extended west.

Chicago Avenue. Across Chicago Avenue on the west side of Oakwood Avenue.

Chicago Avenue. Across Chicago Avenue on the east side of Douglas Road.

Claremont Drive. Across Claremont Drive on the east side of Fairmount Avenue.

Douglas Road. Across Douglas Road on the south side of Gierz Street.

Douglas Road. Across Douglas Road on the north and south of its intersection with Prairie Avenue.

Downers Drive. Across Downers Drive on the south side of Herbert Street.

Dunham Road. Across Dunham Road on the north side of Jefferson Avenue.

Dunham Road. Across Dunham Road on the north side of Palmer Street.

Dunham Road. Across Dunham Road on the south side of Sixty-third Street.

Dunham Road. Across Dunham Road on the north side of Norfolk Street.

Fairmount Avenue. Across Fairmount Avenue at a point one hundred thirty-seven feet north of Parkview Drive.

Fairmount Avenue. Across Fairmount Avenue at a point two hundred sixty-five feet south of the

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south line of Sixty-eighth Street.

Fairview Avenue. Across Fairview Avenue on the north side of Fifty-ninth Street.

Fairview Avenue. Across Fairview Avenue at a point one hundred forty nine feet south of the south line of Blackburn Avenue.

Fairview Avenue. Across Fairview Avenue on the north side of Hill Street extended east.

Fairview Avenue. Across Fairview Avenue from the north side of Lincoln Avenue west of Fairview Avenue to the south side of Lincoln Avenue east of Fairview Avenue.

Fairview Avenue. Across Fairview Avenue on the north side of Prairie Avenue extended east.

Fairview Avenue. Across Fairview Avenue on the north side of 56th Street extended west.

Franklin Street. Across Franklin Street on the east side of Main Street.

Franklin Street. Across Franklin Street on the west side of Highland Avenue.

Grand Avenue. Across Grand Avenue on the north side of Hill Street.

Grand Avenue. Across Grand Avenue on the south side of Hill Street.

Grant Street. Across Grant Street to the east and west of its intersection with Middaugh Avenue.

Grant Street. Across Grant Street to the east and west of its intersection with Oakwood Avenue.

Grant Street. Across Grant Street on the east side of Seeley Avenue.

Grant Street. Across Grant Street on the east side of Main Street.

Haddow Avenue. Across Haddow Avenue on the east side of Puffer Road.

Haddow Avenue. Across Haddow Avenue on the east side of Edward Avenue.

Highland Avenue. Across Highland Avenue on the ~~north~~^{south} side of Franklin Street.

Highland Avenue. Across Highland Avenue on the north side of Prairie Avenue.

Indianapolis Avenue. Across Indianapolis Avenue, east of Florence Avenue.

Jefferson Avenue. Across Jefferson Avenue on the west side of Hillcrest Road extended south.

Lincoln Avenue. Across Lincoln Avenue at a point one hundred six feet west of the centerline of Florence Avenue.

Lincoln Avenue. Across Lincoln Avenue at a point ninety-four feet east of the centerline of Florence Avenue.

Main Street. Across Main Street on the south side of Fifty-Ninth Street.

Main Street. Across Main Street on the north ~~and south~~ sides of Franklin Street.

Main Street. Across Main Street on the north and south of its intersection with Grant Street.

Main Street. Across Main Street on the north and south of Prairie Avenue.

Main Street. Across Main Street on the south side of Thirty-Ninth Street.

Main Street. Across Main Street on the north and south sides of Ogden Avenue.

Maple Avenue. Across Maple Avenue on the west side of Dunham Road.

Maple Avenue. Across Maple Avenue on the west side of Elmwood Avenue.

Norfolk Street. Across Norfolk Street on the west side of Barrett Street extended south.

Norfolk Street. Across Norfolk Street on the east side of Powell Street.

Oakwood Ave. Across Oakwood Avenue on the north and south of its intersection with Grant Street.

Ogden Avenue. Across Ogden Avenue on the west side of Saratoga Avenue.

Palmer Street. Across Palmer Street on the west side of Saratoga Avenue.

Powell Street. Across Powell Street on the north side of Palmer Street.

Powell Street. Across Powell Street on the south side of Norfolk Street.

Prairie Avenue. Across Prairie Avenue on the east side of Belmont Road.

Prairie Avenue. Across Prairie Avenue on the east and west of its intersection with Douglas Road.

Prairie Avenue. Across Prairie Avenue on the west side of Highland Avenue.

Prairie Avenue. Across Prairie Avenue on the east and west sides of Main Street.

Prairie Avenue. Across Prairie Avenue on the west side of Oakwood Avenue.

Puffer Road. Across Puffer Road on the south side of Haddow Avenue.

Saratoga Avenue. Across Saratoga Avenue on the north and south sides of Ogden Avenue.

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Saratoga Avenue. Across Saratoga Avenue, midblock, on the north side of Grant Street.

Seeley Avenue. Across Seeley Avenue on the north side of Grant Street.

Stonewall Avenue. Across Stonewall Avenue on the south side of Sixty-Second Street extended west.

Summit Street. Across Lyman Avenue on the south side of Summit Street.

Summit Street. Across Park Avenue on the south side of Summit Street.

Summit Street. Across Fairmount Avenue on the south side of Summit Street.

Summit Street. Across Benton Avenue on the south side of Summit Street.

Summit Street. Across Blodgett Avenue on the south side of Summit Street.

Venard Road. Across Venard Road at 39th Street.

Washington Street. Across Washington Street on the ~~south~~^{north} side of Franklin Street.

Washington Street. Across Washington Street on the north side of Randall Street.

Washington Street. Across Washington Street on the south side of 39th Street.

39th Street. Across 39th Street on the west side of Glendenning Road.

55th Street. Across 55th Street on the east side of Dunham Road.

55th Street. Across 55th Street on the east side of Fairmount Avenue.

59th Street. Across 59th Street on the west side of Blodgett Avenue extended north.

59th Street. Across 59th Street on the east side of Fairmount Avenue extended south.

59th Street. Across 59th Street on the west side of Fairview Avenue.

63rd Street. Across 63rd Street on the east side of Fairmount Avenue.

68th Street. Across 68th Street on the east side of Fairmount Avenue.

68th Street. Across 68th Street on the west side of Briargate Drive. (Ord. No. 743, § 4; Ord. No. 763; Ord. No. 769, § 1; Ord. No. 1176, § 1; Ord. No. 1602, § 1; Ord. No. 1877, § 3; Ord. No. 1895, § 3; Ord. No. 1907, §§ 3, 4; Ord. No. 1939, § 5; Ord. No. 1965, §§ 4, 5; Ord. No. 2004, § 3; Ord. No. 2125, § 2; Ord. No. 2144, § 2; Ord. No. 2308, § 2; Ord. No. 2344, §§ 2, 3; Ord. No. 2474, § 2; Ord. No. 2514, § 1; Ord. No. 2548, §§ 1, 3; Ord. No. 2657, § 2; Ord. No. 2690, § 2; Ord. No. 2807, § 1; Ord. No. 2851, § 2; Ord. No. 2880, § 2; Ord. No. 3084, § 2; Ord. No. 3118, § 8.)

Section 3. That Section 14.98 is hereby amended to read as follows:

14.98 No parking zones-Generally.

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

Acorn Drive, on both sides.

Austin Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Authority Drive, on both the east and west sides, from Ogden Avenue to Warrenville Road.

Bates Place, on the north side.

Belden Avenue, on the west side, from Maple Avenue to Curtiss Street.

Belle Aire Lane, on the east side, from the northern terminus of Belle Aire Lane to the south line of Virginia Street (as extended from the west).

Belle Aire Lane, on the east side, from Ogden Avenue to a point ~~one hundred eighty (180)~~^{two hundred ten (210)} feet north of Ogden Avenue.

Belle Aire Lane, on the west side, from Ogden Avenue to a point one hundred sixty (160) feet north of Ogden Avenue.

Belmont Road, on both sides, from 64th Street to 63rd Street.

Birch Avenue, on the north side, from Elm Street to Washington Street.

Black Oak Drive, on both sides, from a point two hundred feet west of the west line of Highland Avenue to Highland Avenue.

Blodgett Avenue, on the west side, from Maple Avenue to a point sixty feet south of the south line

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of Maple Avenue.

Blodgett Avenue, on the east side from 59th Street to 61st Street.

Blodgett Avenue, on the east side, from Maple Avenue to a point five hundred and sixty-four feet south of the south right-of-way line of Maple Avenue.

Branding Avenue, on the north side, from the east line of Scheldrup Street to the west line of Oak Grove Drive.

Branding Avenue, on both sides, including all sides of the grass median, from the east line of Finley Road to a point one hundred fifty-two feet east of the east line of Finley Road.

Breasted Avenue, on the north side.

Brook Drive, on both sides, from Finley Road to Centre Circle.

Bryan Place, on the east side, from Prairie Avenue to Rogers Street.

Burlington Avenue, on both sides, from the east line of Fairview Avenue to a point ninety (90) feet east of such east line.

Burlington Avenue, on the north side, from Wilcox Avenue to Florence Avenue.

Burlington Avenue, on both sides, from Fairview Avenue to Maple Avenue.

Burlington Avenue, on the south side, between Wilcox Avenue and Florence Avenue.

Burlington Avenue, on the north side, from a point one hundred seven feet west of the west line of Washington Street (as said line is extended from the south) to the easterly right-of-way line of Burlington Avenue.

Burlington Avenue, on the south side from the east line of Washington Street (as said line is extended from the south) to the east line of Washington Street (as said line is extended from the north.)

Burlington Avenue, on the north side, from Main Street to a point one hundred and sixty (160) feet east of the east line of Main Street; and, from a point two hundred and fifty (250) feet east of the east line of Main Street to a point two hundred and ninety three (293) feet east of the east line of Main Street.

Burlington Avenue, on the south side, from Main Street to a point fifty-one feet east of the east line of Main Street, from the west line of Washington Street (as extended from the south) to a point one hundred twenty feet west of such west line of Washington Street.

Burlington Avenue, on the north side, from the east line of Forest Avenue to the west line of Main Street.

Burlington Avenue, on the south side, from the west line of Belmont Road to a point fifty-two feet west thereof.

Burlington Avenue, on the north side, between Chase Avenue and Walnut Avenue.

Burlington Avenue, on the south side, from a point eighteen feet west of the west line of Rose to the west line of Walnut Avenue.

Bush Place, on the west side.

Butterfield frontage road, on the south side, from the east line of Scheldrup Street to a point one hundred eighty-three feet east of the east line of Downers Drive.

Butterfield frontage road, on the north side, from the east line of Oak Grove Drive to a point one hundred eighty-three feet east of the east line of Downers Drive, and from a point four hundred eleven feet east of the east line of Downers Drive to a point five hundred forty-five feet east of the east line of Downers Drive.

Carpenter Street, on the east side, from Gilbert Avenue to a point sixty feet south of the south line of Gilbert Avenue.

Carpenter Street, on the east side, from the south line of Maple Avenue to the north line of 55th Street.

Carpenter Street, on the east side, between the north line of Grove Street and the south line of Curtiss Street.

Carpenter Street, on the east side, from the north line of 63rd Street to the south line of Lane Place.

Carpenter Street, on the west side, from the south line of Gilbert Avenue to the north line of

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Maple Avenue.

Carpenter Street, on the west side from Grove Street to Ross Court.

Centre Circle, on both sides.

Burlington Avenue.

Chase Avenue, on the west side, from the south line of Haddow Avenue to the north line of

Street.

Chicago Avenue, on the north side, from the west line of Main Street to the east line of Cornell

Avenue.

Chicago Avenue, on the north side, from Seeley Avenue to Oakwood Avenue.

The circle in front of the high school entrance at Forest Avenue.

Blackburn Avenue.

Claremont Drive, on both sides from Blackburn Avenue to a point one hundred (100) feet west of

Avenue.

Claremont Drive, on both sides from Osage Avenue to a point sixty (60) feet west of Osage

Avenue.

Concord Drive, on the north side, from a point fifty feet east of Bunker Hill Circle, and from a

Avenue.

Concord Drive, on the north side, from a point fifty feet east of Stonewall Avenue, and from a

Avenue.

Concord Drive, on the south side, from Stonewall Avenue to Springside Avenue.

Avenue.

Cross Street, on both sides, from Ogden Avenue to a point one hundred thirty (130) feet south of

Avenue.

Cumnor Road, on the west side, from a point fifty feet north of Foxfire Court, and from a point

Avenue.

Cumnor Road, on the east side, from a point fifty feet north of Downers Plaza Drive and from a

Avenue.

Cumnor Road, on both sides, from the south line of 41st Street to the north line of Ogden

Avenue.

Curtiss Street, on the north side between Mochel Drive and the westerly edge of the Downers

Avenue.

Curtiss Street, on the north side, from Washington Street to Mackie Place, and on the south side,

Avenue.

Curtiss Street, on the south side, from the west line of Washington Street to a point two hundred

Avenue.

Curtiss Street, on the south side, from a point two hundred twenty feet west of Belden Avenue to

Avenue.

Curtiss Street, on both sides, from the west line of Belmont Road to the east line of Walnut

Avenue.

Curtiss Street, on the south side, from Carpenter Street to the east line of Forest Avenue (as

Avenue.

Curtiss Street, on the north side, from Forest Avenue to a point one hundred thirty feet west of the

Avenue.

Curtiss Street, on the north side, from the east line of Belmont Road to the west line of Glenview

Avenue.

Curtiss Street, on the north side, from Carpenter Street to a point sixty-two feet east of the east

Avenue.

Curtiss Street, on the north side, from a point four hundred five feet west of the west line of

Avenue.

Curtiss Street, on the north side, from a point four hundred twenty-five feet west of the west line of Forest Avenue.

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Curtiss Street, on the south side, from the east line of Belmont Road, to a point sixty feet east of the east line of Belmont Road.

Douglas Road, on the east side, from the intersection of Douglas Road with Rogers Street to a point fifty feet north of such intersection.

Douglas Road, on the east side, between Ogden Avenue and Grant Street.

Douglas Road, on the west side, from the north line of Ogden Avenue to a point two hundred (200) feet north of Ogden Avenue.

Douglas Road, on the east side, from a point one hundred (100) feet north of Ogden Avenue to a point two hundred (200) feet north of Ogden Avenue.

Douglas Road, on the west side, from the north line of Rogers Street to the south line of Chicago Avenue.

Douglas Road, on the east side, from a point one hundred six feet north of Wilson Street to a point one hundred thirty-five feet north of Wilson Street.

Downers Drive, on both sides, from Butterfield Road to Brook Drive.

Downers Drive, on both sides, from the Butterfield Frontage Road to a point nine hundred feet south.

Downers Drive, on both sides, from Ogden Avenue to Janet Street.

Drove Avenue, on the south side, from the west line of Venard Road to the east line of Belle Aire Drive; and on the north side, from the west line of Venard Road to a point one hundred feet west.

Dunham Road, on the east side, from 63rd Street to a point sixty-four feet south of the south line of Norfolk Street.

Dunham Road, on the west side from 63rd Street to a point fifty feet south of the south line of 63rd Street.

Dunham Road, on the west side, from 67th Street to 71st Street.

Dunham Road, on the west side, from a point two hundred forty-eight feet north of the north line of Norfolk Street to a point one hundred sixty-five feet south of the south line of Norfolk Street.

Dunham Road, on the west side, from the south line of Jefferson Avenue to a point 100 feet south of the south line of Jefferson Avenue.

Durand Drive, on the south side, from the west line of Belmont Road to the east line of Aspen Avenue.

Edward Avenue, on the west side, from the south line of Hadow Avenue to the north line of Warren Avenue.

Elm Street, on the east side, from Warren Avenue to Rogers Street.

Elm Street, on the ~~east~~west side, from the north line of Grant Street to the south line of Ogden Avenue.

Fairmount Avenue, on the west side, from 61st Street to the northern terminus of Fairmount Avenue immediately north of 61st Street.

Fairmount Avenue, on the east side, from a point two hundred ten feet north of the 73rd Street centerline and continuing northward for a distance of five hundred five feet north of 73rd Street.

Fairview Avenue, on both sides, between Ogden Avenue and Maple Avenue and between 2nd Street and 63rd Street, and from Maple Avenue to a point one hundred ten feet south of the south line of Maple Avenue.

Fairview Avenue, on the west side, for a distance of one hundred ten feet north of the Burlington-Northern, Inc., right of way, and from 75th Street to a point sixty feet south of the south line of 75th Street, and from Maple Avenue to the Burlington-Northern tracks.

Fairview Avenue, on the east side, from the Burlington Northern Railroad tracks to 2nd Street, and from 75th Street to a point four hundred eighty feet south of the south line of 75th Street.

Fairview Avenue Frontage Road, on the east side for its entire length.

Finley Road, on both sides, from Butterfield Road to the northerly limits of the village.

Florence Avenue, on the west side, between the south line of Ogden Avenue and the north line of

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Grant Street.

Florence Avenue, on the east side, from the south line of Ogden Avenue to a point two hundred feet south of the south line of Ogden Avenue to Grant Avenue.

Florence Avenue, on the east side, from Ogden Avenue to a point seventy feet south of Ogden Avenue.

Florence Avenue, on the east side, from the north line of Ogden Avenue to a point 185 feet north of the north line of Ogden Avenue.

Florence Avenue, on the east side, from a point two hundred twenty feet (220') south of Ogden Avenue to a point four hundred forty feet (440') south of Ogden Avenue.

Florence Avenue, on the west side, from Burlington Avenue to Maple Avenue.

Florence Avenue, on the west side, between Chicago Avenue and Indianapolis Avenue.

Forest Avenue, on both sides, from the north curb line of Lincoln Street north to the Downers Grove Community High School North.

Forest Avenue, on the east side, from Prairie Avenue to a point two hundred fifty-seven feet north of the north line of Warren Avenue (as extended from the west), and from the north line of Warren Avenue (as extended from the west) to the north line of Warren Avenue (as extended from the east.)

Forest Avenue, on the east side from Lincoln Street to a point five hundred fifty-nine feet south of the south line of Franklin Street.

Forest Avenue, on the west side, from Curtiss Street to a point one hundred thirty-three feet north of the north line of Burlington Avenue.

Forest Avenue, on the east side, from Warren Avenue to a point twenty feet south of the south line of Burlington Avenue.

Forest Avenue, on the west side, from the south line of Franklin Avenue, to a point forty-six feet south of the south line of Franklin Avenue.

Forest Avenue, on both sides, from the north line of 41st Street to a point fifty feet north of the north line of 41st Street.

Forest Avenue, on the east side, from Sherman Street to Ogden Avenue.

Franklin Street, on the north side, from the west line of Fairview Avenue to a point fifty feet west of such west line.

Franklin Street, on the north side, from Highland Avenue to Washington Street.

Franklin Street, on the north side, from the west line of Main Street to a point fifty feet west of such west line.

Franklin Street, on the north side, from a point seventy-five feet east of the east line of Forest Avenue to the east line of Linscott Avenue.

Franklin Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Franklin Street, on the south side, between Main Street and Forest Avenue.

Gierz Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Gilbert Avenue, on either side, from a point one hundred feet west to a point six hundred feet west of the east line of Gilbert Park.

Gilbert Avenue, on the north side, from a point three hundred ninety-four feet west of the west line of Forest Avenue to a point four hundred eighty-two feet west of Forest Avenue.

Gilbert Avenue, on the north side, from the west line of Forest Avenue to a point two hundred ninety-five feet west of the west line of Forest Avenue.

Gilbert Avenue, on the north side, from the center line of Carpenter Street, extended, to a point forty feet east of Carpenter Street.

Gilbert Avenue, on the south side, from the east line of Carpenter Street to the west line of Forest Avenue.

Gilbert Avenue, on the south side, from the west line of Carpenter Street to the east line of Jacqueline Drive.

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Glenview Avenue, on the east side, between Hitchcock Avenue and Curtiss Street.

Grand Avenue, on the north side, from the north curb line of 75th Street Frontage Road to a point 500 feet north; and, on the west side between 73rd Street South and 73rd Street North.

Grant Street, on both sides, from the east line of Main Street to the west line of Highland Avenue.

Grant Street, on the south side, from Seeley Avenue to Oakwood Avenue.

Grant Street, on the north side, between Oakwood Avenue and Middaugh Avenue.

Grant Street, on the north side, from the east edge of Pierce Downer's School driveway to Oakwood Avenue.

Grant Street, on the south side, from the east line of Highland Avenue to the west line of Washington Street.

Grant Street, on the north side, from Linscott Avenue to Prince Street.

Grant Street, on the north side, from the west line of Middaugh Avenue to a point seventy-five feet west of the west line of Middaugh Avenue.

Grant Street, on the south side, from Washington Street to Elm Street.

Grant Street, on the south side, from Saratoga Avenue to Prince Street.

Grove Street, on the south side, from the east line of Carpenter Street to a point one hundred eight feet west of the west line of Main Street.

Haddow Avenue, on the north side, from the east line of Francisco Street to the east entrance of Puffer School semi-circular driveway.

Hathaway Lane, on the east side.

Havens Court, on the north side, from a point one hundred sixty-three feet west of the west line of Main Street to the east line of Forest Avenue.

Hickory Trail, on both sides.

Highland Avenue, on the east side, from Ogden Avenue to Grant Street and from Chicago Avenue to Rogers Street.

Highland Avenue, on the west side, from Chicago Avenue to Lincoln Avenue.

Highland Avenue, on the west side, from the north line of Grant Street to a point seventy feet north of the north line of Grant Street.

Highland Avenue, on the west side, between the north line of Rogers Street and the north line of Warren Avenue.

Highland Avenue, on the east side, from the north line of Warren Avenue for a distance of sixty-five feet north of Warren Avenue.

Highland Avenue, on the west side, from Grant Street to Lincoln Avenue.

Highland Avenue, on both sides, from a point 528 feet south of the south line of 41st Street to 578 feet south of the south line of 41st Street (end of pavement).

Hillcrest Road, on the east side, from Jefferson Avenue to a point fifty (50) feet north of Jefferson Avenue.

Hill Street, on the south side, from the west line of Fairview Avenue to the east line of Blodgett Avenue.

Hitchcock Avenue, on the north side, from the east line of Belmont Road to the west line of Glenview Avenue.

Hitchcock Avenue, on the south side, from 30 feet west of Thatcher Road to 30 feet east of Thatcher Road.

Hitchcock Avenue, on the south side, from a point one hundred and fifty-five feet west of the west line of Thatcher Road to a point one hundred and fifty-five feet east of the east line of Thatcher Road.

Indianapolis Avenue, on the north side, from a point seventy feet east of the east line of Florence Avenue to a point eighty-eight feet west of the east line of Florence Avenue.

Janes Street, on both sides, from the south line of Wisconsin Avenue to the dead-end point of Janes Street.

Katrine Avenue, on both sides, from the north line of Wisconsin Avenue to the south line of

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Curtiss Street.

Katrine Avenue, on both sides, from the south line of Wisconsin Avenue to the dead-end point of Katrine Avenue.

Kensington Place, on both sides, from Prentiss Drive to a point fifty feet south of Prentiss Drive.

Lane Place, on the east side, from the south line of Maple Avenue to the north line of Summit Street.

Lee Avenue, on the west side, from the north line of Ogden Avenue to a point one hundred seventy-nine feet north.

Lee Avenue, on the west side, from Grant Street to a point two hundred sixty feet south of the south line of Ogden Avenue.

Lee Avenue, on the east side, from Ogden Avenue to a point two hundred ten feet south of the south line of Ogden Avenue.

Lincoln Street, on the north side, from Highland Avenue to Prince Street.

Linscott Avenue, on the west side, from the south line of the alley located in the forty-three hundred block to a point one hundred sixty-three and one-half feet south.

Linscott Avenue, on the east side, from Warren Avenue to Franklin Street.

Loomes Avenue, on the north side.

Loomes Avenue, on the south side, from the east line of Woodward Avenue to a point one hundred twenty five feet east of the east line of Woodward Avenue.

Lyman Avenue, on the east side, from the south line of Maple Avenue to the north line of 55th Street.

Mackie Place, on the west side, between Maple Avenue and Curtiss Street.

Mackie Place, on the east side, from the north right-of-way line of Maple Avenue to a point fifty feet north thereof.

Mackie Place, on the east side, from a point two hundred sixty feet north of the north line of Maple Avenue to a point three hundred feet north of the north line of Maple Avenue.

Main Street, on both sides, between the north line of Franklin Street and Ogden Avenue.

Main Street, on both sides, from 55th Street to Maple Avenue.

Main Street, on the west side, from the north right-of-way line of Grove Street to a point forty-eight feet north of the north right-of-way line of Grove Street.

Main Street, on the west side, between the south line of Burlington Avenue and a point thirty-seven feet south of that south line.

Maple Avenue, on the north side, from a point one hundred seventy-four feet west of the west line of Main Street to a point ninety-four feet east of the east line of Washington Street.

Maple Avenue, on the south side, between the east line of Dunham Road and the south line of Burlington Avenue.

Maple Avenue, on both sides, from the east curb line, extended, of Stonewall Avenue to the west curb line, extended, of Dunham Road.

Maple Avenue, on the south side, from Blodgett Avenue to Burlington Avenue.

Maple Avenue, on the north side, from the east right-of-way line of Mackie Place to the east right-of-way line of Fairmount Avenue extended.

Maple Avenue, on the north and west sides, from the north line of 55th Street to a point five hundred feet north of the north line of 55th Street along the curve of Maple Avenue.

Maple Avenue, on the north side, from the east line of Carpenter Street to a point one hundred ninety feet east of the east line of Carpenter Street.

Middaugh Avenue, on the west side, from Prairie Avenue to Franklin Street.

Middaugh Avenue, on the east side, from Warren Avenue to Franklin Street.

Middaugh Avenue, on the west side, from the south line of Ogden Avenue to a point two hundred eighty feet south of the south line of Ogden Avenue.

Middaugh Avenue, on the west side, from Grant Street to a point two hundred twenty feet north of

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the north line of Grant Street.

Middaugh Avenue, on the west side, from 60th Place to 63rd Street.

Mochel Drive, on the west side.

Nash Street, on the east side.

Norfolk Street, on the north side, from Saratoga Avenue to Dunham Road.

Norfolk Street, on the south side, from Dunham Road to Springside Avenue.

Oak Grove Drive, on the west side.

Oak Hill Road, on both sides.

Oakwood Avenue, on the west side, from the north line of Grant Street to the south edge of Pierce Downer School Driveway.

Oakwood Avenue, on the east side, from Warren Avenue to Franklin Street.

Oakwood Avenue, on the west side, from the south line of Ogden Avenue to a point two hundred feet south of Ogden Avenue.

Oakwood Avenue, on the west side, from a point one hundred and five feet north of the north line of Grant Street to the north line of Grant Street.

Oakwood Avenue, on the east side, from Ogden Avenue to Chicago Avenue.

Oakwood Avenue, on the east side, from Warren Avenue to Franklin Street.

Opus Place, on both sides, from Finley Road to its terminus.

Otto Street, on the east side.

Park Avenue, on the east side, from the south line of Randall Street to the north line of Summit Street.

Parkway Drive, on the west side, from Linscott Street to Franklin Street.

Pershing Road, on the west side, from the south line of Prairie Avenue to the north line of Warren Avenue.

Prairie Avenue, on the south side from Highland Avenue to Byran Place.

Prairie Avenue, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Prairie Avenue, on the south side, from Belmont Road to a point six hundred fifty (650) feet east of Belmont Road.

Prairie Avenue, on the south side, from Main Street to a point one hundred fifty (150) feet west of Montgomery Avenue.

Prairie Avenue, on the north side, from Belmont Road to Main Street.

Prairie Avenue, on the north side, from the east line of Washington Street to a point four hundred fifty feet (450') east of the east line of Washington Street.

Prentiss Drive, on the south side, from Puffer Road to Woodward Avenue.

Prideham Street, on the east side.

Prince Street, on the east side, from Lincoln Avenue to a point two hundred fifty feet north of the north line of Lincoln Avenue.

Prince Street, on the east side, from Sherman Street to Ogden Avenue.

Prince Street, on the west side, from Franklin Street to Sherman Street.

Prince Street, on the west side, from Ogden Avenue to a point one hundred fifty-seven feet north of Sherman Street.

Prospect Avenue, on the east side, from Warren Avenue to Rogers Street.

Puffer Road, on the west side, from the south line of Haddow Avenue to the north line of Burlington Avenue.

Puffer Road, on both sides, from the north line of Chicago Avenue to a point 389 feet north of Chicago Avenue.

Puffer Road, on both sides, from Chicago Avenue south to its dead end.

Randall Street, on the north side from the east line of Webster Avenue to the west line of Fairmount Avenue.

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Rogers Street, on the north side, from a point one hundred thirty feet west of Bryan Place to Fairview Avenue.

Rogers Street, on the north side, from Main Street to a point fifty feet east of Main Street.

Rogers Street, on the south side, from the easterly line of Prospect Avenue to a point one hundred twenty feet east of the east line of Prospect Avenue.

Ross Court, on the north side.

Saratoga Avenue, on both sides, from Ogden Avenue to 41st Street.

Saratoga Avenue, on the east side, from the south line of Franklin Street to a point one hundred thirty-five feet north of Warren Avenue.

Saratoga Avenue, on the east side, from Palmer Street to the north end.

Saratoga Avenue, on the east side, from a point sixty feet north of Warren Avenue to the north line of Warren Avenue.

Saratoga Avenue, on both sides, from 67th Street to a point one hundred forty feet north of Palmer Street.

Saratoga Avenue, on both sides, from the south line of Ogden Avenue to a point one hundred eighty feet south of the south line of Ogden Avenue.

Saratoga Avenue, on the west side, from Franklin Street to Ogden Avenue.

Scheldrup Street, on the east side.

Seeley Avenue, on the east side, between the south line of Ogden Avenue and a point two hundred feet south of such line.

Sheldon Avenue, on both sides, between the east line of Fairview Avenue and the west line of Florence Avenue.

Sherman Street, on the north side, from Main Street to Prince Street.

Sherman Street, on the north side, from Prince Street to Saratoga Avenue.

Springside Avenue, west side from Prentiss Drive to Bolson Drive.

Springside Avenue, on both sides, from Concord Drive to Dickson Avenue.

Springside Avenue, between 63rd Street and a point six hundred fifty (650) feet north of 63rd Street.

Stair Street, on the west side.

Stanley Avenue, on the west side, between Ogden Avenue and Grant Street.

Summit Street, on the north side, from Main Street to Carpenter Street.

Thatcher Road, on both sides, from the south line of Hitchcock Avenue to the south line of that portion of Thatcher Road running easterly and westerly.

Thatcher Road, on the north side, from the east line of that portion of Thatcher Road running northerly and southerly to a point two hundred seventy feet east of such line.

Venard Road, on the west side, from a point five hundred feet north of the north line of Drove Avenue to a point one thousand feet south of the south line of Drove Avenue; and on the east side, from a point one hundred feet north of the north line of Drove Avenue to a point one hundred feet south of the south line of Drove Avenue.

Walnut Avenue, on the west side, from the north line of Maple Avenue to the village limits on the north.

Walnut Avenue, on the east side, from a point two hundred seventy-seven feet south of Wisconsin Avenue, to a point three hundred fifty-two feet south of Wisconsin Avenue, and from a point four hundred thirty-seven feet south of Wisconsin Avenue, to a point five hundred twelve feet south of Wisconsin Avenue.

Walnut Avenue, on the east side, from the north line of Maple Avenue to a point one hundred seventy-nine feet north of the north line of Maple Avenue.

Warren Avenue (sometimes known as Burlington Avenue), being the first public street north of and adjacent to the Burlington-Northern, Santa Fe Railroad Company right of way:

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On the north side, from the west line of Stonewall Avenue to the east line of Walnut Avenue: and, from a point forty-four feet east of the east line of Saratoga Avenue to Montgomery Avenue; and, from the west line of Washington Street, to a point fifty-five feet west of the west line of Washington Street; and, from Forest Avenue to a point fifty-six feet east of the east line of Forest Avenue; and, from a point forty-four feet west of the west line of Main Street to Main Street; and, from Main Street to a point one hundred fifty-eight feet east of the east line of Main Street; and, from the east line of Cornell Avenue to a point 250 east of the east line of Cornell Avenue.

On the south side, from the west line of Stonewall Avenue to a point eighty four (84) feet west of the west line of Pershing Road; and, from Forest Avenue to a point one hundred seventy eight (178) feet west of the west line of Forest Avenue; and, from Main Street to a point ninety (90) feet east of the east line of Main Street; and, from a point one hundred and eighty (180) feet east of the east line of Main Street to the west line of Highland Avenue; and, between the east right of way line of Middaugh Avenue and a point one hundred sixty five (165) feet west of such line; and, from the east line of Belmont Road to a point sixty six (66) feet east thereof.

Warrenville Road, on both sides, from the west line of Finley Road to the westerly village limits.

Washington Street, on the east side, between the south right-of-way line of Maple Avenue and the north right-of-way line of Randall Street.

Washington Street, on the east side, between the north curb line of Prairie Avenue, extended, and the south curb line of Chicago Avenue, extended.

Washington Street, on the west side, from Warren Avenue to Prairie Avenue.

Washington Street, on the east side, from Prairie Avenue to a point sixty feet south of the south line of Prairie Avenue.

Washington Street, on the west side from a point one hundred seventy feet south of the south line of Curtiss Street to the north line of Maple Avenue.

Washington Street, on the east side, from Warren Avenue to Rogers Street.

Washington Street, on the east side, from the south line of 63rd Street to a point two hundred (200) feet south of the south line of 63rd Street.

Washington Street, on the west side, from the south line of 63rd Street to a point fifty (50) feet south of the south line of 63rd Street.

Webster Street, on the east side, from the south line of Randall Street to a point thirty feet south of the south line of Randall Street.

Webster Street, on the west side, from Randall Street to Summit Street.

Wells Street, on the west side.

Whiffen Place, on both sides, from the north line of Rogers Street to the end of the roadway.

Widden Avenue, on the south side.

Williams Street, on both sides, from 41st Street to Ogden Avenue.

Wilson Street, on the south side, from the east line of Linden Place to the west line of Fairview Avenue.

Wilson Street, on the north side, from Douglas Road to a point fifty-one feet east of Douglas Road.

Wisconsin Avenue, on both sides, from the west line of Belmont Road to the east line of Walnut Avenue.

Woodcreek Drive, on the east side, from Butterfield Road to Lacey Road.

Woodward Avenue, on both sides, from the south line of 63rd Street to the southerly limits of the village.

Woodward Avenue, on the east side, from Ogden Avenue to a point two hundred twenty feet south of Ogden Avenue, and on the west side, from Ogden Avenue to a point twenty-seven feet south of Ogden Avenue.

2nd Street, on the south side, from the east line of Fairview Avenue to a point fifty feet east of

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such east line.

2nd Street, on the south side, from a point three hundred sixty-six feet east of the east line of Fairview Avenue to a point four hundred sixty-six feet east of the east line of Fairview Avenue.

2nd Street, on the north side, from Fairview Avenue to Williams Street.

4th Street, on the north side, from the east line of Fairview Avenue to the west line of Florence Avenue.

5th Street, on the north side, from the east line of Fairview Avenue to the west line of Florence Avenue.

31st Street, on both sides, from the west line of Highland Avenue to the western terminus of 31st Street.

39th Street, on both sides, from a point two hundred feet east of Washington Street, to a point two hundred feet west of Washington Street.

39th Street, on both sides, from Highland Avenue to a point two hundred feet west of Highland Avenue.

41st Street, on the north side, from Saratoga Avenue to Forest Avenue.

41st Street, on the south side, from the east line of Saratoga Avenue to a point four hundred and fourteen feet east of the east line.

59th Street on the north side, from a point twenty feet east of the east line of Wall Place to a point twenty feet west of the west line of Wall Place; on both sides from Fairmount Avenue to a point one hundred feet west of Fairmount Avenue; and on both sides from the west line of Fairview Avenue to a point one hundred fifty feet west of the west line of Fairview Avenue.

59th Street, on the south side, from the west line of Fairmount Avenue to a point three hundred twenty feet west of the west line of Fairmount Avenue.

61st Street, on the north side, from Blodgett Avenue to Grand Avenue.

61st Street, on the south side, from Dunham Road to the westerly village limit.

67th Street, on both sides, from the east line of Main Street to a point two hundred feet east of the east line of Main Street.

68th Street, on the north side, from Main Street to a point seven hundred fifty (750) feet west of Main Street.

73rd Street, on the north side, from the east curb line of Fairview Avenue Frontage Road to a point 40 feet east of the east curb line of Fairview Avenue Frontage Road.

73rd Street, on the south side, from Baybury Road to Lyman Avenue.

75th Street Frontage Road, on both sides, from the east line of Fairview Avenue to a point three hundred fifty feet east of Fairview Avenue.

75th Street Frontage Road, on the north side from the west curb line of Grand Avenue to a point 80 feet west of the west curb line of Grand Avenue, and from the west curb line of Blackburn Avenue to a point 80 east of the west curb line of Blackburn Avenue.

75th Street Frontage Road, on the south side from the west curb line of Blackburn Avenue to a point 20 east of the west curb line of Blackburn Avenue.

Public alley lying one hundred fifty feet south of and parallel to Ogden Avenue between Pershing Road and Wilson Avenue. (Ord. No. 223, § 1; Ord. No. 346, § 2; Ord. No. 354, § 1; Ord. No. 355, § 1; Ord. No. 651, § 1; Ord. No. 685, § 1; Ord. No. 738, § 1; Ord. No. 767, § 1; Ord. No. 806, § 1; Ord. No. 832, § 1; Ord. No. 847, § 1; Ord. No. 852, § 1; Ord. No. 853, § 1; Ord. No. 856, § 1; Ord. No. 869, § 1; Ord. No. 873, § 1; Ord. No. 886, § 1; Ord. No. 910, § 1; Ord. No. 919, § 1; Ord. No. 925, § 1; Ord. No. 929, § 1; Ord. No. 947, § 1; Ord. No. 963, § 1; Ord. No. 970, § 1; Ord. No. 971, § 1; Ord. No. 1002, § 1; Ord. No. 1029, § 1; Ord. No. 1030, § 1; Ord. No. 1034, § 1; Ord. No. 1038, § 1; Ord. No. 1051, § 1; Ord. No. 1063, § 1; Ord. No. 1095, § 1; Ord. No. 1099, § 1; Ord. No. 1151, § 1; Ord. No. 1163, § 1; Ord. No. 1164, § 1; Ord. No. 1171, § 1; Ord. No. 1193, § 1; Ord. No. 1240, § 1; Ord. No. 1253, § 1; Ord. No. 1263, § 1; Ord. No. 1264, § 1; Ord. No. 1267, § 1; Ord. No. 1287, § 1; Ord. No. 1289, § 1; Ord. No. 1320, §§ 1, 2; Ord. No. 1369, § 1; Ord. No. 1412, § 1; Ord. No. 1416, § 1; Ord. No. 1447, § 1; Ord. No. 1470, §§ 3 to

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6; Ord. No. 1473, § 6; Ord. No. 1483, § 4; Ord. No. 1488, §§ 3, 4; Ord. No. 1489, §§ 3 to 5; Ord. No. 1493, § 2; Ord. No. 1496, §§ 1, 3, 5, 7, 9, 11, 13; Ord. No. 1497, § 3; Ord. No. 1510, § 3; Ord. No. 1522, § 3; Ord. No. 1523, § 3; Ord. No. 1533, § 3; Ord. No. 1535, § 3; Ord. No. 1539, § 3; Ord. No. 1545, § 3; Ord. No. 1549, § 3; Ord. No. 1555, § 3; Ord. No. 1560, § 3; Ord. No. 1561, § 3; Ord. No. 1573, § 3; Ord. No. 1583, § 3; Ord. No. 1604, § 3; Ord. No. 1608, § 3; Ord. No. 1610, § 3; Ord. No. 1631, § 3; Ord. No. 1633, § 3; Ord. No. 1639, § 3; Ord. No. 1678, § 3; Ord. No. 1704, § 4; Ord. No. 1737, § 5; Ord. No. 1757, § 7; Ord. No. 1759, § 5; Ord. No. 1776, § 4; Ord. No. 1780, § 5; Ord. No. 1792, § 3; Ord. No. 1795, § 8; Ord. No. 1799, § 11; Ord. No. 1803, § 6; Ord. No. 1809, § 10; Ord. No. 1813, § 3; Ord. No. 1814, § 4; Ord. No. 1819, § 5; Ord. No. 1824, § 3; Ord. No. 1839, § 4; Ord. No. 1842, § 3; Ord. No. 1843, § 4; Ord. No. 1845, § 3; Ord. No. 1849, § 3; Ord. No. 1856, § 4; Ord. No. 1867, § 3; Ord. No. 1870, § 3; Ord. No. 1873, § 3; Ord. No. 1882, § 3; Ord. No. 1885, § 3; Ord. No. 1889, § 3; Ord. No. 1923, § 6; Ord. No. 1930, §§ 4, 5; Ord. No. 1941, § 2; Ord. No. 1944, § 5; Ord. No. 2000, § 4; Ord. No. 2024, § 2; Ord. No. 2028, § 3; Ord. No. 2042, § 1; Ord. No. 2044, § 2; Ord. No. 2045, §§ 1 to 4; Ord. No. 2072, § 1; Ord. No. 2102, § 3; Ord. No. 2130, § 6; Ord. No. 2142, § 3; Ord. No. 2164, § 3; Ord. No. 2165, § 3; Ord. No. 2166, § 4; Ord. No. 2170, § 3; Ord. No. 2184, § 3; Ord. No. 2185, § 4; Ord. No. 2231, § 3; Ord. No. 2247, § 3; Ord. No. 2274, § 3; Ord. No. 2287, § 3; Ord. No. 2292, § 3; Ord. No. 2304, § 3; Ord. No. 2315, § 1; Ord. No. 2319, § 3; Ord. No. 2334, § 4; Ord. No. 2366, § 3; Ord. No. 2382, § 3; Ord. No. 2392, § 3; Ord. No. 2439, § 3; Ord. No. 2443, § 3; Ord. No. 2484, § 3; Ord. No. 2512, § 3; Ord. No. 2519, § 3; Ord. No. 2524, § 6; Ord. No. 2533, § 3; Ord. No. 2542, § 4; Ord. No. 2543, § 3; Ord. No. 2550, § 7; Ord. No. 2581, § 3; Ord. No. 2582, § 3; Ord. No. 2587, § 3; Ord. No. 2603, § 3; Ord. No. 2606, § 3; Ord. No. 2621, § 3; Ord. No. 2663, § 3; Ord. No. 2676, § 3; Ord. No. 2692, § 3; Ord. No. 2706, § 3; Ord. No. 2708, § 3; Ord. No. 2745, § 35; Ord. No. 2746, § 3; Ord. No. 2747, § 3; Ord. No. 2822, § 3; Ord. No. 2823, § 3; Ord. No. 2838, § 3; Ord. No. 2868, § 3; Ord. No. 2881, § 3; Ord. No. 2905, § 1; Ord. No. 2916, § 3; Ord. No. 2921, § 3; Ord. No. 2980, § 8; Ord. No. 3005, § 3; Ord. No. 3024, §§ 3, 4; Ord. No. 3026, § 3; Ord. No. 3027, §§ 3, 4; Ord. No. 3030, § 3; Ord. No. 3034, § 3; Ord. No. 3065, § 3; Ord. No. 3075, § 3; Ord. No. 3090, § 3; Ord. No. 3096, § 3; Ord. No. 3100, § 3; Ord. No. 3106, § 3; Ord. No. 3118, § 10; Ord. No. 3127, § 5; Ord. No. 3136, § 3; Ord. No. 3146, § 3; Ord. No. 3148, § 3; Ord. No. 3149, § 3; Ord. No. 3181, § 3; Ord. No. 3183, § 3; Ord. No. 3190, § 4; Ord. No. 3236, § 4; Ord. No. 3245, § 3; Ord. No. 3277, § 3; Ord. No. 3313, § 3; Ord. No. 3347, § 3; Ord. No. 3369, § 3; Ord. No. 3404, § 1, Ord. No. 3433; Ord. No. 3439; Ord. No. 3447; Ord. No. 3462; Ord. No. 3495; Ord. No. 3502; Ord. No. 3569; Ord. No. 3574; Ord. No. 3577; Ord. No. 3606; Ord. No. 3611; Ord. No. 3681; Ord. No. 3715; Ord. No. 3755; Ord. No. 3771; Ord. No. 3825, Amended 01/15/96; Ord. No. 3877, Amended 08/26/96; Ord. No. 3887, Amended 10/21/96; Ord. No. 3966, Amended 09/02/97; Ord. No. 4000, Amended 01/19/98

Section 4. That Section 14.103.1. is hereby amended to read as follows:

14.103.1. No Parking--Between 7:00 A.M. and 4:00 P.M., except on weekends and holidays.

No person shall park, stop or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 7:00 A.M. and 4:00 P.M., local time on any day except Saturday, Sunday and holidays, in any of the following locations:

Barclay Court, on both sides.

Barrett Street, on both sides, from 63rd Street to Norfolk Street.

Barrett Street, on both sides, from 68th Street to Palmer Street.

Belle Aire Lane, on the east side, from a point two hundred sixty (260) feet north of the north line of Ogden Avenue to a point three hundred fifty (350) feet north of the north line of Janet Street.

Bolson Drive, on both sides, from Woodward Avenue to Dunham Road.

Bradley Court, on both sides.

Brookbank Road, on the east side, from 60th Place to 63rd Street.

Brookwood Drive, on both sides, from Springside Avenue to its terminus west of Hathaway Lane.

Brunette Drive, on both sides, from Bolson Drive to Springside Avenue.

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Concord Court, on both sides.

Concord Drive, on both sides, from Springside Avenue to Dunham Road.

Concord Place, on both sides.

Dickson Avenue, on both sides, from Springside Avenue to Hillcrest Drive.

Dunham Road, on both sides, from 61st Street to 63rd Street.

Dunham Road, on the west side, from a point fifty (50) feet south of the south line of 63rd Street to a point two hundred forty eight (248) feet north of the north line of Norfolk Street, and from a point one hundred sixty-five (165) feet south of the south line of Norfolk Street to 67th Street.

Dunham Road, on the east side, from 67th Street to a point sixty-four (64) feet south of the south line of Norfolk Street.

Dunham Road, on the east side, from 67th Street to 71st Street.

Grant Street, on the south side, from Middaugh Avenue to Saratoga Avenue.

Haddow Avenue, on the south side, from Chase Avenue to Belmont Road.

Hathaway Lane, on both sides, from a point seventy-two (72) feet north of the north line of Taylor Street to Brookwood Drive.

Hillcrest Road, on both sides, from 61st Street, south to its terminus.

Janet Street, on both sides, from the west line of Belle Aire Lane to a point two hundred forty (240) feet west.

Lee Avenue, on the east side, from Glen Avenue to a point two hundred ten (210) feet south of the south line of Ogden Avenue.

Lexington Lane, on both sides, from Springside Avenue to Plymouth Road.

Loomes Avenue, on the south side, from Bates Place to Prentiss Drive.

Nash Street, on the west side.

Norfolk Street, on the south side, from Saratoga Avenue to Dunham Road.

Norfolk Street, on the north side, from Dunham Road to Springside Avenue.

Otto Street, on the west side, north of Loomes Avenue, to its terminus.

Oxnard Drive, on both sides, from Woodward Avenue to Bolson Drive.

Palmer Street, on both sides, from Springside Avenue to a point one hundred fifty (150) feet east of the east line of Saratoga Avenue.

Plymouth Court, on both sides.

Plymouth Place, on both sides, from 61st Street to 62nd Street.

Plymouth Road, on both sides, from Concord Drive to Lexington Lane.

Powell Street, on both sides, from 63rd Street to 68th Street.

Prairie Avenue, on the north side, from the west line of Douglas Road to a point one hundred twenty-five (120) feet west of the west line of Douglas Road.

Prentiss Court, on both sides, from Prentiss Drive to Windsor Court.

Prentiss Drive, on both sides, from Woodward Avenue to Springside Avenue.

Saratoga Avenue, on both sides, from 67th Street to 68th Street.

Saratoga Avenue, on the east side, from Lincoln Avenue to a point one hundred eighty (180) feet south of the south line of Ogden Avenue.

Saratoga Avenue, on both sides, from 63rd Street to Norfolk Street.

Saylor Street, on both sides from Powell Street to Dunham Road.

Springside Avenue, on the east side, from 63rd Street to a point one hundred fifty (150) feet south of the south line of 63rd Street.

Springside Avenue, on the east side, from Concord Drive to a point one hundred fifty (150) feet north of the north line of Bolson Drive.

Springside Avenue, on the west side, from 63rd Street to the south line of Lexington Lane extended.

Springside Place, on both sides.

Stonewall Avenue, on both sides, from a point three hundred (300) feet south of the south line of

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Oxnard Drive to Bolson Drive.

Taylor Street, on both sides, throughout its length.

Terrace Drive, on both sides, from Norfolk Street to the southern terminus of Terrace Drive.

Wallen Place, on both sides.

Wells Street, on both sides, from Prentiss Drive to Brookwood Drive.

Windsor Court, on both sides.

61st Street on the north side, from Dunham Road to the westerly Village limit.

62nd Street, on both sides, from Plymouth Court to Dunham Road.

62nd Street, on both sides, from Middaugh Avenue to Brookbank Road.

67th Street, on both sides, from Dunham Road to Saratoga Avenue.

67th Place, on both sides, from Dunham Road to Powell Court.

68th Street, on both sides, from Dunham Road to Saratoga Avenue. (Ord. No. 1647, § 3; Ord. No. 1776, § 7; Ord. No. 1792, § 4; Ord. No. 1824, § 4; Ord. No. 1839, § 6; Ord. No. 1843, § 5; Ord. No. 1856, § 5; Ord. No. 1918, § 3; Ord. No. 2055, § 3; Ord. No. 2648, § 3; Ord. No. 2939, § 3; Ord. No. 3039, § 3; Ord. No. 3059, § 3; Ord. No. 3146, § 13; Ord. No. 3323, § 3.)

Section 5. That Section 14.103.3. is hereby amended to read as follows:

14.103.3. No Parking--Between 7:00 A.M. and 1:00 P.M., except on weekends and holidays.

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 7:00 A.M. and 1:00 P.M., local time, on any day except Saturdays, Sundays and holidays in the following locations:

Bryan Place, on both sides, from Lincoln Avenue to Grant Street.

Chicago Avenue, on the south side, from Middaugh Avenue to Washington Street.

Dunham Road, on the west side, from a point fifty (50) feet south of the south line of 63rd Street to a point two hundred forty-eight (248) feet north of the north line of Norfolk Street.

Durand Drive, on the north side, from the west line of Belmont Road to the east line of Aspen Avenue.

Forest Avenue, on both sides, from Havens Court to 41st Street.

Forest Avenue, on the west side, from Prairie Avenue to Lincoln Avenue.

Forest Avenue, on the west side, from Sherman Street to Ogden Avenue.

Grant Street, on the south side, from Middaugh Avenue to Oakwood Avenue.

Grant Street, on the north side, from Middaugh Avenue to Linscott Avenue.

Grant Street, on the north side, from Highland Avenue to Elm Street.

Highland Avenue, on the west side, from Prairie Avenue to Chicago Avenue.

Highland Avenue, on the west side, from Sherman Street to Ogden Avenue.

Highland Avenue, on the east side, from Chicago Avenue to Lincoln Street.

Highland Court, on both sides.

Lincoln Street, on the south side, from Middaugh Avenue to Washington Street.

Lincoln Street, on the north side, from Middaugh Avenue to Prince Street.

Lincoln Street, on the north side, from Highland Avenue to Washington Street.

Lincoln Street, on both sides, from Washington Street to Elm Street.

Linscott Avenue, on both sides, from Prairie Avenue to Grant Street.

Linscott Avenue, on the east side, from the south line of the alley in the 4300 block to a point one hundred sixty three feet south.

Middaugh Avenue, on the west side, from Prairie Avenue to Grant Street.

Middaugh Avenue, on the east side, from Prairie Avenue to a point two hundred twenty feet north of the north line of Grant Street.

Middaugh Avenue, on the east side, from a point two hundred eighty feet south of the south line of Ogden Avenue to Ogden Avenue.

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Prairie Avenue, on the south side, from Bryan Place to Washington Street.

Prince Street, on the east side, from Prairie Avenue to Lincoln Avenue.

Saratoga Avenue, on the east side, from Prairie Avenue to Lincoln Avenue.

Sherman Street, on both sides, from Main Street to Highland Avenue.

Statton Street, on both sides, from Grant Street to Lincoln Avenue.

Washington Street, on the west side, from Prairie Avenue to Ogden Avenue.

Washington Street, on the east side, from Chicago Avenue to Ogden Avenue. (Ord. No. 3146, § 16; Ord. No. 3190, § 5; Ord. No. 3201, § 3; Ord. No. 3244, § 3; Ord. No. 3305, § 1.)

Section 6. That Section 14.103.4. is hereby amended to read as follows:

14.103.4. No Parking--Between 8:00 A.M. and 11:00 A.M., except on weekends and holidays.

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 8:00 A.M. and 11:00 A.M., local time, on any day except Saturday, Sunday and holidays, in any of the following locations:

Bunker Hill Circle, on both sides.

Bush Place, on both sides, from the north line of Prentiss Drive to the end of Bush Place.

Camden Road, on both sides, from Concord Drive to Camden Court.

Chicago Avenue, on the south side, from the east line of Washington Street to the west line of Elm Street.

Concord Drive, on the north side, from a point 250 feet east of Bunker Hill Circle to a point 50 feet east of Bunker Hill Circle.

Concord Drive, on the north side, from Stonewall Avenue to Bunker Hill Circle.

Elm Street, on both sides, from Chicago Avenue to ~~Ogden Avenue~~ Grant Street.

Elm Street, on the east side, from Grant Street to Ogden Avenue.

Grant Street, on both sides, from Elm Street to Stanley Avenue.

Highland Avenue, on both sides, from a point 528 feet south of the south line of 41st Street to a point 1,055 feet north of the north line of 41st Street.

Kensington Place, on both sides, from Wellington Place to Prentiss Drive.

Lincoln Avenue, on both sides, from the east line of Elm Street to the west line of Stanley Avenue.

Lindley Street, on both sides, from the north line of Ogden Avenue to the south line of 41st Street.

Oakwood Avenue, on both sides, from the south line of Chicago Avenue to the north line of Prairie Avenue.

Sheridan Place, on both sides, from the east line of Washington Street to the easterly terminus of Sheridan Place.

Sherman Street, on both sides, from the east line of Elm Street to the west line of Stanley Avenue.

Stair Place, on both sides, from the south line of Stair Place to Prentiss Drive.

Stonewall Avenue, on the east side, from a point three hundred feet south of the south line of Oxnard Drive, to the north line of Concord Drive.

Ticonderoga Road, on both sides, from Camden Road to Alamance Place.

Wellington Place, on both sides, from Kensington Place to Stair Place.

41st Street, on both sides, from the east line of Main Street to the west line of Lindley.

41st Street, on both sides, from the west line of Main Street to Forest Avenue.

Section 7. That Section 14.104.04. is hereby amended to read as follows:

14.104.04. Same--Between 8:00 A.M. and 9:00 A.M., 2:00 P.M. and 3:00 P.M. on school days.

No person shall stop or let stand any automobile, motor vehicle or other vehicle, between the hours of 8:00 A.M. and 9:00 A.M. or between the hours of 2:00 P.M. and 3:00 P.M. on any school day in the following locations:

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Blodgett Avenue, on the east side, from the south edge of Hill Street and one hundred twenty (120) feet south of Hill Street.

Blodgett Avenue, on the west side, from the north edge of Hill Street to Randall Street.

Highland Avenue, on the east side, from a point one thousand four hundred sixty (1,460) feet north of the north line of 41st Street to a point one thousand five hundred sixty (1,560) feet north of the north line of 41st Street.

Highland Avenue, on the west side, from a point one thousand three hundred sixty (1,360) feet north of the north line of 41st Street to a point one thousand five hundred sixty (1,560) feet north of the north line of 41st Street.

Hill Street, on the north side, from approximately three hundred (300) feet east of Blodgett Avenue to a point four hundred (400) feet east of Blodgett Avenue.

Hillcrest Road, on the west side, from the north edge of Jefferson Avenue to a point one hundred thirty (130) feet north of Jefferson Avenue.

Indianapolis Avenue, on the north side, from a point fifty (50) feet west of Florence Avenue to a point one hundred fifty (150) feet west of Florence Avenue.

Lincoln Avenue, on the north side, from a point four hundred fifty (450) feet west of Cumnor Road to a point five hundred fifty (550) feet west of Cumnor Road; and on the south side, from a point five hundred (500) feet east of Fairview Avenue to a point seven hundred fifty (750) feet east of Fairview Avenue.

Stonewall Avenue, on the west side, from a point four hundred forty-one (441) feet north of 63rd Street to a point five hundred thirty (530) feet north of 63rd Street, and from a point seventy-five (75) feet north of the south side of 62nd Street extended to a point seventy-five (75) feet south of the south side of 62nd Street extended. (Ord. No. 3082, § 3.)

Section 8. That Section 14.108.4. is hereby amended to read as follows:

14.108.4. Thirty minute loading zones

No person shall park or let stand any automobile, motor vehicle or other vehicle between the hours of 7:00 a.m. and 3:00 p.m., except for purposes of loading and unloading for a period of time not to exceed thirty consecutive minutes, in the following locations:

Curtiss Street, on the south side, from to a point eighty (80) feet east of the east line of Main Street to a point one hundred thirty-five (135) feet east of Main Street.

Forest Avenue, on the west side, from a point one hundred sixty (160) feet north of the north line of Warren Avenue to a point one hundred ninety (190) feet north of the north line of Warren Avenue.

Highland Avenue, on the west side, from a point thirty-five (35) feet north of the north line of Warren Avenue to a point ninety-five (95) feet north of the north line of Warren Avenue.

Rogers Street, on the south side, from a point twenty (20) feet east of the east line of Main Street to a point sixty-five (65) feet east of the east line of Main Street.

Alley east of 1050 Curtiss Street, from a point one hundred nineteen (119) feet north of the north line of Curtiss Street to a point one hundred seventy-eight (178) feet north of the north line of Curtiss Street.

Alley east of 1050 Curtiss Street, from a point one hundred ninety (190) feet north of the north line of Curtiss Street to a point two hundred fifteen (215) feet north of the north line of Curtiss Street.

East-West Parking Deck driveway access, on the north side, from a point ninety (90) feet east of the east line of Mochel Drive, to a point one hundred ten (110) feet east of the east line of Mochel Drive.

East-West Parking Deck driveway access, on the north side, from the west line of Mochel Drive to seventy-five (75) feet west of the west line of Mochel Drive.

(Ord. No. 2524, § 4; Ord. No. 2745, § 2; Ord. No. 3191, § 4; Ord. No. 3193, § 2; Ord. No. 3404, § 2.)

Section 9. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are

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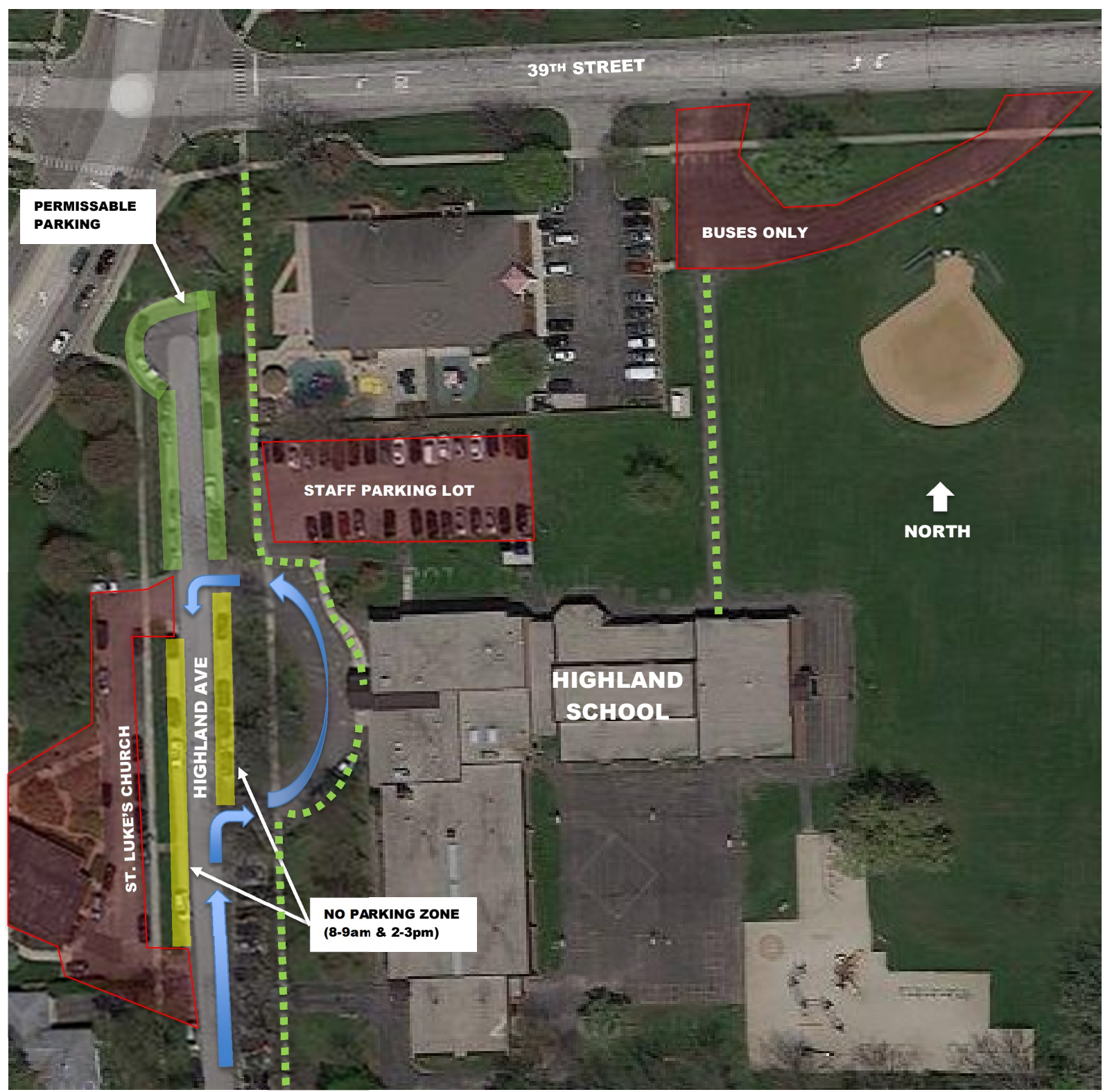
hereby repealed.

Section 10. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

Passed:
Published:
Attest: _____
Village Clerk

EXHIBIT #4 HIGHLAND AVENUE PARKING RESTRICTIONS



LEGEND






-  - PEDESTRIAN ROUTE
-  - VEHICLE ROUTE
-  - PROPOSED NO PARKING ZONE (8-9am & 2-3pm)
-  - PERMISSABLE ON-STREET PARKING
-  - PROHIBITED OFF-STREET PARKING

Exhibit 3 Belle Aire Lane No Parking Restrictions



Exhibit 2 East-West Access Drive "30-Minute Loading Zone"



Exhibit #1 Washington Street "No Parking" Restrictions



**TRANSPORTATION AND PARKING COMMISSION
Minutes**

September 9, 2015, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Pro tem Saricks called to order the September 9, 2015 meeting of the Transportation and Parking Commission at 7:00 p.m. and explained the protocol of the meeting.

The commissioners recited of the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL

Present: Chairman Pro tem Saricks; Commissioners Aguzino, Carter, Wilkinson, Wrobel

Absent: Chairman Stuebner; Commissioners Golomb, Schiller

Staff Present: Transportation Division Manager Matt Mayer

Public: Ms. Christina Kollintzas, 4225 Seeley Ave., Downers Grove; Ms. Jerri Reimann, 4231 Belle Aire, Downers Grove; Mr. John Siragusa, 4225 Belle Aire, Downers Grove; Ms. Melissa O'Driscoll, 4205 Belle Aire Lane; Karen Dietschweiler, 6323 Washington, Downers Grove.

Chairman Pro tem reviewed the protocol for the meeting.

MINUTES

Since Mr. Wrobel was not at the last meeting, he asked that a follow-up to the items discussed at the last meeting take place since he found the follow-up minimal or not done at all. Chairman Pro tem Saricks concurred and believed some of the items/questions not addressed will be addressed under Old Business.

MINUTES OF THE JULY 8, 2015 MEETING WERE APPROVED ON MOTION BY MR. WILKINSON, SECONDED BY MR. CARTER. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0-1 (WROBEL ABSTAINS).

PUBLIC COMMENT (on non-Agenda items) – None.

New Commissioner Aguzino was introduced and welcomed.

File #09-15 Washington Street – Parking Restrictions – Traffic Division Mgr. Matthew Mayer said this matter was initiated by manager's memorandum dated June 12, 2015, and was a temporary authorization initially. Mr. Mayer stated he was seeking a recommendation for permanent signage to be forwarded to the Village Council for approval. The area being considered included 200 feet on the east side of Washington Street to improve the general operations for emergency vehicles and residents.

Mr. Wrobel was supportive of the permanent signage. He explained the challenging roadway conditions at 63rd Street and Washington Streets and believed it would be beneficial to allow an extra turning area for larger vehicles. Asked how the residents felt about the recommendation, Mr. Mayer said he received one phone call from a resident inquiring about the restriction and where he could park once the restriction was in place. He also received one email in support of

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the permanent restriction; otherwise, no objections. Asked if there was going to be a problem from the southern end of the proposed restriction to Meadowlawn on the east side, Mr. Mayer indicated it was not staff's impression to date and it appeared that the proposal solved the issues of Washington Street at 63rd Street and allowed a better radius at "that pinch point" and needed to be cleaned up to allow better flow of two-way traffic.

Chairman Pro tem Saricks opened up the meeting to public comment.

Ms. Karen Dietschweiler, 6323 Washington, believed the restriction should be placed on the west side because when vehicles turned off of 63rd, they were turning into the west side where the vehicles were parked and lighting was poor at night. She even supported both sides of the street being restricted.

Asked if restrictions for both sides of the street were considered, Mr. Mayer stated it was, as well as the driveway access in terms of moving from one side to the other. He did not know if restricting the entire west side of Washington would be the solution, but surmised possibly the first 50 feet or so, as a compromise, would make some sense.

Conversation followed that it was a good suggestion, but that the width of the road also had to be considered -- being only 18 feet wide. Vehicle scenarios followed. Asked if staff considered making modifications to 63rd and south, such as a de-acceleration lane that could be widened to the sidewalk, Mr. Mayer stated only restriping of lanes on 63rd Street was considered -- just low impact, low cost, and high results options. One commissioner suggested staff to consider widening the "throat" of the roadway, wherein staff explained that the same results could be found when installing the 50 feet of restriction on the west side. Per the chairman pro tem's question, Mr. Mayer explained that for the west side of Washington there were no restrictions other than the general state requirements, i.e., from the Rules of the Road guide. However, the chairman pointed out that staff may want to consider a No Parking from Here to Corner sign at least from the point south of the sidewalk to ensure vehicles were not parking in the sight lines.

Ms. Dietschweiler appreciated the consideration and stated she lived on the east side of Washington and the restrictions would not affect her. This was just something she observed.

General dialog followed regarding the parking area under discussion and what the Illinois code stated. Consensus was reached that the proposed modification by Ms. Dietschweiler were acceptable to the commissioners. A motion was entertained:

MR. AGUZINO MADE A MOTION TO APPROVE THE REQUEST TO INSTALL "NO PARKING ANYTIME" RESTRICTIONS ON THE EAST SIDE OF WASHINGTON STREET FROM THE SOUTH LINE OF 63RD STREET TO A POINT 200 FEET SOUTH OF THE SOUTH LINE OF 63RD STREET AND TO INSTALL "NO PARKING HERE TO CORNER" RESTRICTIONS ON THE WEST SIDE OF WASHINGTON STREET, 50 FEET SOUTH OF THE INTERSECTION.

SECONDED BY MR. WROBEL.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File #10-15 Belle Aire Lane – Parking Restrictions – Mr. Mayer reported staff initiated this request due to resident concerns about on-street parking/pedestrian parking on Belle Aire Lane, north of Ogden Avenue. Because parking was allowed on both sides of Belle Aire Lane, it was causing traffic congestion, safety concerns and, therefore, staff was requesting placement of

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“No Parking Anytime” restrictions along the east side of Belle Air Lane and on the north and south sides of the adjacent block of Janet Street. Mr. Mayer stated the issues at the site had been ongoing due to the proximity to Ogden Avenue and the area being commercial. Various parking issues were voiced by staff, noting some the issues were derived from Enterprise Rental. While some of the mitigation was initiated by the village about a year and a half ago, Mr. Mayer believed this new change would improve the parking. Additionally, he and staff from the Community Development department worked on this issue to develop a plan to free up some parking, since the development department staff had identified some of the commercial tenants being overparked.

Mr. Wrobel voiced that the issue appeared to be employees from the nearby dealerships parking their cars on Belle Aire all day, wherein staff clarified that the issue was really from an insurance assessment company located at 4248 Belle Aire, who had a number of transient contractors and field crew that came to the site to pick up files and then leave. Some of the vehicles parking were larger vehicles but in general it was a variety of different sizes. Mr. Mayer reminded the commissioners that the goal was to have all of the parking located on the west side because many residential driveways existed on the east side of Belle Aire Lane. North of Janet Street there were no frontages and more access was available. Staff felt that moving the vehicles north versus west was the easiest because most people were willing to walk within the first 150 feet of Belle Aire, north of Janet versus down the next street and up the next block.

Chairman Pro tem Saricks opened up the meeting to public comment.

Christina Kollintzas, 4225 Seeley Avenue, stated this issue has been ongoing for a very long time and vehicles park in front and on the side of her house and access to her home is difficult. Two cars cannot pass on the roadway simultaneously to get to Ogden Avenue and pedestrians are sometime walking in the middle of the street not aware of vehicles traveling. Safety for her children was a concern because no sidewalks existed in front of her home. She inquired as to how residential parking would be differentiated from business parking and suggested the restriction state “Residential Parking Only” versus “No Parking Anytime.” Ms. Kollintzas stated that vehicles continually make quick three-point turns at Janet and Belle Aire Lane. She is worried that emergency vehicles will not be able to access the street.

Commissioner questions followed if there was “residential” parking restrictions in other parts of the village and could restricted parking be placed on a certain side of the street for a certain period of time.

Ms. Kollintzas stated there were people sleeping in their cars overnight who worked for Nationwide Insurance and recently her neighbor was startled by someone sleeping overnight in their car at Janet and Belle Aire Lane. She also asked what stopped another business from coming in and doing the same thing to the neighborhood.

Dialog followed that there was a village ordinance restricting no overnight parking from 2:00 A.M. to 6:00 A.M. and the issue appeared to be police enforcement. Per a question, Mr. Mayer indicated when he spoke to Nationwide they did acknowledge that they do have many employees who access the facility at any time and hold weekly and monthly staff meetings. Per staff, Nationwide apparently asked Pull Tool to lease some space but was denied. Other adjacent businesses were also asked by Nationwide but, ultimately, Mr. Mayer said he spoke to the village’s community development department to go over Nationwide’s parking plan but was told that Nationwide was in their appropriate zone and there was nothing the village could do.

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Mr. Mayer indicated that the topic of off-street residential parking permits has come up in other parts of the village, citing McCollum Park, but he explained that it came down to better and efficient management of the permitting system and better enforcement through time-of-day restrictions, as well as the No Parking restrictions that were being proposed tonight. As for on-street parking for family parties, Mr. Mayer stated that the police department was open to having residents contact the department informing them of such events.

Ms. Kollintzas expressed that the effort was inconvenient 1) every time she had to make such a phone call for unexpected guests, 2) to make sure whomever was visiting did not receive a ticket because she had to call the police department, and 3) because her kids were playing in the driveway and she had vehicles parking in the street for an hour or two because she had no sidewalks. She stated the parking restrictions would help – preferably during business hours. Saturdays/Sundays she had no issues. She, still believed Residential Only parking should be on Janet Street, which was the front of her home.

Because Mr. Aguzino saw two issues at hand, he asked whether staff could contact the police and ask them to enforce the area and ticket the cars staying overnight, to which staff was willing to do. Commissioner dialog followed that Ms. Kollintzas would have to call the police with license plate numbers in order to avoid her friends/family from receiving a ticket. And furthermore, commissioners pointed out it was a requirement that if a resident was going to be parking overnight, they had to notify the police of same.

Ms. Kollintzas stated she and her neighbors did “not like to call [the police] for any reason” as she has lived there 19 years and did not want to inconvenience the neighbors with restrictions.

Discussion by the commissioners and staff centered around creating parking restrictions of 7AM to 4PM Monday through Friday rather than the full No Parking Anytime restriction.

Ms. Jerri Reimann, 4231 Belle Aire, confirmed there were constant activity of vehicles and people coming out of their cars at 2:00 a.m. but not making any noise. She has seen vehicles parked overnight, blocked in by snowplows, and never towed nor given tickets. She will call the police from now on. She also supported the time of day restriction, as modified, but moving all of the parking to the west side of the first block would inconvenience the mail truck. She did not understand why the village allowed the business parking to come into a residential area.

Commissioner dialog was then raised that the situation was unique in that there were employees on-site much of the traffic was visitor traffic and the area could not handle it; it was not considered in the planning.

Mr. John Siragusa, 4225 Belle Aire, said he noticed garage doors at the Nationwide building appeared to be used for storage. He asked staff if the employees were supposed to be parking in them, wherein Mr. Mayer stated he did bring up the same matter to Community Development and Code Enforcement, whom met with the manager and did an inspection and found that everything was in order with the plan. Per Mr. Mayer, the garage areas were being used as warehouse space but he could not confirm whether the garage areas were used in the parking count for the building.

Mr. Siragusa stated he has a single driveway and his son’s friends drove, which created some entry/exit challenges for him. Restricting the parking hours would make the matter worse. He stated when he worked in Oak Park there were two-hour parking restrictions in the residential area and it was very effective keeping the business vehicles out of the residential area.

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Ms. Melissa O'Driscoll, 4205 Belle Aire Lane, stated that when the employee parking overflows it ends up in front of her house which blocks her mailbox. She noted that drivers have used her half circle driveway to turn around. She has received dirty looks from men leaving their cars who continue walking down her street. She expressed concern about her well being and safety as a woman. Should the overflow move to Seeley or Drove, she said those same employees would be walking past her home and being angry with the neighbors for "doing this." She voiced concern about her customers parking on the street for a short period of time during the busy season.

On that point, commissioners noted that home businesses had to be considered now.

A resident from 4202 Seeley Avenue commented that Belle Aire has drainage ditches and that most of the cars are on the street which creates a canyon to drive through. This resident had never seen the parking issues this bad until now due to Nationwide. On another matter he asked staff whether it had addressed the Enterprise vehicles parking on the sidewalks.

Staff confirmed that emergency vehicles will have a traffic flow issue on Belle Aire Lane when both sides have vehicles.

To that point, Ms. Christine Kollintzas, 4225 Seeley Avenue, agreed and confirmed that on the first day of school she and others received police warning tickets because they were blocking possible emergency vehicle access which she also believed was occurring on Belle Aire Lane. She stated that the kennel business across from her never was a nuisance to the neighbors, as a business, since she has lived in her home. She questioned how can the village allow businesses into the village and let them know how many parking spaces are available to them before they become a nuisance to the residents. She voiced her frustrations with cars parking and then 5 or 6 drivers getting into a van and being transported somewhere else. Asked if she was documenting this, Ms. Kollintzas stated she was and she was the one who started the petition. She appreciated staff's assistance.

Commissioners now raised the concern that the business was acting as a transport center, which was not what it was zoned for and it was a clear violation of the code.

In the interim, Chairman Pro tem Saricks recommended temporarily implementing the time-of-day parking restriction to see what effect, if any, occurred in the area. Other comments followed as to the location of the sidewalks used to get the students to school and the various sources of traffic that come past Ms. Kollintzas's home. Mr. Wrobel pointed out that Belle Aire was a collector street which had a higher volume of traffic and it was the only way out to Ogden Avenue.

Contrarily, Ms. Kollintzas pointed out that the issue was with a business and not vehicles from the residential area, citing that Delta Sonic was located in the area and the neighborhood never had issues with it. It was taken care of as a zoning issue.

Bringing the conversation back around, Chairman Pro tem Saricks suggested to table the full time restriction on Janet Street since placing a time restriction there was not conducive and zoning was not under this commission's purview.

Further dialog followed by Ms. Kollintzas as to the difficulties she would have on Janet Street whether there were No Parking restrictions on both sides or whether there was a time restriction on one side of the street. She stated it would bring back employees in front of her home and would not solve the parking problem. She said it was a no-win situation as long as the village continued to let employees park by the residents' homes.

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Asked what side of Janet Street she preferred the restrictions on – both or one side, she recommended the side that had no sidewalk. Dialog continued between the commissioners, Ms. Kollintzas and staff.

A resident of 4202 Seeley returned and commented that the same parking issues existed when he lived near the high school and he had to continually return to this commission because the parking problem moved over another block whenever restrictions were enacted. He inquired whether the neighbors or Ms. Kollintzas would be required to take photos of the cars parking in the area. He also appreciated Ms. Kollintzas's diligent efforts on this matter. He hoped the parking would be monitored.

CHAIRMAN PRO TEM SARICKS MADE A MOTION THAT THIS MATTER BE TABLED PENDING THE DEVELOPMENT OF A MORE TIME SPECIFIC ORDINANCE FOR THE LOCATION TO BE PRESENTED BY STAFF AT THE NEXT MEEING. SECONDED BY MR. WROBEL.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File #11-15 East-West Access Drive (north of parking deck)– Loading Zone – Per staff, this request was initiated by staff in response to the Downtown Downers Grove Management Corporation (“DDGMC”) regarding an existing 24-hour loading zone which sits at the northwest corner of East-West Access Drive and Mochel just north of the parking deck. Staff asked that this location be added to village’s code “Section 14.108.4 - Thirty Minute Loading Zones.” (Mr. Saricks noted an error in staff’s report.) Mr. Mayer described that at issue is a 65 to 70 feet of curb line that many of the nearby restaurants/bar owners have requested to be available for on-street parking for their patrons. Staff circulated information about this modification through the DDGMC and to date, has not received any negative feedback on the proposal except to say that the DDGMC has indicated that adjacent businesses near the loading zone support the request. From his own observation, Mr. Mayer stated that loadings/unloadings typically occurred between the hours of 8 AM and 3 PM and the restaurants were already operating. He noted another location further east had an established 30-minute loading zone (7 AM to 3 PM), which, he believed, set a precedent for the area.

Mr. Mayer estimated that one compact, parallel space will be created and he could not create a two-space diagonal space due to the roadway, at that point, being two-way. In closing, staff and commissioners did not see any concerns with the request. A short dialog was raised regarding consideration for angled parking wherein Mr. Mayer said he would speak with the village’s engineer regarding a striping plan to see if one or two stalls could be created.

MR. WROBEL MADE A MOTION THAT TRANSPORTATION AND PARKING COMMISSION INCLUDE THE FOLLOWING LOCATION TO SECTION 14.108.4. THIRTY MINUTE LOADING ZONES, OF THE MUNCIPAL CODE:

“EAST-WEST PARKING DECK DRIVEWAY ACCESS ON THE NORTH SIDE, FROM THE WEST LINE OF MOCHEL DRIVE TO A POINT SEVENTY (70) FEET WEST OF THE WEST LINE OF MOCHEL DRIVE” WITH THE MODIFICATION THAT LOADING IS FROM 7AM to 3PM ONLY.

SECONDED BY MR. SARICKS.

MOTION CARRIED BY VOICE VOTE OF 5-0.

OLD BUSINESS

Mr. Mayer recalled there were some outstanding questions from the prior meeting which he was unable to answer. He recommended that the commissioners view on-line videos of the September 1st Village Council meeting and a governance meeting that took place, where some of those questions were addressed. Specifically, Mr. Mayer indicated the council discussed having no council liaisons because much information was now available via staff packets, meeting minutes, etc. to pass along an item's status.

Chairman Pro tem Saricks asked staff about the role of this commission and asked whether there was a better way to track this commission's recommendations to the council to see their outcome. Mr. Mayer then responded by explaining what types of cases this commission and the Planning Commission would be reviewing. As far as tracking future recommendations from this commission, Mr. Mayer envisioned providing an update to this commission on what was approved by the council all the way to implementation. Regarding the process previous to his employment, where certain items were taken from an engineering study to village council for approval, he was of the understanding that such clear-cut items or engineering-based projects were seen as being outside the scope and were forwarded directly to council.

In response, Chairman Pro tem Saricks indicated that it was the experience of this commission that such cases, as mentioned above, would be the first commission where the public could voice their concerns, thereby this commission acting as a "conduit" to the village council. Seeing that this commission's questions were answered, Chairman Pro tem Saricks asked if staff could send out a revised version of his answer sheet.

NEW BUSINESS

Mr. Mayer announced he had a kickoff meeting today for the village's 2015 traffic data collection and would try to address questions from the July 8th meeting with the traffic consultant. A staff update also followed regarding the parking restrictions enacted at McCollum Park. A commissioner pointed out to staff that in the park's fall brochure they were scheduling fall softball through November 15th. (The parking restriction went to November 1st.) Mr. Mayer stated he would monitor the matter. On another topic, Mr. Wrobel asked staff for some follow-up information on traffic calming measures -- bulb-outs and yellow lines, specifically -- and their comparisons (before/after) to slowing down traffic. Mr. Mayer offered to look into the matter.

COMMUNICATIONS - None

ADJOURN

CHAIRMAN PRO TEM SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 9:08 P.M. MR. WROBEL SECONDED THE MOTION. MOTION CARRIED. VOTE 5-0.

DRAFT

TRANSPORTATION AND PARKING COMMISSION
Minutes

October 14, 2015, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Pro tem Schiller called to order the October 14, 2015 meeting of the Transportation and Parking Commission at 7:00 p.m. and explained the protocol for the meeting.

Roll call followed and a quorum was established.

ROLL CALL

Present: Chairman Pro tem Schiller, Commissioners Aguzino, Saricks, Wilkinson, Wrobel

Absent: Commissioners Carter, Golomb and Stuebner

Staff Present: Transportation Division Manager Matt Mayer

Public: Jerri Reimann, 4231 Belle Aire, Downers Grove; John Siragusa, 4225 Belle Aire, Downers Grove; Ken Rathje, 2112 Chicago Ave. Downers Grove

MINUTES OF SEPTEMBER 9, 2015

MINUTES OF THE SEPTEMBER 9, 2015 MEETING WERE APPROVED ON MOTION BY MR. WROBEL, SECONDED BY MR. AGUZINO. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0-1 (SCHILLER ABSTAINS).

PUBLIC COMMENT (on non-Agenda items) – None.

File #12-15 Belle Aire Lane – Parking Restrictions – Mr. Mayer reminded the commissioners that this matter was tabled from last month due to lengthy discussion. As a result, the staff report reflected the modifications made to the parking restrictions: No Parking restrictions from 7:00 AM to 4 PM on School Days, whereas, last month staff was proposing 24hour parking restrictions. Mr. Mayer referred to the overhead map and explained the current parking restrictions. In addition, restrictions were proposed for north and south from 7 AM to 4 PM on school days on Janet Street to eliminate spill-over parking into the neighborhood.

Mr. Mayer stated that he did speak to the U.S. Postal Service about the process for relocating the mailboxes since a resident expressed their concerns regarding the postal service. In speaking to a postal representative, Mr. Mayer explained that as long as the mailboxes remained on the west side they could be consolidated into one location on a shared post. This would result in obtaining two additional spaces on the first block of Belle Aire on the west side. However, he would have to discuss this matter with the residents. Mr. Mayer recommended approval of the following recommendations:

INSTALL “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE EAST SIDE OF BELLE AIRE LANE FROM A POINT TWO HUNDRED SIXTY FEET (260’) NORTH OF OGDEN AVENUE TO A POINT THREE HUNDRED FIFTY FEET (350’) NORTH OF THE NORTH LINE OF JANET STREET;
AND

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INSTALL A "NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS" ON THE NORTH AND SOUTH SIDE OF JANET STREET, FROM THE WEST LINE OF BELLE AIRE LANE TO A POINT TWO HUNDRED FORTY FEET (240') WEST.

Mr. Saricks believed the recommendation was very consistent with what the neighbors were seeking; however, he asked staff if there was additional information about the nearby facility being used as a transportation center and whether it was consistent with the zoning. Mr. Mayer did not have any follow-up. Mr. Wilkinson noted the business was called Nationwide but was not necessarily Nationwide Insurance Company. In addition, he said the on-site trailer stated "general contractors," which implied to him that the business was a construction company bringing in contractors, etc. He believed more information about the business was necessary since it was impacting the neighborhood daily, in addition to a few other businesses.

Mr. Mayer shared that many of the recommendations that the village's community development and code enforcement departments had provided to Nationwide had been basically agreed to in good faith and were small steps to be taken by Nationwide. His understanding was that the company was also an insurance claims assessment company that had contractors go on-site. The box truck was to be removed to free up two parking spaces, but to date, was not moved.

Mr. Wrobel said he also drove the area recently and noticed that there appeared to be no parking issues on Saturday -- only Monday through Friday -- and staff's recommendation was well stated. Mr. Schiller expressed his concerns about the proposal being approved by council but Nationwide not following through -- what leverage did the village have? Also, if the restrictions were to become effective in November, what assurance did the village have that the mailboxes would be relocated appropriately before the parking changes were made and could the Public Works department assist the residents with regard to that. Mr. Mayer believed he could reach out to Public Works to assist the residents. As to leverage, he would have to speak to the Community Development department.

Mr. Schiller believed it was incumbent upon the business owner to provide parking for those individuals who traveled every day to the area only to be transported to a job site. He believed the owner was responsible to park his own business. Staff concurred. However, Mr. Wrobel added that in reading prior meeting minutes, there was an attempt made by Nationwide to find auxiliary parking in the area but none was available.

Mr. Saricks believed that staff's proposed language would address the issues identified by the residents, along with enforcement. Staff also agreed the code language was an improvement on safety in the area and the village was working towards resolving the area's issues. Mr. Saricks added that it had to be conveyed to the residents that this was not the final answer and that the parking would be monitored; staff agreed.

The chairman pro tem invited the public to speak.

Mr. Ken Rathje, with Rathje Planning Services, 412 Chicago Ave., Downers Grove, indicated he wished he had known about the commission starting its hearing on this matter last month since he appeared on behalf of Greg Nosich (phonetic spelling), owner of 4245 Belle Aire Lane and whom owned Pull Tool, a tool and die shop in the building. Mr. Rathje shared some of the discussions he had with his client regarding continuous parking issues on the street over the past few years. His client was recently alarmed by staff's proposed changes to the parking for Belle Aire Lane because his client had small semi-truck deliveries and needed access to his driveway. Mr. Rathje explained that on the east side of Belle Aire people would park and block the "flares" of his client's driveway. He shared an experience that took place today and also

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shared the fact that the area under discussion was forced annexed into the village by the village council when he was the community developer director some years ago.

Mr. Rathje discussed how the parking issues in the area eventually increased over time. As far as staff's proposed changes for the east side of Belle Aire, Mr. Rathje believed they were fine. But the few spaces in front of his client's property, he believed those would become more precious and people would park there instead of walking the distance.

Mr. Rathje preferred to see the parking restriction include the entire east side of Belle Aire from the north line of Ogden Avenue up to the termination point that staff was recommending. He emphasized that Mr. Nosich was trying to be a good neighbor by having any delivery trucks not enter into the neighborhood to turn around, but instead, use the driveway for ingress and egress. Unfortunately, he said Mr. Nosich was suffering due to the property owner located on the east side of Belle Aire by his carelessness and disregard for the need to have access to Mr. Nosich's property. Mr. Rathje requested that staff extend the parking and to not include just school hours. He also recommended having the same type of parking restriction in front of Mr. Nosich's property.

Asked why staff did not extend the No Parking restriction further south, Mr. Mayer explained it was to find every available space that was in proximity to the building. However, in reviewing what the existing restrictions were, Mr. Mayer then recommended extending the 24-hour No Parking restriction on Belle Aire Lane from Mr. Nosich's current south end of the driveway, another 20 to 30 feet, to the outside of the northern line of Mr. Nosich's driveway and then install a sign with an arrow pointing south to designate the northern limit of the 24-hour parking restriction.

However, Mr. Rathje indicated that was the current length. He and Mr. Mayer then proceeded to talk about a gravel area that had been removed for sidewalks some time ago. Mr. Rathje, again, asked for parking relief to address the issue.

Commissioners then raised dialog about a similar parking situation that occurred on Rogers Street and how that issue was resolved. Per Mr. Aguzino's question, Mr. Rathje explained the truck articulation into and out of his client's driveway when vehicles were parked currently. Further questions arose from Mr. Schiller as to why there was no enforcement taking place since one vehicle seemed to be continually triple-parking daily on the west side and impeding trucks maneuvering in and out of the driveway, wherein Mr. Mayer indicated the area was a challenging enforcement area because no pavement markings existed and because the existing regulations went up to the southern line of Mr. Nosich's property line and were not an enforced parking area. Mr. Mayer further explained the details of the area.

Further conversation was raised regarding the width of the street versus the pavement area, safety access for emergency vehicles, the owner not following what was agreed upon, and impaired sight lines. Dialog was also raised regarding where exactly the sign restriction would be installed, leaving two parking spaces.

Chairman Pro tem Schiller invited the public to speak.

Mr. John Siragusa, 4225 Belle Aire Lane, confirmed the discussion the commissioners were having was the same as discussed last month. He asked if the mailboxes were moved would there be a no parking restriction in front of them wherein Mr. Mayer explained that the location the boxes were being relocated to currently had a fire hydrant and restrictions were already in place, so there be no obstruction of on-street parking in the area. Dialog then followed

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regarding personal delivery of mail and mail service in general, wherein Mr. Mayer said he would work with Mr. Siragusa and the residents regarding the mailbox consolidation.

The chairman pro tem entertained a motion.

MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION APPROVE THE INSTALLATION OF A “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE EAST SIDE OF BELLE AIRE LANE FROM A POINT TWO HUNDRED SIXTY FEET (260’) NORTH OF OGDEN AVENUE TO A POINT THREE HUNDRED FIFTY FEET (350’) NORTH OF THE NORTH LINE OF JANET STREET; AND FURTHER RECOMMENDED THE EXTENSION OF THE CURRENT NO PARKING ANYTIME 180 FT. ZONE ON THE EAST SIDE OF BELLE AIRE LANE BETWEEN NORTH OF OGDEN TO A POINT TO BE DETERMINED ACCORDING TO THE NORTH END OF THE DRIVEWAY OF MR. NOSICH’S PROPERTY TO ENSURE ADEQUATE CLEARANCE FOR VEHICLES BACKING UP.

IN ADDITION, TO INSTALL A “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE NORTH AND SOUTH SIDE OF JANET STREET, FROM THE WEST LINE OF BELLE AIRE LANE TO A POINT TWO HUNDRED FORTY FEET (240’) WEST.

SECONDED BY MR. WILKINSON.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

File #13-15 Highland Avenue – Parking Restrictions – Staff initiated this request due to parking requests received from Highland Elementary School for drop off/pick up times. On-site issues were explained and Mr. Mayer indicated he was invited by Ms. Pilster, from School District 58, to view the on-site challenges. Mr. Mayer reviewed the school site on the overhead as well as current operations, noting that various challenges arise when vehicles begin parking in the wrong direction i.e., a southbound-facing vehicle on the east side of the roadway will park and wait for a child who then has to cut through the drop-off line, or, a parent will leave their vehicle to pick up the child and bring him/her back, causing more conflict.

Per Mr. Mayer, the semi-circular driveway across the street at St. Luke’s School, where on-street parking also exists, serves the same purpose and is also found on the east side. Per the request of Highland Elementary School and its principal, Mr. Mayer said he is proposing a NO PARKING restriction from 8:00 AM to 9:00 AM and a NO PARKING restriction from 2:00 PM to 3:00 PM on school days to address the issues. Both the principal from Highland Elementary School and the reverend from St. Luke’s School supported staff’s proposal.

Questions and dialog followed regarding the traffic pattern the parents were using to get to Highland Elementary School, i.e., from the north and then heading south.

Mr. Schiller’s only concern was afternoon activities taking place at the school. He recommended extending the afternoon restriction another hour or two, since similar restrictions were placed at other schools, unless the two schools were fine with staff’s proposed restriction for the afternoon hours. Mr. Mayer confirmed that both schools were satisfied with the proposed afternoon restriction.

Asked whether restricting the afternoon parking on the west side of the street would increase the wait line on the church property, Mr. Mayer explained that St. Luke already addressed that

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issue by barricading off their parking lot with cones. Comments followed that the vehicle wait line for Highland Elementary would have to take place on Highland Avenue heading north. Per staff, however, there would be a handful of spaces north of the access drive for those parents who wanted to walk up to meet their child. General questions followed.

Mr. Wilkinson, recalling some prior parking issues in the late 1990s, asked staff if there was an issue with another southern access to Highland Elementary School, wherein Mr. Mayer stated it was not brought to his attention by the principal and he did not view the area specifically.

A motion was entertained.

MR. AGUZINO MADE A MOTION THAT TRANSPORTATION AND PARKING COMMISSION APPROVE THE INSTALLATION OF A NO PARKING RESTRICTION FROM 8:00 AM TO 9:00 AM AND A NO PARKING RESTRICTION FROM 2:00 PM TO 3:00 PM ON SCHOOL DAYS, DESIGNATED ALONG THE EAST AND WEST SIDES OF HIGHLAND AVENUE, BETWEEN THE ENTRANCE AND EXIT OF THE CHURCH AND SCHOOL DRIVEWAYS.

SECONDED BY MR. SARICKS.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File #14-15 Highland School – Traffic Plan – Mr. Mayer recalled that he had previously brought a list of projects before the commissioners to assist him with prioritizing projects. Staff's goal would be to reach out to School Districts 58 and 99 to obtain a copy of their traffic plans and, using staff's experience and knowledge, would review, modify and/or create an operations plan for the various schools, such as the one he just completed for Highland Elementary School. Mr. Mayer also explained that the prior case file was basically used as an example for the priority projects he mentioned above and what he had in mind for other schools, by using best practices. He stated that three schools contacted him where his plan was used: Whittier, Hillcrest, and Highland Schools. As to the other schools, he assumed their operations were either working well, the schools were working with what they had, or they did not know they could reach out to the village for assistance.

OLD BUSINESS

Mr. Wrobel recalled a couple of years ago the commissioners entertained a motion from Avery Cooley School regarding ingress/egress on Maple Avenue. He thought he recalled the commission had recommended the signage going north and east from 55th Street included No Left Turns permitted into Avery Cooley driveway between certain hours but said he did not see any signs posted. He asked Mr. Mayer to research the case file. Mr. Saricks recalled it was a safety issue which was why the matter was discussed before the commission. However, Mr. Schiller stated the sign would be seen traveling northeast-bound on Dunham/Maple Avenue. Others stated the sign was not there; Mr. Mayer said he would follow up.

NEW BUSINESS

Mr. Wrobel mentioned he attended a recent budget meeting, noting that under the Public Works budget there was \$300,000 (from the sidewalk program) being re-dedicated to the stormwater fund. At the meeting he inquired whether some of the sidewalk funds could be used towards traffic calming projects recommended by the TAP. Instead, he was directed to bring this matter to Mr. Mayer. Mr. Saricks recalled the projects were mothballed and stated the list of projects could probably be found in prior sets of minutes.

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Continuing and at that same meeting, Mr. Wrobel said he did speak to the police chief regarding the use of the new solar powered speed trailers for traffic calming purposes. Lastly, he mentioned that he saw \$25,000 being allocated in capital funds under the FY2016 budget for a neighborhood traffic study and asked staff to confirm whether those were funds to be used similarly to the prior neighborhood study areas that were done. Wherein, Mr. Mayer explained how some of those funds were already dedicated for software, roadway striping, and for a number of other items. However, he added that the funds could be, ultimately, used for bump-outs or speed tables, understanding that the amount of funds remaining was not as large as in previous years for traffic calming.

Other than the Claremont traffic calming project, a couple of commissioners recalled the only other traffic calming project was the one on Blodgett. Mr. Schiller shared his reluctance about any future funds being allocated towards traffic calming, given that none had been allocated in the past three years and the only way it would occur was when streets were reconstructed. He also was pleased that the sidewalk program was stopped even though there was a sideway repair fund.

Lastly, Mr. Wilkinson asked the commissioners to reconsider the resident parking stickers topic. Mr. Schiller offered to speak to Mr. Wilkinson individually about this topic. Mr. Schiller stated he supported these types of stickers for a low fee.

COMMUNICATIONS – See packet for any communications.

ADJOURN

MR. SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 9:08 P.M. MR. WROBEL SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 5-0.

Respectfully submitted,

Celeste Weilandt, Recording Secretary
(as transcribed from MP3 digital recording)