

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
1/12/2016

SUBJECT:	SUBMITTED BY:
Proposed Parking and Regulatory Sign Revisions - Concord Drive, Maple Avenue, Clyde Estates, Blodgett Avenue at 60th Street	Nan Newlon Director of Public Works

SYNOPSIS

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

- Parking restrictions on Concord Drive west of Springside Avenue
- Parking restrictions along Maple Avenue east of Fairview Avenue
- Installation of regulatory STOP signs at various locations in Clyde Estates
- Installation of regulatory STOP signs at the intersection of Blodgett Avenue and 60th Street

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the January 19, 2016 Active Agenda.

BACKGROUND

Concord Drive

This item was brought forward through a neighborhood petition form as a result of resident concerns about parking availability along Concord Drive. There are currently vehicles consistently parking along the periphery of Concord Park in unrestricted spaces. The area around the park has been dedicated to provide overflow parking for the Downers Grove South High School (DGSHS) students. This area of on-street parking has no time limitations or permit requirements.

Staff prepared and presented a recommendation to the Transportation and Parking Commission to convert the first three parking spaces west of Springside Avenue from no restriction to “3-Hour” parking. This designation will provide residents across from Concord Park an opportunity to park vehicles on-street in closer proximity to their homes while still providing adequate overflow parking for the high school.

This item was presented to the Transportation and Parking Commission on December 9, 2015. The Commission voted 6-0 to approve this action.

Maple Avenue

This item is being presented in response to a recent construction project along Maple Avenue between Fairview Avenue and Cumnor Road. A roadway reconstruction project was completed in November 2015 in this area which resulted in the re-striping of Maple Avenue.

Maple Avenue has been re-striped with a dedicated westbound left-turn lane and two 11' wide through lanes between Fairview Avenue and Wilcox Avenue. Given the narrow lane widths staff is recommending the restriction of parking through this street segment.

This item was presented to the Transportation and Parking Commission on December 9, 2015. The Commission voted 6-0 to approve this action.

Clyde Estates

As part of the roadway improvements throughout Clyde Estates, the geometry at the intersection of 60th Place and Clyde Avenue and Washington Street was modified to promote traffic calming. The final configuration creates two "T" intersections", one at Washington Street and Clyde Avenue and the second at Clyde Avenue and 60th Place. The installation of stop signs at these intersections was included with the construction drawings for installation by the Village. The purpose of these items is to include the corresponding regulation in the Village Code.

Blodgett Avenue

This item has been brought forward through a neighborhood petition submitted on September 11, 2015 as the result of residents' concerns about a lack of intersection traffic control at Blodgett Avenue and 60th Street.

Blodgett Avenue and 60th Street are classified as Local Roads in the Village. At present, there is no regulatory traffic control signage at this intersection. Under the Illinois Vehicle Code, 60th Street must yield right-of-way to any vehicle traveling along Blodgett Avenue because 60th Street terminates at this intersection.

A School Walk Route for Fairmount Elementary and O'Neill Middle School is marked and signed for students to cross Blodgett Avenue on the south leg crosswalk and ultimately access the east side of each school. Staff evaluated the intersection of Blodgett Avenue and 60th Street for the installation of an all-way stop. Staff identified a high number of students cross this intersection in both the morning and afternoon. This crossing location serves both the elementary school and middle school students walking during AM and PM peak periods.

The Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.04.09 states the following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes

Under this guidance from the MUTCD and the general practices implemented on previous Neighborhood Traffic Studies a four-way stop control is proposed for the intersection. This item was presented to the Transportation and Parking Commission on December 9, 2015. The Commission voted 6-0 to approve this action.

ATTACHMENTS

Ordinance

Exhibits

Meeting Minutes – December 9, 2015 TAP Commission

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ORDINANCE NO. _____

AN ORDINANCE AMENDING CERTAIN 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 14.80 is hereby amended to read as follows:**14.80 Isolated stop signs.**

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

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

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

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

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

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

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

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

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

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

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

Birch Avenue. At the southwest corner of the intersection of Birch Avenue and Elm Street, regulating eastbound traffic on Birch Avenue.

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

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

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proceeding across or into Claremont Drive.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bryan Place. At the northwest corner of the intersection of Bryan Place and Lincoln Street, regulating southbound traffic on Bryan Place.

Buckingham Place. At the southwest corners of the intersection of Buckingham Place and Fairview Avenue, to direct vehicular traffic proceeding easterly on Buckingham Place to come to a full

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stop before proceeding across or into Fairview Avenue.

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

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

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

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

Butterfield Frontage Road. At the southwest corner of the intersection of Butterfield Frontage Road and Downers Drive to direct vehicular traffic proceeding easterly in Butterfield Frontage Road to come to a full stop before proceeding into Downers Drive.

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

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

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

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

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

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

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

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

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

Clyde Avenue. At the northeast corner of the intersection of Clyde Avenue and 60th Place, to direct vehicular traffic proceeding westerly on Clyde Avenue to come to a full stop before proceeding across or into 60th Place.

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

Concord Drive. At the northeast corner of the intersection of Concord Drive and Woodward

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Avenue, to direct vehicular traffic proceeding westerly on Concord Drive to come to a full stop before proceeding across or into Woodward Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

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

Debolt Avenue. At the northwest corner of the intersection of Debolt Avenue and Prairie Avenue, regulating southbound traffic on Debolt Avenue.

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

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

Douglas Road. At the northwest and southeast corners of the intersection of Wilson Street and

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

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

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

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

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

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

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

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

Elm Street. At the northwest corner of the intersection of Elm Street and Warren Avenue regulating southbound traffic on Elm Street.

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

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

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

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

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

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

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

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

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

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before proceeding across or into Maple Avenue.

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

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

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

Florence Avenue. At the southeast corner of the intersection of Florence Avenue and 2nd Street, regulating the northbound traffic on Florence Avenue.

Florence Avenue. At the southeast corner of the intersection of Florence Avenue and Chicago Avenue regulating northbound traffic on Florence Avenue.

Florence Avenue. At the northwest corner of the intersection of Florence Avenue and Chicago Avenue regulating southbound traffic on Florence Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

Gierz Street. At the southwest and northeast corners of the intersection of Gierz Street and

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Douglas Road, to direct vehicular traffic proceeding easterly and westerly on Gierz Street to come to a full stop before proceeding into Douglas Road.

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

Gierz Street. At the southwest corner of the intersection of Gierz Street and Florence Avenue, regulating the eastbound traffic on Gierz Street.

Gierz Street. At the northeast corner of the intersection of Gierz Street and Linden Place, regulating the westbound traffic on Gierz Street.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Highland Avenue. At the northwest and southeast corners of the intersection of Highland Avenue and Rogers Street, to direct vehicular traffic proceeding southerly and northerly on Highland Avenue to

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come to a full stop before proceeding across or into Rogers Street.

Highland Court. At the northeast corner of the intersection of Highland Court and Highland Avenue regulating westbound traffic on Highland Court.

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

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

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

Indianapolis Avenue. At the northeast corner of the intersection of Indianapolis Avenue and Douglas Road, regulating westbound traffic on Indianapolis Avenue.

Indianapolis Avenue. At the southwest corner of the intersection of Indianapolis Avenue and Cumnor Road, regulating the eastbound traffic on Indianapolis Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

Lee Avenue. At the southeast and northwest corners of the intersection of Lee Avenue and Prairie

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Avenue, to direct vehicular traffic proceeding northerly and southerly on Lee Avenue to come to a full stop before proceeding across or into Prairie Avenue.

Lincoln Street. At the northeast corner of the intersection of Lincoln Street and Douglas Road, regulating westbound traffic on Lincoln Street.

Lincoln Street. At the southwest corner of the intersection of Lincoln Street and Sterling Road, regulating eastbound traffic on Lincoln Street.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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across or into Woodward Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Otis Avenue. At the northeast corner of the intersection of Otis Avenue and Douglas Road, regulating westbound traffic on Otis Avenue.

Otis Avenue. At the southwest corner of the intersection of Otis Avenue and Cumnor Road, regulating the eastbound traffic on Otis Avenue.

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

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

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

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

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

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

Prairie Avenue. At the southwest corner of the intersection of Prairie Avenue and Florence Avenue, regulating the eastbound traffic on Prairie Avenue.

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

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

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

Prospect Avenue. At the southeast corner of the intersection of Prospect Avenue and Lincoln Street, regulating northbound traffic on Prospect Avenue.

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

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

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

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

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

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

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

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

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

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

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proceeding across or into Dunham Road.

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

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

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

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

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

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

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

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

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

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

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

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

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

Sheldon Avenue. At the southwest corner of the intersection of Sheldon Avenue and Cumnor Road, regulating the eastbound traffic on Sheldon Avenue.

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

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

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

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

Sherman Street. At the southwest corner of the intersection of Sherman Street and Highland Avenue, regulating eastbound traffic on Sherman Street.

Sherman Street. At the southwest corner of the intersection of Sherman Street and Fairview

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Avenue, to direct vehicular traffic proceeding easterly on Sherman Street to come to a full stop before proceeding across or into Fairview Avenue.

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

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

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

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

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

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

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

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

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

Statton Street. At the northwest corner of the intersection of Statton Street and Lincoln Street, regulating southbound traffic on Statton Street.

Sterling Road. At the northwest corner of the intersection of Sterling Road and Sherman Street, regulating southbound traffic on Sterling Road.

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

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

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

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

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

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

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proceeding into Washington Street.

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

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

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

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

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

Victor Street. At the southeast corner of the intersection of Victor Street and for 2nd Street, regulating the northbound traffic on Victor Street.

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

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

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

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

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

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

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

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

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

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

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

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

Washington Street. At the northwest corner of the intersection of Washington Street and Clyde

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Avenue, to direct traffic proceeding southerly on Washington Street to come to a full stop before proceeding across or into Clyde Avenue.

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

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

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

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

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

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

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

Wilcox Avenue. At the northwest corner of the intersection of Wilcox Avenue and Burlington Avenue, regulating the southbound traffic on Wilcox Avenue.

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

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

Wilson Street. At the northeast corner of the intersection of Wilson Street and Linden Place, regulating westbound traffic on Wilson Street.

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

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

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

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

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

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

4th Street. At the northeast corner of the intersection of 4th Street and Fairview Avenue, to direct

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vehicular traffic proceeding westerly on 4th Street to come to a full stop before proceeding across or into Fairview Avenue.

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

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

4th Street (south). At the southwest corner of the intersection of 4th Street (south) and Cumnor Road, regulating the eastbound traffic on 4th Street.

4th Street (north). At the northeast corner of the intersection of 4th Street (north) and Cumnor Road regulating the westbound traffic on 4th Street.

4th Street. At the southeast, southwest and northwest corners of the intersection of 4th Street and Williams Street, regulating the northbound, southbound and eastbound traffic of 4th Street and Williams Street.

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

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

5th Street. At the southwest corner of the intersection of 5th Street and Cumnor Road, regulating the eastbound traffic on 5th Street.

6th Street. At the northeast corner of the intersection of 6th Street and Fairview Avenue, to direct vehicular traffic proceeding westerly on 6th Street to come to a full stop before proceeding across or into Fairview Avenue.

6th Street. At the northeast and southwest corners of the intersection of 6th Street and Victor Street, regulating the eastbound and westbound traffic on 6th Street.

6th Street. At the southwest corner of the intersection of 6th Street and Williams Street, regulating the eastbound traffic on 6th Street.

6th Street. At the southeast and northwest corners of the intersection of 6th Street and Cumnor Road, regulating the northbound and southbound traffic on Cumnor Road.

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

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

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

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

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

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

8th Street. At the southwest corner of the intersection of 8th Street and Williams Street, regulating the eastbound traffic on 8th Street.

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

40th Street. At the southwest corner of the intersection of 40th Street and Fairview Avenue, to

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direct vehicular traffic proceeding easterly on 40th Street to come to a full stop before proceeding across or into Fairview Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

74th Street. At the southwest corner of the intersection of 74th Street and Fairview Avenue, to direct vehicular traffic proceeding easterly on 74th Street to come to a full stop before proceeding across or into Fairview Avenue. (Ord. No. 1023, § 1; Ord. No. 1097, § 1; Ord. No. 1135, § 1; Ord. No. 1136, § 1; Ord. No. 1178, § 1; Ord. No. 1245, § 1; Ord. No. 1303, § 1; Ord. No. 1304, § 1; Ord. No. 1332, §§ 1 to 3; Ord. No. 1353, §§ 1, 2; Ord. No. 1363, § 1; Ord. No. 1364, § 1; Ord. No. 1366, § 1; Ord. No. 1367, § 1; Ord. No. 1368, §§ 1, 2; Ord. No. 1374, §§ 1, 2; Ord. No. 1405, § 1; Ord. No. 1413, § 1; Ord. No. 1435, § 1; Ord. No. 1437, §§ 1, 2; Ord. No. 1444, §§ 1 to 5; Ord. No. 1446, §§ 1 to 4; Ord. No. 1451, § 1; Ord. No. 1454, §§ 1, 2; Ord. No. 1460, § 1; Ord. No. 1461, §§ 1, 2; Ord. No. 1482, § 1; Ord. No. 1487, § 1; Ord. No. 1498, § 1; Ord. No. 1517, § 1; Ord. No. 1538, § 1; Ord. No. 1596, § 1; Ord. No. 1606, § 1; Ord. No. 1607, § 1; Ord. No. 1707, § 3; Ord. No. 1717, § 3; Ord. No. 1722, § 3; Ord. No. 1760, § 5; Ord. No. 1781, § 7; Ord. No. 1815, § 3; Ord. No. 1817, § 4; Ord. No. 1837, § 3; Ord. No. 1866, § 3; Ord. No. 1911, § 3; Ord. No. 1933, § 4; Ord. No. 1946, § 3; Ord. No. 2095, § 4; Ord. No. 2104, § 8; Ord. No. 2141, § 2; Ord. No. 2219, § 2; Ord. No. 2297, § 2; Ord. No. 2303, § 2; Ord. No. 2323, § 2; Ord. No. 2333, § 2; Ord. No. 2348, § 2; Ord. No. 2352, § 2; Ord. No. 2353, § 2; Ord. No. 2360, § 2; Ord. No. 2372, § 2; Ord. No. 2380, § 2; Ord. No. 2391, § 2; Ord. No. 2485, § 1; Ord. No. 2550, § 4; Ord. No. 2560, § 2; Ord. No. 2611, § 2; Ord. No. 2620, § 2; Ord. No. 2624, § 2; Ord. No. 2663, § 5; Ord. No. 2675, § 2; Ord. No. 2682, § 3; Ord. No. 2788, § 2; Ord. No. 2804, § 2; Ord. No. 2829, § 2; Ord. No. 2844, § 2; Ord. No. 2867, § 2; Ord. No. 2879, § 2; Ord. No. 2899, § 2; Ord. No. 2914, § 2; Ord. No. 2995, § 3; Ord. No. 3022, § 2; Ord. No. 3023, § 2; Ord. No. 3035, § 2; Ord. No. 3102, § 6; Ord. No. 3113, § 2; Ord. No. 3117, § 4; Ord. No. 3123, § 2; Ord. No. 3153, § 2; Ord. No. 3192, § 3; Ord. No. 3269, § 2; Ord. No. 3291, § 2.)

Section 2. That Section 14.80.1. is hereby amended to read as follows:

14.80.1. All-way stop signs.

There shall be erected in conspicuous places at the following intersections signs lettered with the

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words "All-Way Stop", which signs shall be so located as to direct all traffic to come to a full stop before proceeding into the intersection:

Barneswood Drive and Saratoga Avenue.

Blodgett Avenue and 60th Street

Bolson Drive and Springside Avenue.

Chicago Avenue and Douglas Road.

Chicago Avenue and Oakwood Avenue.

Chicago Avenue and Saratoga Avenue.

Chicago Avenue and Lee Avenue.

Chicago Avenue and Roslyn Road.

Chicago Avenue and Cumnor Road.

Claremont Drive and Fairmount Avenue.

Curtiss Street and Washington Street.

Douglas Road and Franklin Street.

Downers Drive and Herbert Street.

Downers Drive and 40th Street.

Dunham Road, Andrus Avenue and 71st Street.

Florence Avenue and Grant Street.

Forest Avenue and Lincoln Street.

Grand Avenue and Hill Street.

Grant Street and Highland Avenue.

Grant Street and Middaugh Avenue.

Grant Street and Oakwood Avenue.

Grant Street and Prince Street.

Grant Street and Saratoga Avenue.

Grant Street and Seeley Avenue.

Grant Street and Stanley Avenue.

Grant Street/Traube Avenue and Cumnor Road.

Hill Street and Blodgett Street.

Highland Avenue and Franklin Street.

Highland Avenue and Warren Avenue.

Kenyon Street and Washington Street.

Lee Avenue and Chicago Avenue.

Linscott Avenue and Franklin Street.

Lyman Avenue and Summit Street.

Maple Avenue and Carpenter Street.

Maple Avenue and Washington Street.

Norfolk Street and Dunham Road.

Palmer Street and Dunham Road.

Park Avenue and Randall Street.

Prairie Avenue and Douglas Avenue.

Randall Street and Blodgett Avenue.

Saratoga Avenue and Candlewood Drive.

Seeley Avenue and Chicago Avenue.

Springside Avenue and Concord Drive.

Venard Road and Drove Avenue.

Washington Street and Chicago Avenue.

Washington Street and Grant Street.

Washington Street and Rogers Street.

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6th Street and Florence Avenue.
7th Street/DesMoines Street and Williams Street.
39th Street and Cumnor Road.
39th Street and Washington Street.
59th Street and Fairmount Avenue.
61st Street and Lee Avenue.
61st Street and Pershing Avenue.
61st Street and Sherman Road.
61st Street and Woodward Avenue.

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

Section 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 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 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)

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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 Maple Avenue.

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

Centre Circle, on both sides.

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

Chase Avenue, on both sides, north of Curtiss Street.

Chicago Avenue, on the north side, from the west line of Fairview Avenue to the east line of Main 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.

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

Claremont Drive, on both sides, from Fairview Avenue to Osage 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 point fifty feet west of Bunker Hill Circle.

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

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

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

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

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

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 Grove Post Office driveway.

Curtiss Street, on the north side, from Washington Street to Mackie Place, and on the south side, from a point one hundred thirty feet west of Mackie Place to Mackie Place.

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

Curtiss Street, on the south side, from a point two hundred twenty feet west of Belden Avenue to a point one hundred fifty feet west of Belden 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 extended from the north).

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

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

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

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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 Haddow Avenue to the north line of Warren Avenue.

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

Elm Street, on the 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 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

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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.

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

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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 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.

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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.

Maple Avenue, on both sides, from the east line of Fairview Avenue to a point two hundred (200) feet east of Wilcox Avenue.

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 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.

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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.

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.

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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:

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

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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 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.

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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 feet 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 feet 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 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.

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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 14.106.2. is hereby amended to read as follows:

14.106.2. Same--Between 7:00 A.M. and 4:00 P.M., except on Saturdays, Sundays and legal holidays.

No person shall park or let stand any automobile, motor vehicle or other vehicle for an uninterrupted period of more than three hours at any time between the hours of 7:00 A.M. and 4:00 P.M., local time, except on Saturdays, Sundays and legal holidays in the following locations:

Concord Drive, on the north side, from a point one hundred twenty-five (125) feet west of Springside Avenue to a point one hundred eighty-five (185) feet west of Springside Avenue.

Prince Street, on the west side, from Sherman Street to a point one hundred fifty-seven (157) feet north of Sherman Street.

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

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

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

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Mayor

Passed:

Published:

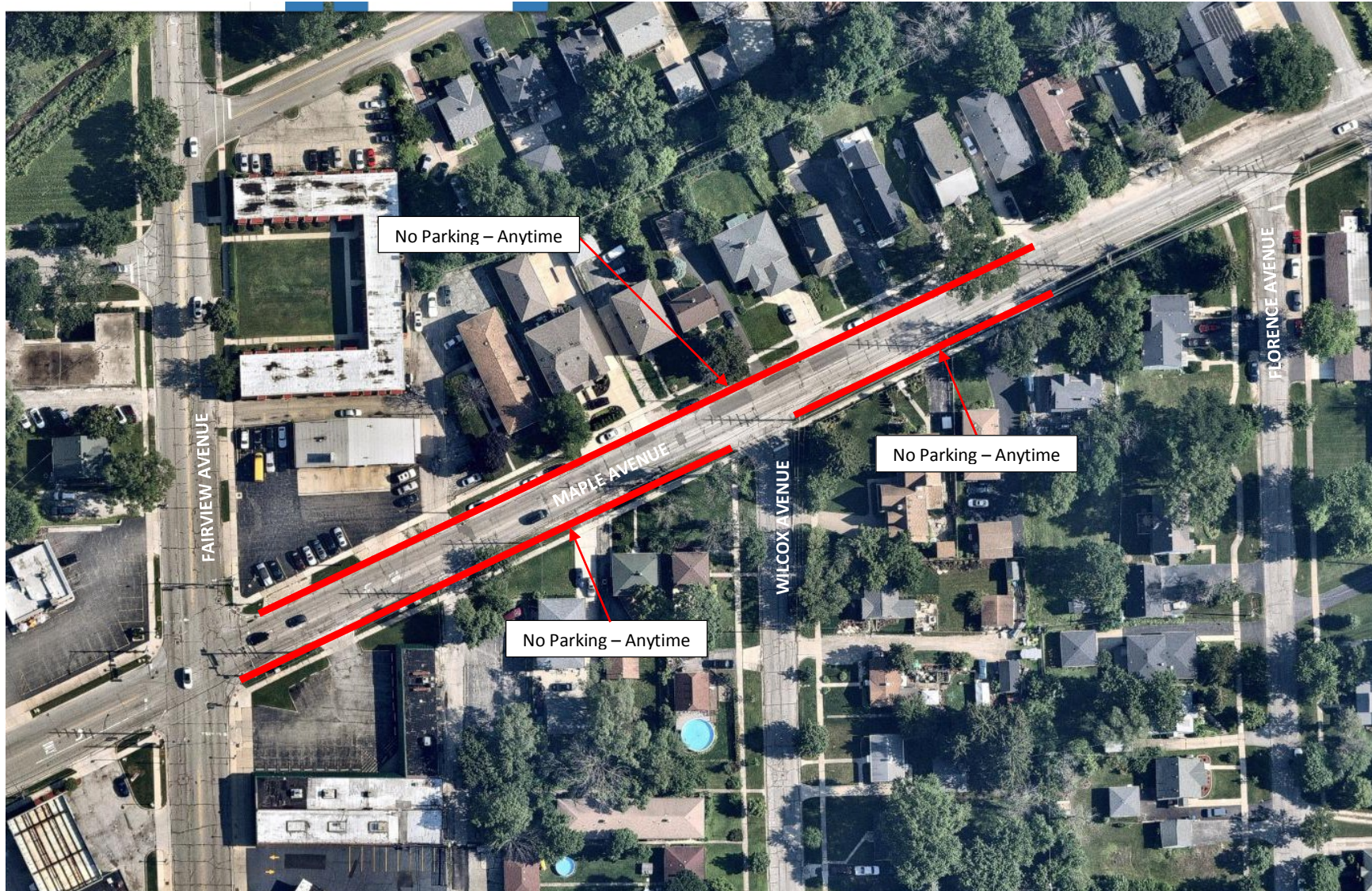
Attest: _____

Village Clerk

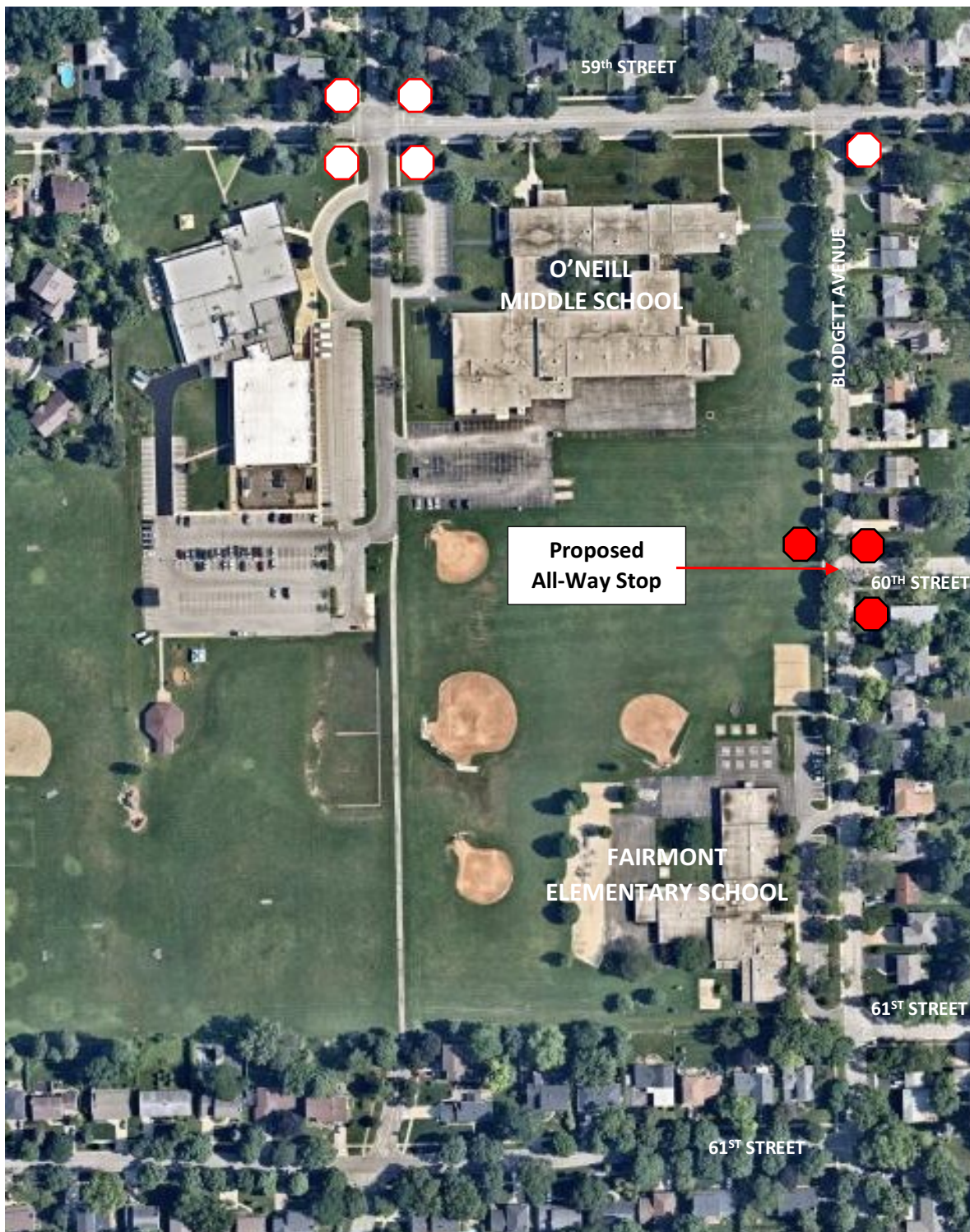
File #15-15 – Exhibit 1 Concord Drive "3-HOUR LIMIT" Parking:



File #16-15 – Exhibit 1 Maple Avenue “No Parking – Anytime” Restriction:



File #17-15 – Exhibit 1 Blodgett Avenue Stop Sign Intersection Control:



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TRANSPORTATION AND PARKING COMMISSION
Minutes

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

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Pro tem Schiller called to order the December 9, 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, Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Golomb, Chairman Stuebner

Staff Present: Transportation Division Manager Matt Mayer

Public: Mr. Mike Hymann, 6013 Blodgett Ave.; Ms. Kim Stapleton, 6005 Blodgett Ave.; Mr. Brian Spang, 6029 Blodgett Ave.; Mr. John Wendt, 1701 Concord Drive; Mr. Eric Vodnik, 1601 Concord Drive

MINUTES OF OCTOBER 14, 2015

Mr. Saricks commented that Attorney Rathje had some very nice words to share about this commission and the Public Works staff regarding the approved resolution for the Belle Aire and Janet parking matter. **MINUTES OF THE OCTOBER 14, 2015 MEETING WERE APPROVED ON MOTION BY MR. SARICKS, SECONDED BY MR. WROBEL. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

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

A change in the agenda followed:

File # 17-15 Blodgett Avenue – All-Way Stop Control Action Requested: Per Traffic Manager, Matthew Mayer, this item was at the request of a resident who wanted staff to review safety concerns at 60th Street and 61st Street, along Blodgett Avenue, due to safety concerns near Fairmount School and O'Neil School (SW corner of Blodgett and 59th St.). After the review of the safety issues at the intersections of 60th Street and 61st Street were completed, staff concluded that given the pedestrian volume of school crossings and the proximity to the two schools, that an all-way stop control be installed at the intersection of 60th Street and Blodgett.

(Mr. Mayer confirmed that his report was in error and the installation for an all-way stop should be at 60th Street (not 61st Street) and Blodgett Avenue. He did notify the residents regarding this error.) Mr. Mayer continued to review Exhibit 1 from his staff report and said that he conducted speed and volume counts on 60th and 61st Streets and compared the data with the **MUTCD ??** (used for guidance), which indicated that all-way stop controls were not warranted at either intersection. However, from his field observation, he found that the designated school crossing at 60th Street served students of both Fairmount School and O'Neil Middle School, a fair amount of activity took place at the eastern leg of 61st Street and Blodgett, and no crossing guard was assigned to the location. Therefore, he recommended approval for an all-way stop control.

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

Mr. Mike Hymann, 6013 Blodgett, stated he lives in the middle of the block and he and his neighbors supported the recommendation and appreciated staff's quick response. He expressed concern about safety during the summer months because no traffic control existed between 63rd and 59th Streets. While he appreciated staff's recommendation for the control sign at 60th, he would have liked to see an additional control sign at 61st and Blodgett since he believed traffic would increase speed from the stop sign to make up for lost time. Mr. Hymann also shared personal comments about the drop off/pickup times at Fairmont School.

Ms. Kim Stapleton, 6005 Blodgett Avenue, recommended that if another stop sign could not be installed, that the installation of a speed bump be considered. She asked staff to explain the process for when the sign would be installed, if approved. Lastly, she commented on some of the blind spots she sees on the west side of Blodgett near the schools.

As a secondary option, Mr. Saricks recommended the village install speed radar signs to slow down/monitor vehicles on Blodgett, to which Mr. Mayer agreed was a valuable data tool. As to the speed bump, Mr. Mayer explained it was a difficult maintenance issue especially during the winter months as well as difficult for emergency vehicles. He further provided his explanations as to why a second stop sign was not being installed at this time, i.e., vehicles ignoring too many stop signs and the visibility concerns on the west side of Blodgett. Other questions followed on what the long-term effects were, if any, of the speed radar signs. Pedestrian street markings were also asked to be considered by Mr. Carter, which staff was open to at 61st Street since it was a low-cost, high impact alternative.

Chairman Pro tem Schiller pointed out that the aerial photograph depicted four small baseball diamonds which, to him, reflected a significant amount of foot traffic that should be considered as well as meet the definition of what warrants a stop sign. If it was not to be considered, he supported having the street markings be installed, as suggested above.

Mr. Brian Spang, 6029 Blodgett, stated he regularly schedules girls' softball teams and the fields are in use from April through the end of June. In August, another team uses them. Per Mr. Carter's question, Mr. Spang explained where vehicles were parking if they were visiting the fields, i.e., the parking lots at Fairmont School and O'Neil Middle School and along Blodgett.

Chairman Pro tem Saricks then asked commissioners and staff for a justifiable approach to satisfy the situation, wherein Mr. Mayer recommended staff's approval with the recommendation that staff review the in-roadway sign at the south end to provide a "bookend" effect before installing any regulatory signage. Mr. Mayer offered to follow-up with Mr. Saricks' suggestion to monitor speed between 60th and 67th Streets to confirm whether vehicles were accelerating from the stop signs.

MOTION WAS MADE BY MR. AGUZINO THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO APPROVE THE INSTALLATION OF AN ALL-WAY STOP CONTROL AT THE INTERSECTION OF BLODGETT AVENUE AND 61st STREET (WITH THE UNDERSTANDING THAT STAFF WILL FOLLOW UP WITH ADDITIONAL ACTION ITEMS, AS DISCUSSED AT THE MEETING).

SECONDED BY MR. WILKINSON.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

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File # 15-15 Concord Drive – Parking Restrictions Action Requested: Mr. Mayer reported that staff was initiating this request in response to a resident petition seeking to review parking along Concord Avenue. Currently the area around Concord Park was being allocated for overflow parking from the Downers Grove South High School. Staff recommended implementing a 3-hour parking limit on the southeast corner of the park to improve the availability of residential parking. A review of the aerial photo followed.

Mr. Mayer explained in further detail how the area currently served as overflow parking for the high school. He provided the history of a recent road reconstruction project that took place back in 2013, affecting the various on-street parking restrictions that were placed on Concord Avenue under the village ordinance. In order to create some balance with the parking spaces, he said three spaces were identified to have a three-hour limit of “NO PARKING 8:00 AM TO 11:00 AM” on the north side of Concord Drive from Stonewall Avenue to Bunker Hill Circle, and “NO PARKING ANY TIME” restrictions along the entire south side of Concord Drive from Stonewall Avenue to Springside Avenue. These restrictions would hinder student parking.

Additionally, Mr. Mayer pointed out that some contradiction existed in this area as to the signage posted and what was written in the ordinance. Details followed. As part of his study, Mr. Mayer said he plans to initiate a work order to correct the contradiction which will also free up about six or seven parking spaces for overflow student parking.

Commissioner comments/questions followed as to the type of use at Concord Park.

Mr. John Wendt, 1701 Concord Drive, stated he resides at the intersection of Camden Road and Concord Road. He explained the park was heavily used for soccer or lacrosse. He also complimented the village on some recent traffic controlling signals. He questioned why the village was restricting the parking for the high school students when he believed it was pushing “the problem” down the street.

Mr. Eric Vodnik, 1601 Concord Drive, said he was the one who requested the petition because he could not have visitors to his home since there was no parking in the area. He questioned why the 17 parking spaces between Camden and Springside could not be located to Stonewall rather than the three proposed parking spaces. He voiced his frustrations regarding speeding and trash that was thrown on his street and the lack of enforcement. He did not feel it was fair that he had to walk half a block to park a car.

As to whether the high school had the figures for those students who park on the street, Mr. Mayer stated he did not have the figures but surmised that the high school would have them. He offered to find out more information. Mr. Carter suggested staff have an open dialog with the high school.

Staff further explained that the reason for this request was due to the case having a history behind it but also to find a middle ground. A motion was then entertained. However, more dialog vacillated, including whether to table the matter, decide if all of the spaces should be three-hour restricted, potential enforcement issues, student parking permits, and to possibly divide and turn some of the 17 parking spaces to 3-hour parking. It was also pointed out that Concord Park had no on-site parking available.

Mr. Wendt returned and recommended agreeing to staff’s recommendation regarding the three parking spaces, pointing out that the residents basically did not use the 17 parking spaces during early morning hours when the students were using them. It was only until after 1:00 p.m. when students began to leave the high school that spaces became available. He also

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presumed that the high school would not have any available parking permits since permits, in general, were very competitive.

Lastly, the timing for the installation of the signage was explained by Mr. Mayer. After some dialog a motion was entertained by the chairman pro tem.

MOTION BY MR. CARTER THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL “3-HOUR PARKING LIMIT BETWEEN 7:00 A.M. AND 4:00 P.M., EXCEPT ON SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS” ALONG CONCORD DRIVE FROM THE WEST LINE OF SPRINGSIDE AVENUE TO 180 FEET WEST OF THE WEST LINE OF SPRINGSIDE AVENUE.

SECONDED BY MR. SARICKS.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

As a last comment to the above discussion, Chairman Pro tem Saricks acknowledged that the high school’s capacity had increased and so had its parking need. He suggested that in the future, someone from the village council speak to the school district about constructing a parking deck, given that residents pay plenty of taxes and cannot parking in front of their own homes.

File # 16-15 Maple Avenue – Parking Restrictions Action Requested: Mr. Mayer discussed that this matter was coming before the commissioners as a result of the newly-constructed Maple Avenue roadway, which had its on-street parking and traffic lanes reconfigured. Due to the reconstructed roadway (with new curb and gutters) and new pavement markings, no ample space existed for vehicles to park on the street. Staff believed restrictions should be put in place. In reviewing the aerial photograph on the overhead, Mr. Mayer explained that this project was part 1 of a two-phase request from a village council agenda item. Specifically, Mr. Mayer said the restrictions were on both the north and south sides of Maple Avenue from Fairview to about 200 feet east of Wilcox Avenue and involved three 11-foot lanes, which did not allow enough room to park a vehicle. Identifying the specific area on the overhead, Mr. Mayer requested that no on-street parking take place in the areas and recommended installing a 24-hour parking restriction and that it be written into the village’s ordinance. At a later date, he stated, the 200 foot road segment of Wilcox to the village’s limits would be brought to a public hearing.

Per a question, staff did not hear anything from the residents on this matter, nor from the project manager for the Maple Avenue reconstruction. General conversation followed that the matter appeared straight-forward. A motion was entertained.

MOTION BY MR AGUZINO THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL “NO PARKING ANYTIME” DESIGNATION ALONG THE NORTH AND SOUTH SIDES OF MAPLE AVENUE, FROM THE EAST LINE OF FAIRVIEW AVENUE TO A POINT 200 FEET EAST OF WILCOX AVENUE.

SECONDED BY MR. SARICKS.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

DRAFT - Transportation and Parking Commission

December 9, 2015

OLD BUSINESS

Mr. Mayer updated the commissioners on the following approved cases: 1) the Belle Air Lane on-street parking; 2) 4248 Maple Avenue parking restrictions – he does have a relocation plan for the mailboxes; 3) Washington and 63rd parking restrictions; and 4) the Highland Elementary School and St. Luke's Church entrance/exit driveway restrictions.

Regarding the Avery Cooley School matter, Chairman Pro tem Schiller recalled he made a comment at the last meeting stating he thought the No Left Turn sign had been installed on a utility pole in front of Cooney School, where, in fact, it was now relocated on a separate steel pole directly in front of the school's driveway. Mr. Mayer stated he viewed the sign and thought it was adequate for the needs of the intersection.

COMMUNICATIONS – See packet for any communications.

ADJOURN

**MR. WROBEL MADE A MOTION TO ADJOURN THE MEETING AT 8:18 P.M.
MR. WILKINSON SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,

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