# VILLAGE OF DOWNERS GROVE
**Report for the Village Council Meeting**
**6/20/2017**

| SUBJECT: | SUBMITTED BY: |
|---|---|
| Adoption of Traffic Control Amendments including Neighborhood Traffic Study Area 5 | Nan Newlon<br>Director of Public Works |

## SYNOPSIS

An ordinance has been prepared to amend sections of the Municipal Code concerning the modification to traffic control on various streets including Neighborhood Traffic Study Area 5, bounded by Ogden Avenue, Walnut Avenue, Burlington Avenue, and Belmont Road.

## STRATEGIC PLAN ALIGNMENT

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

## FISCAL IMPACT

N/A

## RECOMMENDATION

Approval on the July 11, 2017 active agenda.

## BACKGROUND

At the May Transportation and Parking Commission meeting, six locations of uncontrolled intersections were reviewed. Three of the intersections were discussed at a previous Transportation and Parking Commission meeting while the remaining three were brought to staff's attention by residents with concerns. These six locations were proposed to become 1-way or 2-way stop control intersections based on geometry with the proposed amendments being:

- 35th Street at Pomeroy Court, controlling the northbound and southbound traffic on Pomeroy Court
- Venard Road at Oak Hill Court, controlling the eastbound and westbound traffic on Oak Hill Court
- 39th Street at Williams Street, controlling the northbound and southbound traffic on Williams Street
- Jefferson Avenue at Brookbank Road, controlling the southbound traffic on Brookbank Road
- Branding Lane at Scheldrup Street, controlling the southbound traffic on Scheldrup Street
- Oak Grove Drive at Frontage Road, controlling the westbound traffic on Frontage Road

These items were recommended for approval by a 4-0 vote of the Commission.

The April Transportation and Parking Commission meeting reviewed the report completed for the fifth neighborhood traffic study (Final report is attached). The purpose of the study is to address traffic issues on a neighborhood basis to improve safety. The area was annexed by the Village in 2012 and some concerns have been expressed by residents within this area related to speeding, cut-through traffic and conflicts between pedestrian and motorists, arising from having a mix of uses including residential, commercial, grade schools, public parks and a commuter rail station.

The scope of the study included significant data collection which occurred during the Fall of 2016 and included:

- traffic counts on streets within the study area
- pedestrian counts,
- intersection peak hour counts,
- historical accident reports, and
- intersection measurements.

Residents in the neighborhood were kept informed of the progress by means of mailings and postings on the Village's web site. A neighborhood meeting was held February 16, 2017 at the Puffer Elementary School for the purpose of presenting the preliminary recommendations and soliciting comments from residents of the neighborhood. Comments from the meeting were evaluated and the final recommendations were revised accordingly.

The study includes recommendations that were classified as short-term, mid-term, and long-term improvements, depending upon their complexity and cost. The Transportation and Parking Commission voted unanimously to approve the study's short-term recommendations which consist of traffic control amendments to intersection STOP controls and cross-walk markings. Under the recommended plan, all of non-signalized intersections will be under stop control. Currently 15 intersections have no traffic control. Following previous Transportation and Parking Commission recommendations, the neighborhood will have driver right-of-way established at all intersections.

The specific amendments include:

**1. STOP and Yield Signs**

- Replace 2-way STOP with 4-way STOP at Haddow Avenue and Edward Avenue
- Replace No Control with 1-way STOP at 12 locations within the Village.*
- Replace No Control with 2-way STOP on Indianapolis Ave and Cross Street
- Replace No Control with 2-way STOP on Indianapolis Ave and Drendel Road
- Replace No Control with 2-way STOP on Francisco Ave and Haddow Avenue

*For the complete list of locations recommended to replace No Control with 1-way STOP, reference page 12 of Neighborhood Traffic Study #5.

**2. Other Short-Term Recommendations**

The neighborhood study also identified locations to include striped crosswalks to provide safety benefits to residents.

- Granville Avenue. Across Granville Avenue on the north side of Burlington Avenue
- Drendel Road. Across Drendel Road on the north side of Burlington Avenue
- Cross Street. Across Cross Street on the north side of Burling Avenue
- Francisco Avenue. Across Francisco Avenue on the north side of Burlington Avenue

- Rose Avenue. Across Ross Avenue on the north side of Burlington Avenue
- Western Avenue. Across Western Avenue on the north side of Burlington Avenue
- Edward Avenue. Across Edward Avenue on the north side of Burlington Avenue
- Chase Avenue. Across Chase Avenue on the north side of Burlington Avenue
- Puffer Road. Across Puffer Road on the north side of Burlington Avenue
- Puffer School Access Drive Entrance. Across Puffer School Access Drive Entrance north of Haddow Avenue
- Puffer School Access Drive Exit. Across Puffer School Access Drive Exit north of Haddow Avenue
- Downers Grove Golf Club Access Drive. Across Downers Grove Golf Club Access Drive north of Haddow Avenue

These items were recommended for approval by a 5-0 vote of the Commission.

## ATTACHMENTS

Draft Meeting Minutes – TAP Commission April 26, 2017
Draft Meeting Minutes – TAP Commission May 10, 2017
Report

TAP-NS#5 REV

**ORDINANCE NO. _____**

**AN ORDINANCE AMENDING CERTAIN PARKING AND TRAFFIC PROVISIONS**

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

**Section 1. That Section 14.67. is hereby amended to read as follows:**

**14.67. Crosswalks designated.**

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

*Barrett Street.* Across Barrett Street at the north side of Norfolk Street.
*Blanchard Street.* Across Blanchard Street on the west side of Middaugh Avenue.
*Blodgett Avenue*. Across 55th Street on the west side of Blodgett Avenue.
*Brook Drive.* Across Brook Drive at 1525 Brook Drive address.
*Burlington Avenue.* Across Burlington Avenue on the west side of Fairview Avenue.
*Burlington Avenue.* Across Burlington Avenue on the east and west sides of Main Street.
*Burlington Avenue.* Across Burlington Avenue on the east side of Forest Avenue.
*Carpenter Street.* Across Carpenter Street on the north side of Grove Street.
*Carpenter Street.* Across Carpenter Street on the north and south sides of Maple Avenue.
*Carpenter Street.* Across Carpenter Street on the south side of Curtiss Street extended west.
*Chase Avenue.* Across Chase Avenue on the north side of Burlington Avenue.
*Chicago Avenue.* Across Chicago Avenue on the west side of Douglas Road.
*Cross Street.* Across Cross Street on the north side of Burlington Avenue.
*Curtiss Street.* Across Curtiss Street on the east and west sides of Forest Avenue extended south.
*Curtiss Street.* Across Curtiss Street on the east and west sides of Main Street.
*Curtiss Street.* Across Curtiss Street on the east and west sides of Mochel Drive.
*Curtiss Street.* Across Curtiss Street on the east and west sides of Washington Street.
*Douglas Road.* Across Douglas Road on the north and south sides of Chicago Avenue.
*Downers Drive.* Across Downers Drive at a point two hundred seventy-two feet south of Brook Drive.
*Drendel Road.* Across Drendel Road on the north side of Burlington Avenue.
*Edward Avenue.* Across Edward Avenue on the north side of Burlington Avenue.
*Elm Street.* Across Elm Street on the north and south sides of Franklin Street.
*Elmore Avenue.* Across Elmore Avenue on the west side of Bending Oaks Place.
*Fairview Avenue.* Across Fairview Avenue on the south side of Second Street.
*Fairview Avenue.* Across Fairview Avenue on the north and south sides of Maple Avenue.
*Fairview Avenue.* Across Fairview Avenue on the south side of Burlington Avenue.
*Forest Avenue.* Across Forest Avenue on the north side of Warren Avenue.
*Forest Avenue.* Across Forest Avenue on the north side of Curtiss Street.
*Forest Avenue.* Across Forest Avenue on the south side of Gilbert Avenue extended east.
*Francisco Avenue.* Across Francisco Avenue on the north side of Burlington Avenue.
*Franklin Street.* Across Franklin Street on the east and west sides of Elm Street.
*Gilbert Avenue.* Across Gilbert Avenue on the west side of Forest Avenue.
*Granville Avenue.* Across Granville Avenue on the north side of Burlington Avenue.
*Grove Street.* Across Grove Street on the west side of Main Street.
*Highland Avenue.* Across Highland Avenue on the north side of Warren Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Middaugh Avenue.* Across Middaugh Avenue on the north side of Blanchard Street.

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

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

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

*Puffer Road.* Across Puffer Road on the north side of Burlington Avenue.

*Puffer School Access Drive Entrance.* Across Puffer School Access Drive Entrance north of Haddow Avenue.

*Puffer School Access Drive Exit.* Across Puffer School Access Drive Exit north of Haddow Avenue.

*Rose Avenue.* Across Rose Avenue on the north side of Burlington Avenue.

*Saratoga Avenue.* Across Saratoga Avenue on the north side of 41st Street.

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

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

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

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

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

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

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

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

*Western Avenue.* Across Western Avenue on the north side of Burlington Avenue.

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

*55th Street.* Across 55th Street on both sides of Benton Avenue extended south.

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

**Section 2. That Section 14.80 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 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 northwest corner of the intersection of Brookbank Road and Jefferson Avenue, regulating the southbound traffic on Brookbank Road.

*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.

*Brookbank Road.* At the northwest and southeast corners of the intersection of Blanchard Street and Brookbank Road, regulating the northbound and southbound traffic on Brookbank Road.

*Brookside Drive.* At the southwest corner of the intersection of Brookside Drvie 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.

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

*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 Buchingham Place and Fairview Avenue, to direct vehicular traffic proceeding easterly on Buchingham Place to come to a full stop before proceeding across or into Fairview Avenue.

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

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

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

stop before proceeding across or into Fairview Avenue.

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

*Butterfield Frontage Road.* At the southwest corner of the intersection of Butterfield Frontage Road and Downers Drive to direct vehicular traffic proceeding easterly in Butterfield 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 Burlington Avenue, regulating the southbound traffic on Chase 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.

*Chase Avenue.* At the southeast corner of the intersection of Chase Avenue and Haddow Avenue regulatinng the northbound traffic on Chase Avenue.

*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 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.

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

*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 corner of the intersection of Cross Street and Burlington Avenue, regulating the southbound traffic on Cross Street.

*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 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.

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

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

*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.

*Duchess Court.* At the northwest corner of the intersection of Brookside Lane and Duchess Court, regulating the southbound traffic on Duchess Court.

*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.

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

*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 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.

*Francicso Avenue.* At the northwest corner of the intersection of Francisco Avenue and Burlington Avenue, regulating the southbound traffic on Francisco Avenue.

*Francisco Avenue.* At the northwest and southeast corners of the intersection of Francisco Avenue and Haddow Avenue, regulating the northbound and southbound traffic on Francisco 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.

*Frontage Road.* at the northeast corner of the intersection of Frontage Road and Oak Grove Drive, regulating the westbound traffic on Frontage Road.

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

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

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

*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.

*Golden Bell Court.* At the southwest corner of the intersection of Venard Road and Golden Bell Court, regulating the eastbound traffic on Golden Bell Court.

*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.

*Granville Avenue.* At the northwest corner of the intersection of Granville Avenue and Burlington Avenue, regulating southbound traffic on Granville 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 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 southwest and northeast corners of the intersection of Indianapolis Avenue and Cross Street, regulating the eastbound and westbount traffic on Indianapolis 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 and northeast corners of the intersection of Indianapolis Avenue and Drendel Road, regulating the eastbound and 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.

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

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

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

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

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

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

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

*Lincoln Street*. At the northeast 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 across or into Woodward Avenue.

*Lyman Avenue*. At the southeast and northwest corners of the intersection of Lyman Avenue and 59th Streeet, 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.

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

*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.

*Oak Hill Court.* At the southwest and northeast corners of the intersection of Oak Hill Court and Venard Road, regulating the eastbound and westbound traffic on Oak Hill Court.

*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.

*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.

*Plymouth Street*. At the northeast corner of the intersection of 61st Street and Plymouth Street, regulating the northbound traffic on Plymouth Street.

*Plymouth Street.* At the northwest corner of the intersection of 62nd Street and Plymouth Street, regulating the southbound traffic on Plymouth Street.

*Pomeroy Court.* At the northwest and southeast corners of the intersection of Pomeroy Court and 35th Street, regulating the northbound and southbound traffic on Pomeroy Court.

*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.

*Provence Court.* At the southwest corner of the intersection of Provence Court and Walnut Avenue, regulating the eastbound traffic on Provence Court.

*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 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.

*Rose Avenue.* At the northwest corner of the intersection of Rose Avenue and Burlington Avenue regulating the southbound traffic on Rose Avenue.

*Rose Avenue.* At the southeast corner of the intersection of Rose Avenue and Haddow Avenue, regulating the northbound traffic on Rose 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.

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

*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.

*Scheldrup Street.* At the northwest corner of the intersection of Scheldrup Street and Branding Lane regulating the southbound traffic on Scheldrup Street.

*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 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 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 Driv*e. 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.

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

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

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

*Western Avenue.* At the southeast corner of the intersection of Western Avenue and Haddow Avenue, regulating northbound traffic on Western 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.

*Williams Street.* At the northwest and southeast corners of the intersection of Williams Street and 39th Street, regulating the northbound and southbound traffic on Williams 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 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 direct vehicular traffic proceeding easterly on 40th Street to come to a full stop before proceeding across or into Fairview Avenue.

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

*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.

*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 3. 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 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.
*Haddow Avenue* and Edward Avenue.
*Hill Street* and Blodgett Street.
*Highland Avenue* and Franklin Street.
*Highland Avenue* and Warren Avenue.
*Kenyon Street* and Washington Street.
*Lacey Road* and Esplanade Road.
*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.
*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 4. That Section 14.104.02. is hereby amended to read as follows:**

**14.104.02. Same--Between 8:00 A.M. and 9:00 A.M., 2:30 P.M. and 3:30 P.M., on school days.**

~~Reserved.~~

No person shall stop or let stand any automobile, motor vehicle or other vehicle, between the hours of 8:00 A.M. and 9:00 A.M. or between the hours of 2:30 P.M. and 3:30 P.M. on any school day in the following locations:

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

**Section 5. That Section 14.104.04. is hereby amended to read as follows:**

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

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

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

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

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

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

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

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

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

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

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

**Section 6. That Section 14.111.1. is hereby amended to read as follows:**

**14.111.1. Automated Pay System.**

Automated pay system machines are placed ~~on the first floor of~~in the Parking Deck and located at the Belmont and Fairview Train Stations for the payment and receipt of fees for parking in the daily fee parking zones or spaces.

(a) For each numbered space, the automated pay system shall receive payment by coin, paper currency, or credit card. Such payment shall be made immediately following the parking of the vehicle.

(b) For the specified parking space, such machines shall provide a printed receipt which indicates the date, the time of the transaction, the space number and the amount of the payment.

(c) Possession of a payment receipt or payment for a daily fee parking space other than that which is occupied shall not be a defense to a citation for a violation of this section.

(d) It shall be unlawful for any unauthorized person to deface, tamper with, open, willfully damage, or impair the usefulness of any Village operated automated pay system parking machine.

(e) It shall be unlawful to deposit any slug, device, or metallic substitute for a coin, counterfeit paper currency or any liquid or other material into a Village operated automated pay system machine.

(f) Any damage to Village property as enumerated in paragraphs (d) and (e), above, shall be enforced under the Downers Grove Municipal Code, Section 15.6 and the penalties for such violations shall be those penalties enumerated in Section 15.7 of this Code.

(g) An administrative fee assessed for the pay by phone use of Daily Fee Automated Pay System shall be as set forth in Administrative Regulation entitled "User-Fee, License and Fine Schedule".

(h) The space allocation and fees shall be in effect each weekday (M-F) until 3:00 PM. After 3:00 PM all spaces are designated as free parking until 2:00 AM.

**Section 7.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 8.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____

Mayor

Passed:

Published:
Attest:_____
Village Clerk

DRAFT

**TRANSPORTATION AND PARKING COMMISSION**
**Minutes**
April 26, 2017, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the April 26, 2017 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

**ROLL CALL**

Present: Chairwoman Dunne; Commissioners Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Schiller

Staff Present: Public Works Traffic Engineer Will Lorton

Others: Aaron AND Raegan Cates, 2531 Indianapolis Ave.; Lauren and Anders Singdahlson, 2529 Indianapolis Ave.; Phil Albert, 4839 Cross St.; Sue Zid, 4528 Cross St.; Bill and Nalen Hollison, 4852 Fransisco Ave.; Tony and Irma Tran, 4708 Cross St.; Robert Bartos, 4750 Cross St.; Donna & Mark Samiec, 4615 Drendel Rd.; Karen Samiec, 4613 Drendel Rd.; Judith Davenport, 4617 Cross St.; Scott Rogers, 4504 Drendel Rd.; Adam & Beth Curey, 4524 Cross St.; Michael Hendron, 4823 Cross St.; Jackie Olkiewicz, 4506 Drendel Rd.; Guy Thacher, 4521 Cross St.; Dan & Miriam Fife, 4516 Cross St.; David Growdy, 4801 Cross St.; Jeff Mont, 4605 Cross St.; Wayne Hoppendorf, 4512 Cross St.; Kurt Schaefer, 4510 Drendel Rd.; Garry Horak, 4507 Drendel Rd.; Katie Novosel, 236 Indianapolis Ave.

**File #7-17 Neighborhood Study – Traffic Control Revisions**: In this study, it was pointed out there were a number of uncontrolled intersections within the neighborhood study area. Traffic counts were conducted in the fall of 2016. Review of all-way stop controls were reviewed based on the MUTCD warrants; two-way and one-way stops were based on the Illinois Vehicle Code; and the terminating leg required a stop similar to what was brought to the commission's attention previously. Per Mr. Lorton, there were recommended improvements near the Metra station that staff wanted to investigate in the future due to impacts on the overall parking.

Mr. Lorton noted there were 16 proposed changes to two-way and one-way stops and one location to become an all-way stop. A detailed map followed. Staff was asking to go forward with the recommendation from the neighborhood study and implement all of the stop control locations with the exception of the Metra station.

Chairwoman Dunne asked whether staff supported KLOA's recommendation on Cross Street regarding the S-curve because she believed it differed from the purpose of an uncontrolled intersection.

In response, Mr. Michael Worthman with KLOA, explained that with the S-curve the recommendation was to stop the traffic because it was a narrow section of road and it was difficult for two vehicles to pass each other. It also allowed a stopped vehicle to see the other vehicle and allow it to pass. Further explanation followed.

Mr. Saricks, calling attention to the intersection of Edward and Haddow, asked whether the recommendation for a four-way was based on traffic volumes on Edward approaching Haddow or

as a way to stop traffic from speeding up going east and west on Haddow. Mr. Worthman explained it was a combination of the volume as well as a high pedestrian safety reason.

Mr. Wilkinson asked if there was consideration of parking off of Ogden and Drendel with the strip mall and Hertz, due to it being an avenue off of Ogden and the fact that parking takes place on both sides in that area. Mr. Worthman explained he did not review shopping centers nor did he receive any response from the neighborhood on the matter. He did not notice anything when traveling in the field but said it did not mean that it did not happen. Mr. Wilkinson recalled this matter was raised by the neighbors because again, when vehicles parked on both sides of the street, the street became narrower. Mr. Worthman offered to review it again and follow up with the commissioners.

In addition, Mr. Wilkinson inquired about the two streets that back up to the park and whether there was any activity in the park that would cause traffic to park in the neighborhood, i.e., development of a soccer field. Mr. Worthman stated he heard that the field was under consideration but that currently the park did have a parking lot that was sufficient, from his observation but, again, did not visit the site on the weekends when the fields were being used. He heard no neighbor complaints.

Per the chairwoman's question, Mr. Lorton stated there was minimal crash history for the S-curve of Cross Street, noting there were no crashes for the past five years.

Chairwoman Dunne invited public comment.

Mr. Robert Bartos, 4750 Cross Street, stated there no crashes on the S-curve. However, his concerns included that traffic from both ends of the street was being stopped and a bus and/or truck could not make the turn while staying in its own lane when coming around the S curve and coming from the north, due to the telephone pole and the tree blocking the other stop sign. He discussed the difficulty of vehicles traveling during the winter months and trying to get traction. He did not support the stop signs for that location.

Mr. Wayne Anderson, 4805 Cross Street, asked for the cost of the traffic study ($14,000). Regarding the S-curve, he raised the fact that sidewalks were not being addressed at this time and could change the things on the corner, i.e., trees and bushes may have to be cut down to improve visibility. However, when traveling north on Cross Street at the S-curve, he surmised a stop sign at that location would keep the vehicles from traveling into Mr. Bartos's yard.

Mr. Dave Grandi, 4801 Cross Street, supported Mr. Anderson's comments regarding the locations of sidewalks. He could not envision stop signs at the south end nor at the north end of the S-curve because it was a tight and pasture-like setting. He has not seen any accidents, believes drivers will see the S-curve and slow down naturally.

Ms. Karen Samiec, 4613 Drendel, said she had never seen a crash at the S-curve and believed the stop sign would not improve anything. As far as the other two stop signs on Indianapolis, she stated not enough traffic warranted them. However, she did have parking concerns at the Hertz location because parking occurred on both sides and overnight parking took place. There was no enforcement. She distributed photos of the Hertz dealership reflecting how the road's shoulder had been expanded through illegal dumping of gravel to make a parking lot. The gravel now blocked drainage and the street flooded. She stated that emergency vehicles or a snow plow could not get through and safety was a concern. She wished the village could address the issue.

Mr. Garry Horak, 4507 Drendel Road, acknowledged the infringement of parking that Hertz was doing and, in previous years, called the village to see who was cleaning up the area due to litter, lawn cutting, etc. Mr. Horak further explained that signs would get knocked over and not picked up. However, he did believe stop signs installed at the S-curve would prevent accidents. As for the

topics of sidewalks, curbs, sewers, etc. he believed it was an agenda based around the recreation center that was being constructed. He believed none of the residents wanted the proposed changes and suggested they be surveyed first.

Mr. Mark Samiec, 4615 Drendel, reported that the Hertz company came in on a Saturday night, dumped gravel and made their own parking lot and no one followed up. (The chairwoman appreciated the comments and believed someone at the village should know about it.)

Mr. Garry Horak, 4507 Drendel Road, returned and said there is no enforcement regarding the Hertz parking. Also, there was confusion as to who owned the nearby land which was supposed to be protected prairie. It was a traffic safety hazard since cars coming off of Ogden did not expect to see the Hertz parked cars.

Mr. Lorton offered to have staff find out who owned the parcel and follow up.

Mr. Robert Bartos, 4715 Cross St., voiced the challenges of traffic near Puffer School and the extensive vehicle line that extends into Belmont making it difficult to make a left turn off of Belmont coming northbound onto Haddow in one's own lane to go past the traffic. Today, he saw 10 cars parked by the soccer field which were commuters.

Chairwoman Dunne closed public comment and invited comments from the commissioners.

The chairwoman, again, voiced concern about the two-way stop for Cross Street.

Chairwoman Dunne re-opened the public comment.

Mr. Wayne Hoppenrath, 4512 Cross Street, noted the village installed three stop signs in Klein Estates to slow down traffic but it just inconvenienced the residents there. No enforcement existed.

The chairwoman closed public comment and again stated the neighbors on Cross Street were not supportive of the stop signs and compliance would not be good. The safety issue, based on experience, either did not exist or would not be a problem fixed with the stop signs. She proposed to amend the recommendation to not include the two-way stops on Cross Street. Mr. Carter concurred, given the comments received from the Cross Street residents; other commissioners concurred.

Mr. Carter inquired of KLOA staff whether any widening of the S-curve could be done, wherein Mr. Lorton explained this particular location was one of the locations where a half right-of-way existed and the east/west portion across did not have 60 feet but, instead, had 35 feet of right-of-way so not enough room existed to widen the road significantly and there would be an impact to vegetation. As for the proposed stop sign (east ramp) for Warren Avenue, Mr. Lorton explained that particular location would have to be reviewed further, given there would be removal of additional parking spaces, a change in the curb line, and a future crosswalk. The chair concurred, asking the motion to reflect that Warren Avenue is open to further study. Regarding the Edward and Haddow location, Mr. Worthman confirmed for the chairwoman the reasoning for the control was to provide for safer pedestrian crossing. It was located mid-block and was the main entrance to the golf course.

Mr. Wilkinson asked whether the inclusion of the No Parking restrictions on Drendel, raised earlier, should be included in the motion, wherein the chair believed the focus should be on the traffic control revisions signs but to direct staff to consider the concerns raised by the residents.

**WITH RESPECT TO FILE #7-17, MR. SARICKS MADE A MOTION THAT THE TRANSPORTATON AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO REVISE THE ORDINANCE FOR THE PROPOSED STOP SIGNS SHOWN IN FIGURE 9, WITH THE FOLLOWING EXCEPTIONS:**

- **THE EASTBOUND WARREN AVENUE STOP SIGN AT THE METRA STATION; AND**
- **THE TWO NEW PROPOSED STOP SIGNS ON THE CROSS STREET/PRAIRIE AVENUE CURVE AREA**

**SECONDED BY MR. CARTER.**

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

**File #8-17 Neighborhood Study – Pavement Marking and Sign Revisions**: Traffic Engr. Lorton reported that KLOA has also recommended in this study to revise all cross walks to include high visibility ladder-style cross walks to draw attention to drivers for safety and use of an S-11 with plaque on Haddow for eastbound traffic near the school, again, to catch drivers' attention and let them be aware of students crossing. Lastly, he said there was a recommendation to install sharrows to allow bike ride sharing at Cross Street, Burlington and Warren Streets. Staff preferred to defer that recommendation pending any demand with future improvements. Another recommendation was to include a crosswalk at the Metra station but due to impacts, staff would hold off to a later date for further investigation. Another recommendation was to install a pedestrian refuge island on Belmont Road to allow persons traveling east/west to Puffer School to cross half way and allow the cross time to be shortened but it required county coordination. Due to impacts and construction, staff believed it should be considered in the future during improvements. Map details followed.

Dialog followed on whether the village intended to install a crosswalk in the concrete sidewalks at the one-way drop-off for Puffer School as well as at the entrance to the golf club, seeing there were crosswalks going through private driveways. Mr. Worthman explained there would be no need for pavement markings across the driveways. In response, the chairwoman recommended modifying Figure 10 noting the proposed crosswalks on the north leg of the parking lots are currently private driveways with sidewalks through them and would not need an additional crosswalk marking.

In addition, she raised dialog about the distance of the crosswalk and stop sign to the intersection of Rose and Burlington and if there were concerns about it, wherein Mr. Lorton stated that they would meet the minimum requirements of the MUTCD and if there was need for realignment, he would "work through that."

Chairwoman Dunne opened up the meeting to public comment.

Mr. Wayne Anderson, 4805 Cross Street, inquired about calming striping near the golf course and why the bike route did not continue on Burlington to Walnut, thereby removing the bikes from Cross Street, and then route them onto Walnut to Ogden to view the parks there. He suggested spending more money on marking the lanes in the village and skipping the bike lines. Lastly, he asked staff for clarification of how the holding island in the middle of the street (for Puffer School students) would work, to which Mr. Lorton explained but said it would not be implemented at this time due to county coordination and costs. Mr. Anderson expressed safety concerns and did not support it.

Ms. Lauren Singdahlson, 2529 Indianapolis Ave., supported the village moving pedestrians and anything that was not vehicle traffic off of the Cross S-curve and onto Franciso, which was a dead-end street.

Mr. Wayne Hoppenrath, 4512 Cross Street, referring to the above comment, indicated that there was an 8 to 10 foot elevation difference between Cross and Franciso and it would get slippery when it was icy and there were many coyotes in the area.

Regarding the above comments about the bike route, Mr. Lorton stated the area was identified previously but not updated in the plan. It was not being proposed at this time.

Mr. Mark Samiec, 4615 Drendel, referring to the intersection of Haddow and Belmont, discussed the visibility challenges of marking a right turn off of Haddow onto Belmont due to landscaping in front of the school. Adding any traffic control to push a driver back further from the street would create difficulty.

Mr. Robert Bartos, 4715 Cross St., asked if this meeting would cover any road resurfacing in the area of Puffer School or would it be discussed at a different meeting to which Mr. Worthman, of KLOA, responded it was a different subject and related to an overall look at the next agenda item.

The chairwoman closed public comment and invited commissioner discussion.

Overall, the commissioners supported the recommendations with Mr. Saricks pointing out that the changes being made basically followed the “Safe Routes to Schools” program.

**WITH RESPECT TO FILE #8-17, MR. CARTER MADE A MOTION THAT THE TRANSPOR-TATON AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL IMPLEMENT THE FOLLOWING:**

- **IMPLEMENT PROPOSED CROSSWALKS WITH EXCEPTION TO THE PROPOSED CROSSWALK THAT CROSSES WARREN AVENUE.**

- **IMPLEMENT PROPOSED S1-1 SIGN ON HADDOW AVENUE.**

**SECONDED BY MR. SARICKS**

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

DRAFT

**TRANSPORTATION AND PARKING COMMISSION**
**Minutes**
May 10, 2017, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the May 10, 2017 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

**ROLL CALL**

Present: Chairwoman Dunne; Commissioners Carter, Saricks, Schiller

Absent: Commissioner Wrobel, Wilkinson

Staff Present: Public Works Traffic Engineer Will Lorton

Others: John and Barbara Staehle, 3540 Pomeroy Ct., Downers Grove; Robert Svoboda, 3550 Pomeroy Ct., Downers Grove; Mark Cronin, 1117 Jefferson, Downers Grove; John Schofield, 1125 Jefferson, Downers Grove

Chairwoman Dunne explained the protocol for the meeting.

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

Traffic Engineer Will Lorton explained that the following items fall within what has been approved, conditionally, by the commission to eliminate uncontrolled intersections, focusing on the four-leg intersections. Per Mr. Lorton, the first three cases fell within the first mini-study that was discussed in February 2017 and the latter two cases were resident-initiated.

**File #10-17 35th Street at Pomeroy Court – Traffic Control Revisions**: Mr. Lorton summarized the directional and dimensions for 35th Street and Pomeroy Court. Currently there were no posted restrictions on the north/south or west legs of the intersection. The east leg of the intersection allowed parking on the south side of the road only. There was no history of crashes. Staff recommended control for the north/south legs of Pomeroy Court/Pomeroy Road due to lower traffic volumes. Traffic volumes did not warrant an all-way stop. One voicemail and one email were received by staff regarding this case and both emails recommended no control at all.

Asked if 35th Street, classified as a local street, acted more like an arterial in the area under discussion, Mr. Lorton stated it would act like a collector street. Regarding the email received by staff, Mr. Lorton said the email discussed that there was no crash history.

Mr. Saricks and the chairwoman recalled that crash history was not one of the main reasons the village was moving forward with such approach.

Chairwoman Dunne opened up the meeting to public comment.

Ms. Barbara Staehle, 3540 Pomeroy Court, was “startled” when she heard stop signs were going to be installed on Pomeroy Court and Pomeroy Road. She noted that if one travels west on 35th Street and passes Pomeroy Court, it becomes a dead-end street, and three dead-end streets exist with a handful of homes. Since her move into the area in 1981, she has never seen or heard a crash and stated that vehicular and pedestrian traffic were low. However, Ms. Staehle stated there was traffic safety concerns on 35th Street at Saratoga. She suggested installing yield signs instead.

Per Mr. Saricks' query whether there was the expectation of future development in the area that could increase future traffic volumes, Mr. Lorton did not believe so. A brief dialog followed regarding the two-way stop at Saratoga and 35th Street.

Ms. Barbara Staehle, 3540 Pomeroy Court, added that when driving north on Saratoga there was a hill and if one stops where one is supposed to, one cannot see anything coming toward you from the east on 35th Street, which requires a driver to pull up further to get a better view. When a driver heads south on Saratoga to 35th Street, vehicles are usually turning east to get to Highland Avenue and sometime the trees/shrubs make it difficult to see. Drivers are expecting a four-way stop if unfamiliar with the neighborhood. She preferred the village "do something" at Saratoga and 35th Street, such as yield signs on Pomeroy Court/Pomeroy Road.

Mr. Lorton added that between Venard and Saratoga there were townhomes that were recently constructed.

Mr. Robert Svoboda, 3550 Pomeroy Court, said if he has one car that comes from his left (on 35th Street) as he heads right onto 35th Street, it was "a lot of traffic." He suggested having a yield street. He also said he does have to pull about a quarter into the intersection to make a left off of Saratoga onto 35th Street in order to see traffic coming from Highland Avenue, which was dangerous. He reiterated Saratoga and 35th was a very dangerous intersection, citing he saw squad cars on 35th Street near Saratoga. He did not understand why Pomeroy Court/Pomeroy Road were "dangerous intersections" when no thru traffic existed.

Mr. John Staehle, 3540 Pomeroy Court noted the village's data indicated there are no crashes. In other words, there was no real need for a stop sign at Pomeroy Court and it was more of a nuisance than a safety issue for him and the residents.

Per Mr. Schiller's question regarding the southbound traffic on Pomeroy that turns eastbound on 35th, Mr. Staehle stated he rarely sees traffic coming towards him on those occasions where he is leaving. He suggested staff obtain a vehicular count going south on Pomeroy Road. He and many of his neighbors turn right to go towards Highland or Saratoga.

Chairwoman Dunne closed the public hearing portion.

Mr. Schiller found the stop sign unnecessary on the south side of 35th Street if only five or six homeowners were being stopped before making a right turn and questioned whether the stop sign proposed for the north side of the leg would be justified for drivers coming down and making a full stop before making a left, which may make it easier for drivers coming in and out of the court. But a stop sign on the south side appeared to "not serve much purpose." Mr. Saricks also pointed out a previous recommendation made for 61st Street several meetings ago where the commission's recommendation did not include one of the two stop signs recommended, which was similar to this case.

After discussing the matter further and asking if there was something that could be generating additional traffic southbound on Pomeroy, such as cut-through issues or whether sight line issues existed, Mr. Lorton indicated there was not. Mr. Lorton further explained the village's policy for uncontrolled intersections becoming controlled.

Chairwoman Dunne also reminded the commissioners and public that while there may be some situations where the signs seem unnecessary, for the purposes of consistency, and because drivers may come to expect controlled intersections and coming to a random intersection that was not controlled, could become a safety issue if the driver was expecting someone to stop regardless.

She believed the commission stay firm with its decision to install stop signs at uncontrolled intersection regardless of low traffic volumes or low crash history.

Mr. Saricks reiterated his concern about sight line issues existing at 35th and Saratoga stating drivers will continue to travel through the intersection even though it was a two-way stop. He asked staff about the logic of not installing a stop sign for westbound 35th Street at Saratoga. Mr. Lorton suggested that the residents fill out an intersection control petition and have a separate follow-up study. However, he added that staff will have to pay attention to the traffic volume at 35th and Saratoga, otherwise crash history will have to be reviewed.

**WITH RESPECT TO FILE #10-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATON AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE NORTH AND SOUTH LEGS OF POMEROY COURT AND POMEROY ROAD.**

**SECONDED BY MR. SARICKS.**

Mr. Saricks reiterated his concerns but also recognized the village's policy.

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.**

**File #11-17 Oak Hill /Court at Venard Road– Traffic Control Revisions**: Mr. Lorton provided an overview of this case, summarizing that Oak Hill Road/Court is an east-west roadway classified as a local street 30 feet wide. Venard is a north-south roadway classified as a local street also 30 feet wide. No posted parking restrictions existed and the intersection was uncontrolled. Between 2005 and 2015, there was only one crash at the intersection. Staff recommended that the east and west legs have the stop control. One email was received by staff which was in opposition of the stop sign even though there was an accident referenced due to a failure to yield. The resident did, however, support yield signs.

Chairwoman Dunne opened up the matter to the public. None followed.

Per a question, Mr. Lorton believed the one car accident was from the east leg of Oak Hill Court but he would have to confirm. The issue of the roadway being used by cut-through traffic was raised by Mr. Saricks. The chairwoman also believed this case was similar to the one above.

**WITH RESPECT TO FILE #11-17, MR. CARTER MADE A MOTION THAT THE TRANSPORTATON AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE EAST AND WEST LEGS OF OAK HILL COURT AND OAK HILL ROAD.**

**SECONDED BY MR. SCHILLER.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.**

**File #12-17 39th Street and Williams Street – Traffic Control Revisions**: Traffic Engr. Lorton reported that 39th Street is an east-west roadway classified as a local street 30 feet wide. Williams Street was a north-south roadway classified as a local street also 30 feet wide. No posted parking restrictions existed with the exception of 39th Street having a No Overnight Parking sign restriction. Mr. Lorton clarified this intersection was incorrectly identified as a four-leg uncontrolled intersection; however, the intersection of 39th Street at Williams was currently under a Yield control (by York

Township) for the north leg only with a sign not maintained by the village but was within village right-of-way. There was a one-vehicle crash at the intersection with the vehicle running into a snow bank with no injuries.

Staff recommended replacing the north leg yield sign and placing the stop signs on the north and south legs.

Chairwoman Dunne opened up the meeting to public comment. No public spoke.

Staff reported there were two emails received – one in favor of the stop signs; the other more concerned about speeding on 39th Street. Mr. Saricks commented that 39th Street is treated as a through route to many of its drivers which would make it difficult because if you start imposing stop signs drivers may not be ready for them. He believed the signs were necessary for the cross traffic. Dialog followed as to what traffic volume warrants a four-way stop, that much of the traffic from 39th Street is cut-through traffic; and that installing stops signs in the area could increase traffic on 39th Street. Mr. Lorton mentioned this case will fall within the Neighborhood Study 6 and the area will be reviewed holistically. Mr. Carter mentioned he had no issues approving this request since it would also be reviewed in Neighborhood Study 6.

**WITH RESPECT TO FILE #12-17, MR. SARICKS MADE A MOTION THAT THE TRANSPOR-TATON AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE NORTH AND SOUTH LEGS OF WILLIAMS STREET.**

**SECONDED BY MR. CARTER.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.**

**File #13-17 Jefferson Avenue at Brookbank Road – Traffic Control Revisions**: Traffic Engr. Lorton noted this request was initiated by a resident. The intersection is new with no control currently. The resident requested a stop sign and a high visibility crosswalk on the east leg of the intersection. Jefferson Avenue is an east-west roadway classified as a local street 20 feet wide. Brookbank is a north-south roadway classified as a local street 30 feet wide. There are no posted parking restrictions within the intersection and no related crashes. Staff recommended installing a stop sign for the north leg and stripe a high visibility crosswalk on the east leg of Jefferson Avenue.

Two emails were received by staff – the first email supported the stop sign but not the crosswalk; the second email was from the developer supporting the stop signs but making reference to sight line issues on the north leg with landscaping concerns at the northwest corner.

An explanation followed on how the intersection was “new” and the fact that the development will be generating new traffic westbound on Jefferson in the future. Regarding the crosswalk on the east leg, Mr. Lorton explained the opposition indicated the crosswalk was not necessary due to it being in a quiet neighborhood, and while traffic would increase with the new Brookbank extension southbound to Jefferson, a stop sign was sufficient.

Mr. Saricks pointed out that if the current sidewalks were combined with the Safe Routes to School program, then a crosswalk would be needed to which Mr. Lorton concurred. The developer would provide the crosswalk.

Chairwoman Dunne opened up the meeting to the public.

Mr. John Skofield (phonetic), 1125 Jefferson, supported both requests yet did not know how much traffic would be generated. He agreed with the developer that the sight lines were an issue and just like the developer's letter alluded to, there was much traffic traveling north and south coming from 59th Street south and traversing Brookbank Road to the north. Mr. Skofield discussed that a lot of pedestrian and bicycle traffic was currently taking place in the area because the path existed; however, he suspected that when the road is added, there will be the potential for more conflict between pedestrian and vehicles. He supported the crosswalk for not only the school children but for all pedestrians and cyclists.

Mr. Skofield explained that parts of the Brookbank path to 59th Street are difficult to traverse and he has tried to get the village manager to add it to the ADA list of necessities but, to date, the manager has refused. Details followed with Mr. Skofield confirming that the path is highly used.

Mr. Mark Cronin, 1117 Jefferson, thanked the TAP for their volunteerism and their unappreciated hard work. Discussing this section of Jefferson, Mr. Cronin stated it was about two blocks long with much activity and younger kids on it. He supported the crosswalk and sign but believed drivers see the crosswalk first over a stop sign and expect to slow down because people are in the area.

Mr. Gene Davies, 1203 Jefferson, resides directly south of where the stop sign will be installed and discussed the challenges of pulling out of his driveway, and so he supported both the proposed stop sign and crosswalk.

Mr. Schiller asked whether a stop sign should be installed on the opposite side of Brookbank to stop drivers traveling westbound on Jefferson and to protect the crosswalk, since there was the expectation that the extension of Jefferson would create more traffic over time. Mr. Lorton cited a similar situation at Blanchard and Middaugh where a two-way stop exists and the crosswalk crosses both Blanchard and Middaugh but only Middaugh traffic was being stopped. He offered to take traffic counts once the development was occupied, and if necessary, add the additional sign. Mr. Lorton stated a warning sign that a crosswalk was approaching could also be added.

Further dialog followed on various warning alternatives for the crosswalk, considering that future development could be expected.

**WITH RESPECT TO FILE #13-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO 1) INSTALL A STOP SIGN ON THE NORTH LEG OF BROOKBANK ROAD; 2) STRIPE A HIGH VISIBILITY CROSSWALK ON THE EAST LEG OF JEFFERSON AVENUE; AND 3) INSTALL A PEDESTRIAN CROSSING WARNING SIGN (ON BOTH SIDES) TO NOTIFY DRIVERS THAT A CROSSWALK IS AHEAD.**

**SECONDED BY MR. CARTER.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.**

**File #14-17 Branding Lane at Scheldrup Street & Frontage Road at Oak Grove Drive – Traffic Control Revisions**: Traffic Engr. Lorton stated this request was from a resident's concern. The area of concern is near Butterfield, Findley and Downers Roads. Each of them are three-leg intersections that are not controlled. A review of the crash information followed by Mr. Lorton. Staff is proposing to add stop control on the terminating leg as depicted on the overhead and as supported by traffic volumes at the location. Staff recommended installing a stop sign on the east leg of Frontage Road at Oak Grove Drive and a stop sign on the north leg of Scheldrup Street at Branding Lane.

Chairwoman Dunne agreed the area was quite busy and by adding signs would be a safety feature for the area. Mr. Schiller shared his personal experience in the area and agreed anything breaking up the traffic flow was a positive.

No public comment followed.

**WITH RESPECT TO FILE #14-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE EAST LEG OF FRONTAGE ROAD AND INSTALL A STOP SIGN ON THE NORTH LEG OF SCHEDLRUP STREET.**

**SECONDED BY MR. SARICKS.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.**

**OLD BUSINESS: None.**

**COMMUNICATIONS** – Refer to commissioners' packets.

**ADJOURN**

**HEARING NO FURTHER DISCUSSION, MEETING ADJOURNED AT 7:53 P.M. ON MOTION BY MR. SARICKS. SECONDED BY MR. SCHILL.ER. MOTION CARRIED BY VOICE VOTE 4-0.**

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

# Neighborhood Traffic Study
# Area Number 5

## Downers Grove, Illinois


Prepared for:

**Village of Downers Grove**

Submitted by:

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

April 2017

# Neighborhood Traffic Study
# Area Number 5

# Downers Grove, Illinois

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**Village of Downers Grove**

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**Kenig, Lindgren, O'Hara, Aboona, Inc.**
Rosemont, Illinois

April 2017

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# List of Figures and Tables

## Tables in Report



## Figures in Appendix

# 1. Introduction

The Village of Downers Grove has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct the neighborhood traffic study in Area Number 5. Overall, the objective of the study was to thoroughly examine the existing operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. In addition, this included addressing the primary traffic concerns within a neighborhood, vehicular volume, vehicular speed, and overall vehicular and pedestrian safety.

Located on the western border of the Village, the neighborhood is generally bounded by Ogden Avenue, Henry Puffer Elementary School, and the Downers Grove Golf Club on the north, Belmont Road and the Downers Grove Golf Club on the east, Burlington Avenue on the south, and Walnut Avenue on the west. The neighborhood has 10 north-south roads and five east-west roads. Primarily consisting of single-family homes, the neighborhood also contains Henry Puffer Elementary School, Downers Grove Golf Club, Belmont Prairie Natural Preserve, and several parks. In addition, the Belmont Metra train station is located in the southeast quadrant of the neighborhood and commercial uses are located along the north end of the neighborhood. **Figure 1** shows the location of the neighborhood (all of the figures for this study are provided in the Appendix).

# 2.
# Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, traffic control, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

## Study Area and Existing Land Uses

The neighborhood is generally bounded by Ogden Avenue, Henry Puffer Elementary School, and the Downers Grove Golf Club on the north, Belmont Road and the Downers Grove Golf Club on the east, Burlington Avenue on the south, and Walnut Avenue on the west. Located along the western boundary of the Village, single-family homes are the predominant land use within the neighborhood with some commercial and office land uses located along Ogden Avenue. The neighborhood contains Henry Puffer Elementary School, which is located in the northwest quadrant of the Belmont Road/Haddow Avenue intersection, and the Belmont Prairie Nature Preserve and Walnut Park, which are located in the western portion of the neighborhood. In addition, the Belmont Metra train station and a parking lot for the train station are located in the southeast portion of the neighborhood. Finally, the Downers Grove Golf Club is located adjacent to the neighborhood with access provided via Haddow Avenue.

## Existing Roadway System

The two external roadways that border the neighborhood are described below.

*Ogden Avenue (U.S. Route 34)* is a northeast-to-southwest road that is under the jurisdiction of the Illinois Department of Transportation (IDOT). It has a five-lane cross section with a posted speed limit that varies from 35 mph to 40 mph. Traffic signal control is provided at its intersections with Belmont Road, Cross Street, and the I-355 ramps. IDOT classifies Ogden Avenue as a major arterial.

*Belmont Road* is a north-south roadway that is under the jurisdiction of the DuPage County Division of Transportation (DuDOT). In general, Belmont Road has a four-lane cross section and a posted speed limit of 35 mph. Separate left-turn lanes are provided on Belmont Road at its signalized intersections with Ogden Avenue, Prairie Avenue, and Haddow Avenue. Belmont Road has a grade-separated intersection with Burlington Avenue. IDOT classifies Belmont Road as a minor arterial.

### Internal Neighborhood Roadways

Excluding Ogden Avenue and Belmont Road, the following summarizes the physical and operating characteristics of the neighborhood roadways.

- All of the neighborhood roads provide one lane in each direction.
- All of the roadways within the neighborhood are classified as local roads except Walnut Avenue and Burlington Avenue, which are classified as collector roads.
- Parking is generally provided on one or both sides of the roadways except Rose Avenue, Western Avenue, and the western section of Burlington Avenue. However, parking restrictions are provided on many of the roadways. In addition, perpendicular commuter parking is provided along the south side of the eastern section of Burlington Avenue.
- The posted speed limit within the neighborhood is 25 miles per hour with 20 mph school and park zone speed limits except Walnut Avenue and Burlington Avenue, which have a posted speed limit of 30 mph.

**Figure 2** illustrates the number of lanes and posted speed limits on each of the roadways and the geometrics at the primary intersections. **Figure 3** shows the parking restrictions in the neighborhood.

## Pedestrian and Bicycle Facilities and Traffic Control Devices

The neighborhood contains Henry Puffer Elementary School, Downers Grove Golf Club, Belmont Prairie Nature Preserve, Walnut Park, and the Belmont Metra train station. In order to accommodate the neighborhood pedestrian and bicycle activity, a number of facilities and traffic control devices are provided in the neighborhood. These are illustrated in **Figure 4** and highlighted below:

- Burlington Avenue between Belmont Road and Cross Street and Cross Street are designated bike routes.
- Dedicated school crossings are provided at the intersections of Belmont Road with Prairie Avenue and Haddow Avenue with Puffer Road.
- School zones with warning signs and reduced speed limits are located along Belmont Road and Haddow Avenue within proximity to Henry Puffer Elementary School.
- School crossing guards are stationed at the Belmont Road with Prairie Avenue intersection.
- A dedicated pedestrian crossing is provided at the intersection of Haddow Avenue with Edward Avenue and the Downers Grove Golf Club access drive.
- All of the traffic signals provide pedestrian signals.
- Sidewalks are provided on at least one side of all the following roadways:
    - Burlington Avenue
    - Haddow Avenue
    - Puffer Road
    - Chase Avenue
    - Edward Avenue

In order to determine the pedestrian activity around the school, pedestrian counts were conducted at the intersection of Belmont Road with Haddow Avenue. The counts were conducted in November 2016 from 7:00 A.M. to 9:00 A.M. and from 2:00 P.M. to 4:00 P.M. Figure 4 also illustrates the results of the pedestrian traffic counts.

## Existing Intersection Traffic Control

**Figure 5** shows the existing intersection traffic control within the neighborhood and the following provides a summary of the existing traffic control at the 28 intersections within the neighborhood:

- One intersection is under traffic signal control
- Two intersections are under all-way stop sign control
- Nine intersections are under two-way or one-way stop sign control
- One intersection has two of the three legs under stop sign control
- Fifteen intersections have no intersection traffic control

## Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along the neighborhood roadways, KLOA, Inc. conducted daily machine traffic counts and speed surveys at 20 locations. Of the total traffic counts and speed surveys, 12 were conducted along the north-south roadways and eight were conducted along the east-west roadways. The KLOA, Inc. traffic counts and speed surveys were conducted during October 2016. All of the traffic counts and speed surveys were conducted for a minimum of two days and were broken down by direction and by hour.

**Figure 6** shows the two-way daily traffic volumes and **Figure 7** shows the average and 85$^{th}$ percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road. Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85$^{th}$ percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions. The 85$^{th}$ percentile speed is commonly used to establish the posted speed limits along roadways.

## Existing Morning and Evening Peak Period Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted manual peak period traffic counts at the following intersections within the study area:

- Cross Street with Ogden Avenue
- Cross Street with Haddow Avenue
- Haddow Avenue with Belmont Road
- Haddow Avenue with Puffer Road and the Henry Puffer Elementary School access drive

The traffic counts were conducted in November 2016 during the morning (6:00 A.M. to 9:00 A.M.) and evening (3:00 P.M. to 6:00 P.M.) peak periods. **Figure 8** illustrates the existing morning and evening peak hour traffic volumes.

# 3.
# Evaluation of Existing Conditions

To determine how the roadway system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes and the speed surveys as well as the physical characteristics of the neighborhood and its transportation system. This evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal roadways.

## Daily Traffic Volumes

From **Figure 6**, it can be seen that the collector roads (Walnut Avenue and Burlington Avenue) carry the highest volume of traffic. This is expected given that collector roads link the local neighborhood roads and land uses to the external or arterial roadway system. Further, the collector roads generally extend the length of the neighborhood and serve many homes and other land uses within the neighborhood. In addition, the eastern section of Haddow Avenue carries a higher volume of traffic which is due in part to the fact that it provides access to Henry Puffer Elementary School, the Downers Grove Golf Club, and the commuter parking lot.

*Residential Streets*, Third Edition[a] indicates that local residential roads have a daily volume between 400 and 1,500 vehicles while residential collector roads have a daily volume exceeding 1,500 vehicles. Therefore, even with the characteristics outlined above, the traffic volumes within the neighborhood are generally within the established standards for residential roads. Overall, given the various non-residential land uses in the neighborhood, the traffic volumes are relatively low.

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

A review of the existing traffic volumes as well as the roadway system's physical and operating conditions indicates that the neighborhood is likely experiencing some limited cut-through traffic along Walnut Avenue, Burlington Avenue, and to a lesser extent along Haddow Avenue and Cross Street. The cut-through traffic can be attributed to the congestion along Ogden Avenue and its intersection with Belmont Road. However, as indicated previously, the traffic volumes in the neighborhood are low and well within the established standards for residential roads.

## Travel Speed Surveys

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to change.

Excluding Walnut Avenue and Burlington Avenue which have 30 mph posted speed limits, the internal neighborhood roads had an observed average speed of approximately 20 mph and an observed 85$^{th}$ percentile speed of approximately 26 mph. As shown in **Figure 7**, the average speeds on the roads with a posted 25 mph speed limit were generally between 14 and 29 mph. A number of the surveyed road sections did experience 85$^{th}$ percentile speeds that exceeded the posted speed limit by five mph and were primarily observed along the collector roads and those roadway sections that had longer lengths of free-flow conditions. The speed surveys show that the following roadways had 85$^{th}$ percentile speeds that exceeded the posted speed limit by five mph:

- Walnut Avenue
- Burlington Avenue
- Haddow Avenue
- Dressel Road

# 4.
# Detailed Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and included a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

- Intersection Traffic Control Devices
- Pedestrian and Bicycle Facilities

In addition, a number of traffic calming measures and/or tools were identified that can be used to effectively reduce the operating speeds and traffic volumes in the neighborhood.

The recommendations developed in this section were based primarily on accepted engineering practices, conformity with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD), existing Village criteria, and the input from Village staff. The MUTCD defines the standards used to install and maintain traffic control devices, including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

## Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the neighborhood (see Chapter 3). Any intersection traffic control plan must consider typical neighborhood issues, such as functional classifications, cut-through traffic, speeding, traffic calming, neighborhood circulation, and land-use impacts. As such, a systematic approach was employed that examined the neighborhood from the inside (each individual intersection) and outside (the overall neighborhood). It is important to note that to increase the level of standardization and consistency of the neighborhood traffic control, the Village has requested that traffic signal control or some form of stop sign control generally be provided at all of the neighborhood intersections.

The first step consisted of evaluating the physical and operating conditions of each intersection to determine if they meet any of the MUTCD warrants/requirements that control the installation of all-way stop sign control. The second step was to determine which road of the one-way and two-way controlled intersections is to be under stop sign control. **Figure 9** illustrates the proposed traffic control plan which is presented below.

### All-Way Stop Sign Controlled Intersections

The following points summarize the all-way stop sign control warrants/requirements as outlined in the MUTCD:

1. Meets the minimum traffic and pedestrian volume
2. Meets the minimum number of intersection crashes
3. Required to control left-turn conflicts
4. Required to control vehicle/pedestrian conflicts
5. Required due to poor intersection sight distance
6. Required to improve traffic operational characteristics of the intersection of two collector roads with similar design and operating characteristics

The characteristics of each intersection were evaluated to verify whether the existing operations met any of the warrants and/or requirements that control the installation of an all-way stop sign control. It has been determined that the following intersections should be under all-way stop sign control:

- *Warren Avenue with the Belmont Road West Ramp*. This intersection should continue to operate under all-way stop sign control as it is the intersection of a collector roadway and the ramp from an arterial road.

- *Warren Avenue with the Belmont Road East Ramp.* This intersection should be converted to all-way stop sign control, given that it is an intersection of a collector roadway and the ramp from an arterial road.

- *Haddow Avenue with Cross Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location and to reduce the uninterrupted flow along Cross Street.

- *Haddow Avenue with Edward Avenue and the Downers Grove Golf Club Access Drive*. This intersection should be converted to all-way stop sign control, given the uninterrupted flow along Haddow Avenue as well as the pedestrian activity in proximity to the intersection.

### Two-Way/One-Way Stop Sign Controlled Intersections

Once the all-way stop sign control intersections were identified, it was assumed that all of the other intersections were to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. The criteria used in determining which road of an intersection should be under stop sign control were based on the following:

1. The guidelines provided in the MUTCD.

2. Minimizing the uninterrupted flow along the local road by providing, if possible, a stop sign at every other cross road along the local roads.

3. If possible, maintaining which road is currently under traffic control (via either yield sign or stop sign) at each intersection in order to minimize the change in the flow of traffic through the neighborhood.

### New Two-Way Stop Sign Controlled Intersections

New two-way stop sign control should be provided at the following intersections:

- *Cross Street with Indianapolis Avenue and Drendel Road with Indianapolis Avenue.* Both of these intersections currently operate with no intersection traffic control. The Indianapolis Avenue approaches should be under stop sign control at both intersections.

- *Francisco Avenue with Haddow Avenue.* This intersection currently operates with no intersection traffic control. The Francisco Avenue approaches should be under stop sign control at this intersection.

## Proposed One-Way Stop Sign Controlled Intersections

The following T-intersections currently have no control and should be converted so the minor approaches are under stop sign control:

- *Rose Avenue with Haddow Avenue and Rose Avenue with Burlington Avenue.* The Rose Avenue approaches should be under stop sign control at both intersections.
- *Western Avenue with Haddow Avenue and Western Avenue with Burlington Avenue.* The Western Avenue approaches should be under stop sign control at both intersections.
- *Chase Avenue with Haddow Avenue and Chase Avenue with Burlington Avenue.* The Chase Avenue approaches should be under stop sign control at both intersections.
- *Edward Avenue with Burlington Avenue.* The Edward Avenue approach should be under stop sign control at this intersection.
- *Francisco Avenue with Burlington Avenue.* The Francisco Avenue approach should be under stop sign control at this intersection.
- *Cross Street with Burlington Avenue.* The Cross Street approach should be under stop sign control at this intersection.
- *Drendel Road with Burlington Avenue.* The Drendel Road approach should be under stop sign control at this intersection.
- *Granville Avenue with Burlington Avenue.* The Granville Avenue approach should be under stop sign control at this intersection.
- *Walnut Avenue with Provence Court.* The Provence Court approach should be under stop sign control at this intersection.

Finally, Cross Street currently has an S-curve in its alignment that has limited sight distance and a narrow cross section. As such, to provide for a safer and more orderly flow of traffic through the S-curve, stop signs should be installed along both legs of the S-curve.

## Summary of Recommended Intersection Traffic Control Plan

**Table 1** provides a summary of the intersection traffic control modifications and **Table 2** provides a comparison of the existing and recommended traffic control within the neighborhood. Under the recommended plan, 28 of the 28 intersections will be under either traffic signal control or some form of stop sign control. This is an improvement over existing conditions where 15 intersections have no intersection traffic control.

Table 1
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

| Modifications | Intersections |
|---|---|
| Convert two-way stop sign control to all-way stop sign control | • Haddow Avenue at Edward Avenue and Downers Grove Golf Club Access Drive |
| Convert intersection with two of three legs under stop sign control to all-way stop sign control | • Burlington Avenue with Belmont Road East Ramp |
| Add two-way stop sign control at intersections with no intersection traffic control | • Drendel Road at Indianapolis Avenue (Stop sign control on Indianapolis Ave.)<br>• Cross Street at Indianapolis Avenue (Stop sign control on Indianapolis Ave.)<br>• Haddow Avenue at Francisco Avenue (Stop sign control on Francisco Avenue) |
| Add one-way stop sign control at intersections with no intersection traffic control | • Burlington Avenue at Chase Avenue<br>• Burlington Avenue at Edward Avenue<br>• Burlington Avenue at Western Avenue<br>• Burlington Avenue at Rose Avenue<br>• Burlington Avenue at Francisco Avenue<br>• Burlington Avenue at Cross Street<br>• Burlington Avenue at Drendel Road<br>• Burlington Avenue at Granville Avenue<br>• Haddow Avenue at Chase Avenue<br>• Haddow Avenue at Western Avenue<br>• Haddow Avenue at Rose Avenue<br>• Walnut Avenue at Provence Court |
| Add stop sign control along roadway | • Cross Street S-Curve |

Table 2
EXISTING AND RECOMMENDED INTERSECTION TRAFFIC CONTROL

| | Existing Intersection Traffic Control | Recommended Intersection Traffic Control |
|---|---|---|
| Traffic Signal Control | 1 | 1 |
| All-Way Stop Sign Control | 2 | 4 |
| Two-Way/One-Way Stop Sign Control | 9 | 23 |
| Two of Three Legs Under Stop Sign Control | 1 | 0 |
| No Intersection Traffic Control | 15 | 0 |
| Total | 28 | 28 |

## Pedestrian and Bicycle Facilities and Traffic Control Devices

As discussed previously, the neighborhood contains several pedestrian- and bicycle-generating land uses, including the Belmont Metra train station, Henry Puffer Elementary School, Downers Grove Golf Club, Walnut Park, and Belmont Prairie Nature Preserve. In addition, the Downers Grove Park District is proposing a soccer complex in the northwest section of the neighborhood. As such, the neighborhood has a number of existing and proposed land uses that generate higher pedestrian and bicycle activity.

In addition to the standard pedestrian and bicycle facilities (i.e., sidewalks, crosswalks and bike routes), the neighborhood contains various traffic control devices associated with the non-residential land uses. The neighborhood has several dedicated school and pedestrian crossings and school zones, which include appropriate warning signs and reduced speed limits. In addition, the traffic signals at the intersections of Belmont Road with Haddow Avenue and Belmont Road with Prairie Avenue have countdown pedestrian signals. Overall, these traffic control devices are generally well distributed and located appropriately.

However, recommendations have been developed to further enhance the pedestrian and bicycle circulation and to ensure that the traffic control devices comply with the MUTCD. The proposed recommendations are illustrated in **Figure 10** and summarized below and in **Table 3**:

- Sidewalks are currently provided on one side of the following roads in the neighborhood:

  - North side and a portion of the south side of Burlington Avenue
  - North side of Haddow Avenue
  - West side of Edward Avenue
  - West side of Chase Avenue
  - East side of Puffer Avenue

  To accommodate the neighborhood pedestrian activity, the Village should strive to install sidewalks or multi-use paths on at least one side of all the roads in the neighborhood. This is particularly critical given the narrow widths of many of the roads. To further enhance pedestrian and bicycle access to and from and circulation around the neighborhood as well as the nature preserve and the proposed soccer complex, the Village should explore whether sidewalks/multi-use paths can be provided through undeveloped Village right-of-ways and/or the nature preserve property.

- High visibility ladder style crosswalks should be installed at all of the existing and future pedestrian crossings within the neighborhood.

- An Advanced School Crossing Assembly should be installed along the eastbound direction of Haddow Avenue in advance of the existing school crossing at the intersection of Haddow Avenue with Puffer Road.

- Consideration should be given to installing sharrow markings along the two designated bike routes (Cross Street and Burlington Avenue between Belmont Road and Cross Street) in the neighborhood. Sharrow markings reinforce the shared-lane environment of posted bicycle routes where the road width cannot support dedicated bicycle lanes and/or where it is undesirable to eliminate on-street parking. Additionally, they alert road users of the lateral position that bicyclists are likely to occupy within the road to keep them out of the "door zone" of parked cars and in lanes that are too narrow for a motor vehicle and a bicycle to travel side-by-side within the same traffic lane. Further, they may reduce the number of bicyclists on the sidewalks and the additional guidance may reduce the number of bicyclists riding on the wrong side of the road.

- Consideration should be given to installing the following pedestrian enhancements at the Belmont Metra train station (see **Figure 11**) to improve pedestrian safety and increase the number of pedestrian crossings:

  - *Burlington Avenue with Belmont Road West Ramp.* A curb/sidewalk extension should be considered on the south side of the pedestrian crossing along the west leg of the intersection. The curb/sidewalk extension should extend the length of the perpendicular parking provided along the south side of Burlington Avenue. In addition, a high visibility ladder style crosswalk should be installed on the north leg of the intersection.

  - *Burlington Avenue with Belmont Road East Ramp.* Given that this intersection is proposed to operate under all-way stop sign control, consideration should be given to installing a pedestrian crossing on the west leg of the intersection. If installed, the pedestrian crossing should include a high visibility ladder style crosswalk and a curb/sidewalk extension on the south side of the crossing. The curb/sidewalk extension should extend the length of the perpendicular parking provided along the south side of Burlington Avenue. In addition, a high visibility ladder style crosswalk should be installed on the north leg of the intersection.

  However, further studies should be conducted to determine any impacts the enhancements will have on the Belmont Metra train station and the feasibility of installing the enhancements.

- Consideration should be given to installing a pedestrian refuge island in the Belmont Road median serving the crosswalk along the south leg of the Belmont Road with Prairie Avenue intersection (see **Figure 12**). However, in order to accommodate the turning maneuver of a semi-trailer, the crosswalk and sidewalk ramps on the south leg of the intersection and the northbound stop bar would need to be relocated approximately 15 feet south of their current location. As such, a comprehensive study needs to be performed in order to determine the impacts and feasibility of installing the pedestrian refuge island and the other require intersection modifications. Further, any improvements will require the review and approval of DuDOT as they have jurisdiction over Belmont Road.

Table 3
RECOMMENDED PEDESTRIAN AND BICYCLE FACILITIES AND TRAFFIC CONTROL ENHANCEMENTS

| Enhancement | Location |
|---|---|
| Install sidewalks/multi-use path on at least one side of the neighborhood roads | • All of the neighborhood roads without sidewalks |
| Install ladder style crosswalks | • Burlington Avenue at Belmont Road West Ramp<br>• Burlington Avenue at Belmont Road East Ramp<br>• Burlington Avenue at Puffer Road<br>• Burlington Avenue at Chase Avenue<br>• Burlington Avenue at Edward Avenue<br>• Burlington Avenue at Western Avenue<br>• Burlington Avenue at Rose Avenue<br>• Burlington Avenue at Francisco Avenue<br>• Burlington Avenue at Cross Street<br>• Burlington Avenue at Drendel Road<br>• Burlington Avenue at Granville Avenue<br>• Haddow Avenue at Puffer Elementary School Access Drive<br>• Haddow Avenue at Downers Grove Golf Club Access Drive |
| Install Advanced School Crossing Assembly | • Haddow Avenue at Puffer Road |
| Install sharrow markings on designated bike routes | • Burlington Avenue between Belmont Road and Cross Street<br>• Cross Street |
| Install curb/sidewalk extension (Only after comprehensive study is performed to determine impacts/feasibility) | • Burlington Avenue at Belmont Road West Ramp<br>• Burlington Avenue at Belmont Road East Ramp |
| Install pedestrian refuge island (Only after comprehensive study is performed to determine impacts/feasibility) | • South leg of Belmont Road with Prairie Avenue intersection |

## Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood are generally within an acceptable range for residential roads and consistent with traffic patterns on other neighborhood roads within the Village. Furthermore, the internal neighborhood roads generally had observed average speeds within one to two mph of the posted speed limit and observed 85$^{th}$ percentile speeds within five mph of the posted speed limit. Several of the roads did experience 85$^{th}$ percentile speeds that exceeded the speed limit by five mph or more. The higher 85$^{th}$ percentile speeds were primarily observed along those roadway sections that had longer lengths of free-flow conditions. As such, a review of the existing traffic volumes and speed surveys as well as the roadway system's physical and operating conditions indicates that the neighborhood is experiencing some higher travel speeds and cut-through traffic.

The recommended traffic control and striping modifications should help to mitigate the speeds and cut-through traffic in the neighborhood. If these measures are not completely successful, other measures and/or tools that can effectively reduce vehicle speeds and cut-through traffic include the following traffic calming measures:

- Enhanced speed limit signs that increase motorists' awareness
- Increased police enforcement
- Portable or permanent speed awareness systems such as electronic speed radar signs
- Pavement markings, edge lines, parking lanes, and bike lanes/sharrows that reduce the width of roadways
- Horizontal or vertical deflections (e.g. curb extensions and/or medians at intersections and midblock locations, traffic circles, raised crosswalks, chokers, neck-downs, and chicanes)

**Table 4** provides a summary of these measures/devices and also shows how they can be implemented incrementally from measures/devices with lower costs and reduced design, coordination, and implementation efforts to measures/devices with higher costs and greater design, coordination, and implementation efforts.

Table 4
INCREMENTAL TRAFFIC CALMING MEASURES

| Options | Examples |
|---|---|
| **Level 1** | |
| Regulatory Modifications | Speed Limit Reductions |
| Increased Police Presence/Enforcement | |
| **Level 2** | |
| Advisory Signing | Portable Speed Radar Signs, Enhanced Speed Limit Signs |
| Pavement Markings | Parking Lanes, Bike Lanes/Sharrows, Crosswalks, Edgelines |
| **Level 3** | |
| Horizontal Deflections | Curb Extensions, Medians, Traffic Circles, Chicanes, Chokers/Neck-Downs |
| Vertical Deflections | Raised Crosswalks, Speed Humps, Speed Tables, Speed Cushions |

In addition, KLOA, Inc. examined locations that would be appropriate for traffic calming measures and developed traffic calming recommendations for the Village to consider. The review was only preliminary in nature and based on the existing traffic volumes, speed surveys, and roadway characteristics. Before any horizontal deflection measures are implemented, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, and long-term maintenance. The following outlines traffic calming measures that could be implemented along several of the neighborhood roads.

### Burlington Avenue

Burlington Avenue is an east-west collector road that extends along the south end of the study area and has a grade-separated interchange with Belmont Road and serves the Belmont Metra train station. The road has one lane in each direction with perpendicular parking for the Belmont Metra train station provided on the south side of the road between Pershing Avenue and Rose Avenue. It is under all-way stop sign control at its intersection with the Belmont Road west ramp and is proposed to be under all-way stop sign control at its intersection with the Belmont Road east ramp. According to the daily traffic counts/speed surveys, Burlington Avenue had a daily traffic volume of 1,305 to 1,787 vehicles and 85$^{th}$ percentile speed of 34 to 39 mph. The following traffic calming measures should be considered along Burlington Avenue:

- *Center Line*. Refresh the existing center line and extend to Walnut Avenue to delineate the travel lanes and to give motorists the perception of a narrower roadway.

- *Speed Limit Signage/Markings*. Add additional speed limits signs, install yellow-framed speed limit signs, and/or install speed limit pavement markings to further reinforce the posted speed limit.

- *Speed Monitors and Police Enforcement*. Utilize portable electronic speed monitors and/or install permanent speed monitors to further reinforce the posted speed limit. In addition, enhance targeted police enforcement, particularly during the weekday morning (7:00-9:00 A.M.) and evening (4:00-7:00 P.M.) peak commuting hours.

- *Sharrow Markings*. Install sharrow markings along both directions of the road between Belmont Road and Cross Street to reinforce the shared-lane environment of the posted bicycle route.

- *Median Islands*. Install a median island along the sections with no on-street parking to give motorists the perception of a narrower roadway that will reduce travel speeds.

### Walnut Avenue

Walnut Avenue is a north-south collector road that extends along the west end of the study area from Ogden Avenue to Burlington Avenue and serves Walnut Park and Belmont Prairie Nature Preserve. The road has one lane in each direction with parking permitted on both sides of the road. It is under stop sign control at its intersection with Ogden Avenue. According to the daily traffic counts/speed surveys, Walnut Avenue had a daily traffic volume of 1,298 to 1,747 vehicles and 85$^{th}$ percentile speed of 35 to 41 mph. The following traffic calming measures should be considered along Walnut Avenue:

- *Speed Limit Signage/Markings*. Add additional speed limits signs, install yellow-framed speed limit signs, and/or install speed limit pavement markings to further reinforce the posted speed limit.

- *Speed Monitors and Police Enforcement*. Utilize portable electronic speed monitors and/or install permanent speed monitors to further reinforce the posted speed limit. In addition, enhance targeted police enforcement, particularly during the weekday morning (7:00-9:00 A.M.) and evening (4:00-7:00 P.M.) peak commuting hours.

- *Median Islands*. Install one or more median islands to give motorists the perception of a narrower roadway that will reduce travel speeds. This would require the elimination of on-street parking within proximity to the median islands.

## Haddow Avenue

Haddow Avenue is an east-west local road that extends between Belmont Road and Cross Street and provides access to Henry Puffer Elementary School and Downers Grove Golf Club. The road has one lane in each direction with parking generally permitted on both sides of the road. It is under traffic signal control at its intersection with Belmont Road and all-way stop sign control at its intersection with Cross Street. In addition, the road is recommended to be under all-way stop sign control at its intersection with Edward Avenue and the Downers Grove Golf Club access drive. According to the daily traffic counts/speed surveys, Haddow Avenue had a daily traffic volume of 491 to 1,503 vehicles and 85$^{th}$ percentile speed of 26-36 mph. The following traffic calming measures should be considered along Haddow Avenue:

- *Speed Limit Signage/Markings*. Add additional speed limits signs, install yellow-framed speed limit signs, and/or install speed limit pavement markings to further reinforce the posted speed limit.

- *Speed Monitors and Police Enforcement*. Utilize portable electronic speed monitors and/or install permanent speed monitors to further reinforce the posted speed limit. In addition, enhance targeted police enforcement, particularly during the weekday morning (7:00-9:00 A.M.) and evening (4:00-7:00 P.M.) peak commuting hours.

- *Median Islands*. Install a median island at the intersection with Edward Avenue and the Downers Grove Golf Club access drive to enhance pedestrian circulation and safety and give motorists the perception of a narrower roadway that will reduce travel speeds.

# 5. Conclusion

This study summarizes the results and findings of the neighborhood traffic study for Area Number 5. The neighborhood is generally bounded by Ogden Avenue, Henry Puffer Elementary School, and the Downers Grove Golf Club on the north, Belmont Road and the Downers Grove Golf Club on the east, Burlington Avenue on the south, and Walnut Avenue on the west. Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2009 MUTCD, existing Village criteria, and the input from Village staff and residents.

**Tables 5, 6,** and **7** summarize the short-term, mid-term, and long-term recommendations of the neighborhood traffic study. Short-term improvements generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long-term improvements are generally more costly, require additional planning/engineering, can be implemented with other improvement projects, or may only be required depending on the effectiveness of previous efforts.

Table 5
SHORT-TERM (0 TO 6 MONTHS) RECOMMENDATIONS

| Recommendations | Location |
|---|---|
| **Intersection Traffic Control Modifications** | |
| Convert two-way stop sign control to all-way stop sign control | • Haddow Avenue at Edward Avenue and Downers Grove Golf Club Drive |
| Convert intersection with two of three legs under stop sign control to all-way stop sign control | • Burlington Avenue with Belmont Road East Ramp |
| Add two-way stop sign control at intersections with no intersection traffic control | • Drendel Road at Indianapolis Avenue (Stop sign control on Indianapolis Ave.)<br>• Cross Street at Indianapolis Avenue (Stop sign control on Indianapolis Ave.)<br>• Haddow Avenue at Francisco Avenue (Stop sign control on Francisco Avenue) |
| Add one-way stop sign control at intersections with no intersection traffic control | • Burlington Avenue at Chase Avenue<br>• Burlington Avenue at Edward Avenue<br>• Burlington Avenue at Western Avenue<br>• Burlington Avenue at Rose Avenue<br>• Burlington Avenue at Francisco Avenue<br>• Burlington Avenue at Cross Street<br>• Burlington Avenue at Drendel Road<br>• Burlington Avenue at Granville Avenue<br>• Haddow Avenue at Chase Avenue<br>• Haddow Avenue at Western Avenue<br>• Haddow Avenue at Rose Avenue<br>• Walnut Avenue at Provence Court |
| Add stop sign control along roadway | • Cross Street S-Curve |

Table 5, Continued
SHORT-TERM (0 TO 6 MONTHS) RECOMMENDATIONS

| Recommendations | Location |
|---|---|
| **Pedestrian and Bicycle Enhancements** | |
| Install ladder style crosswalks | • Burlington Avenue at Belmont Road West Ramp<br>• Burlington Avenue at Belmont Road East Ramp<br>• Burlington Avenue at Puffer Road<br>• Burlington Avenue at Chase Avenue<br>• Burlington Avenue at Edward Avenue<br>• Burlington Avenue at Western Avenue<br>• Burlington Avenue at Rose Avenue<br>• Burlington Avenue at Francisco Avenue<br>• Burlington Avenue at Cross Street<br>• Burlington Avenue at Drendel Road<br>• Burlington Avenue at Granville Avenue<br>• Haddow Avenue at Puffer Elementary School Access Drive<br>• Haddow Avenue at Downers Grove Golf Club Access Drive |
| Install Advanced School Crossing Assembly | • Haddow Avenue at Puffer Road |
| **Traffic Calming Measures** | |
| Increase police awareness/enforcement | • Throughout the neighborhood |
| Refresh the existing center line and extend to Walnut Avenue | • Burlington Avenue |
| Install additional speed limits signs, install yellow-framed speed limit signs, and/or install speed limit pavement markings | • Burlington Avenue<br>• Walnut Avenue<br>• Haddow Avenue |

Table 6
MID-TERM (6 TO 18 MONTHS) RECOMMENDATIONS

| Recommendations | Location |
|---|---|
| **Pedestrian and Bicycle Enhancements** | |
| Install sharrow markings | • Burlington Avenue between Belmont Road and Cross Street<br>• Cross Street |
| **Traffic Calming Measure** | |
| Install portable/permanent speed radar signs (Only implement if objectives of other measures are not sufficiently met.) | Key areas in the neighborhood, including<br>• Burlington Avenue<br>• Walnut Avenue<br>• Haddow Avenue |

Table 7
LONG-TERM (18 TO 36 MONTHS) RECOMMENDATIONS

| Recommendations | Location |
|---|---|
| **Pedestrian and Bicycle Enhancements** | |
| Install curb/sidewalk extension (Only after comprehensive study is performed to determine impacts/feasibility) | • Burlington Avenue at Belmont Road East Ramp<br>• Burlington Avenue at Belmont Road West Ramp |
| Install pedestrian refuge island (Only after comprehensive study is performed to determine impacts/feasibility) | • South leg of Belmont Road with Prairie Avenue intersection |
| **Traffic Calming Measure** | |
| Install median islands (Implement only if objectives of other measures are not sufficiently met and a thorough evaluation of the impact of the measures/devices are performed.) | Possible locations for consideration include:<br>• Burlington Avenue<br>• Walnut Avenue<br>• Haddow Avenue |

# Appendix

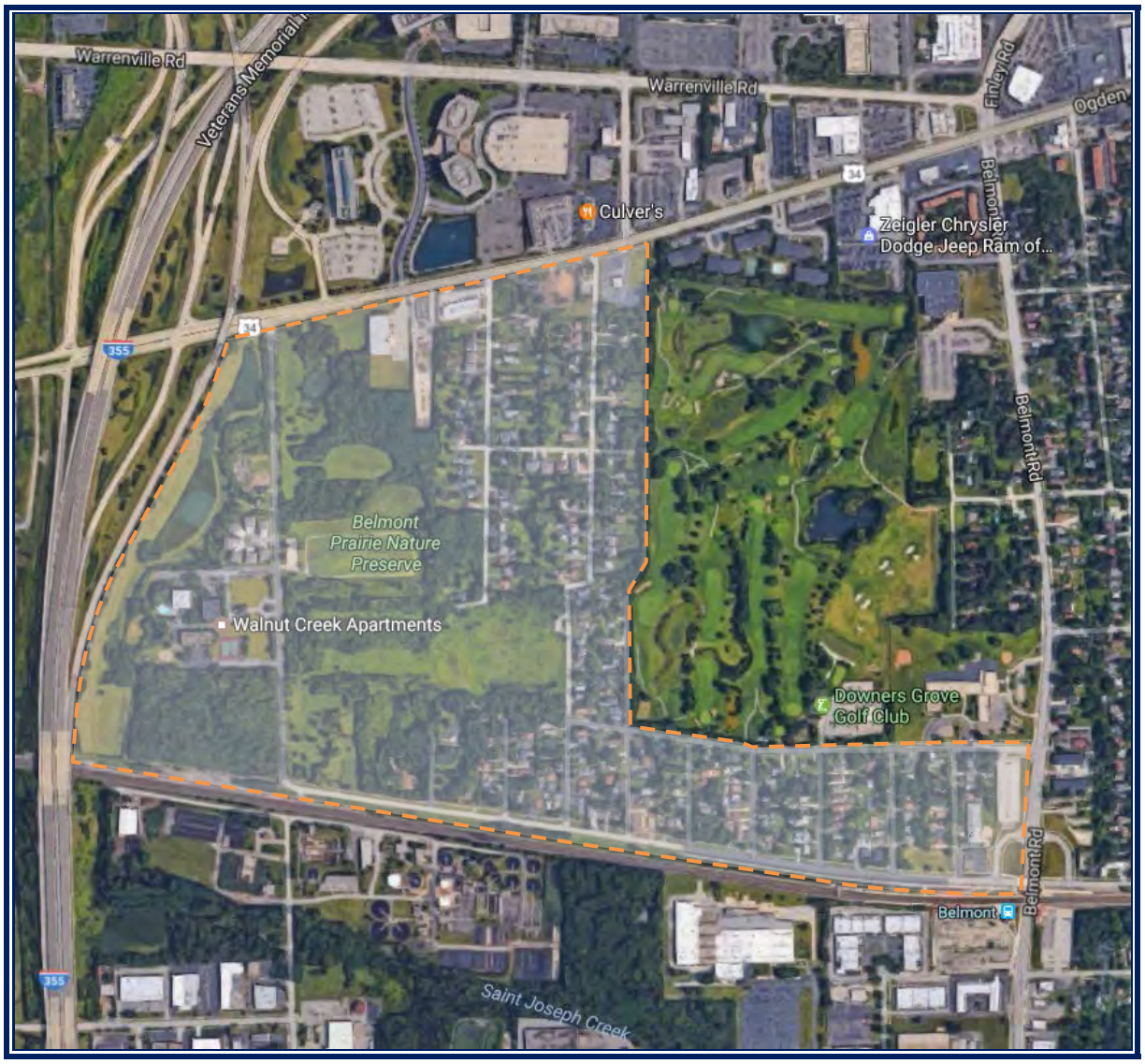
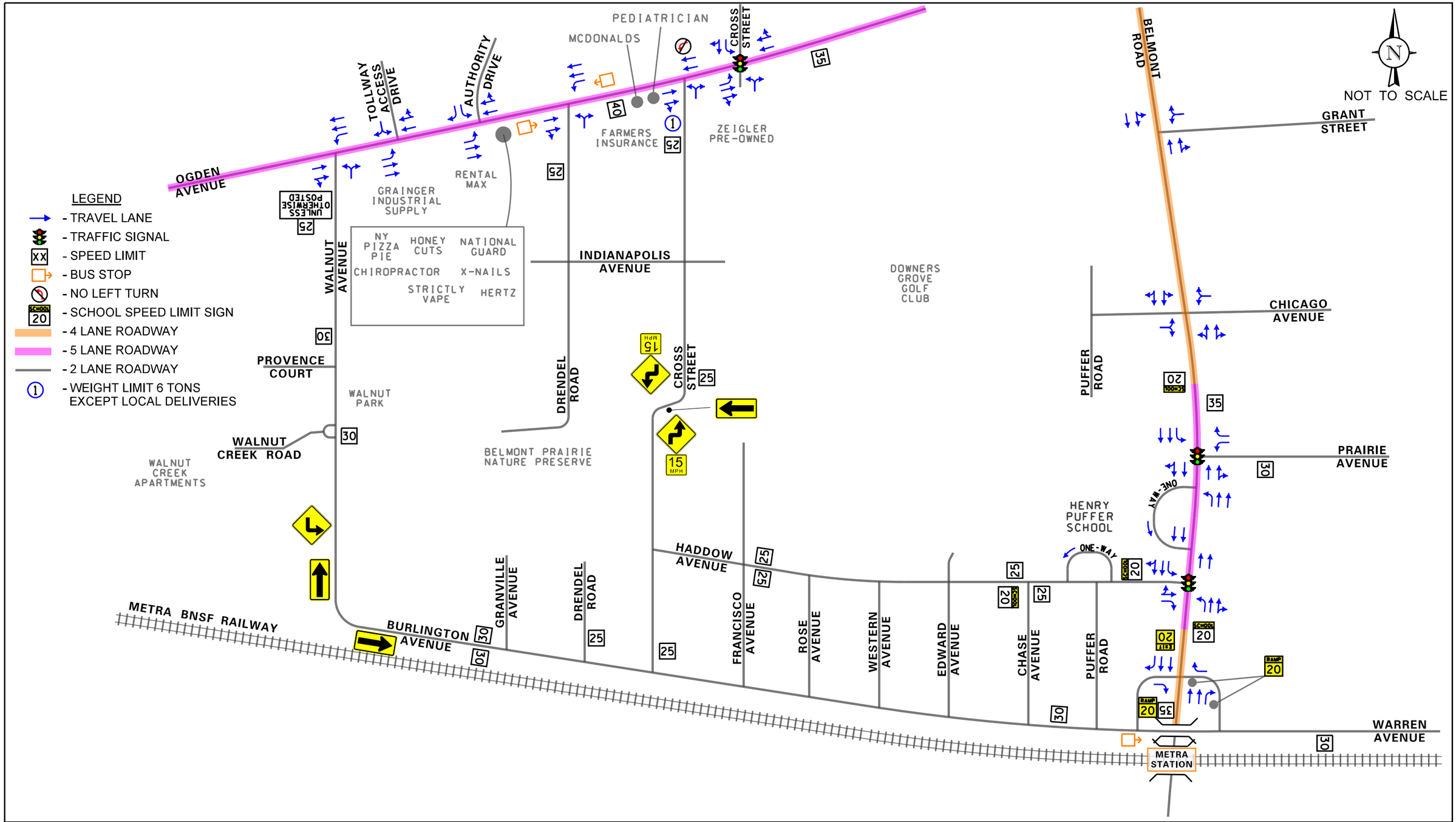
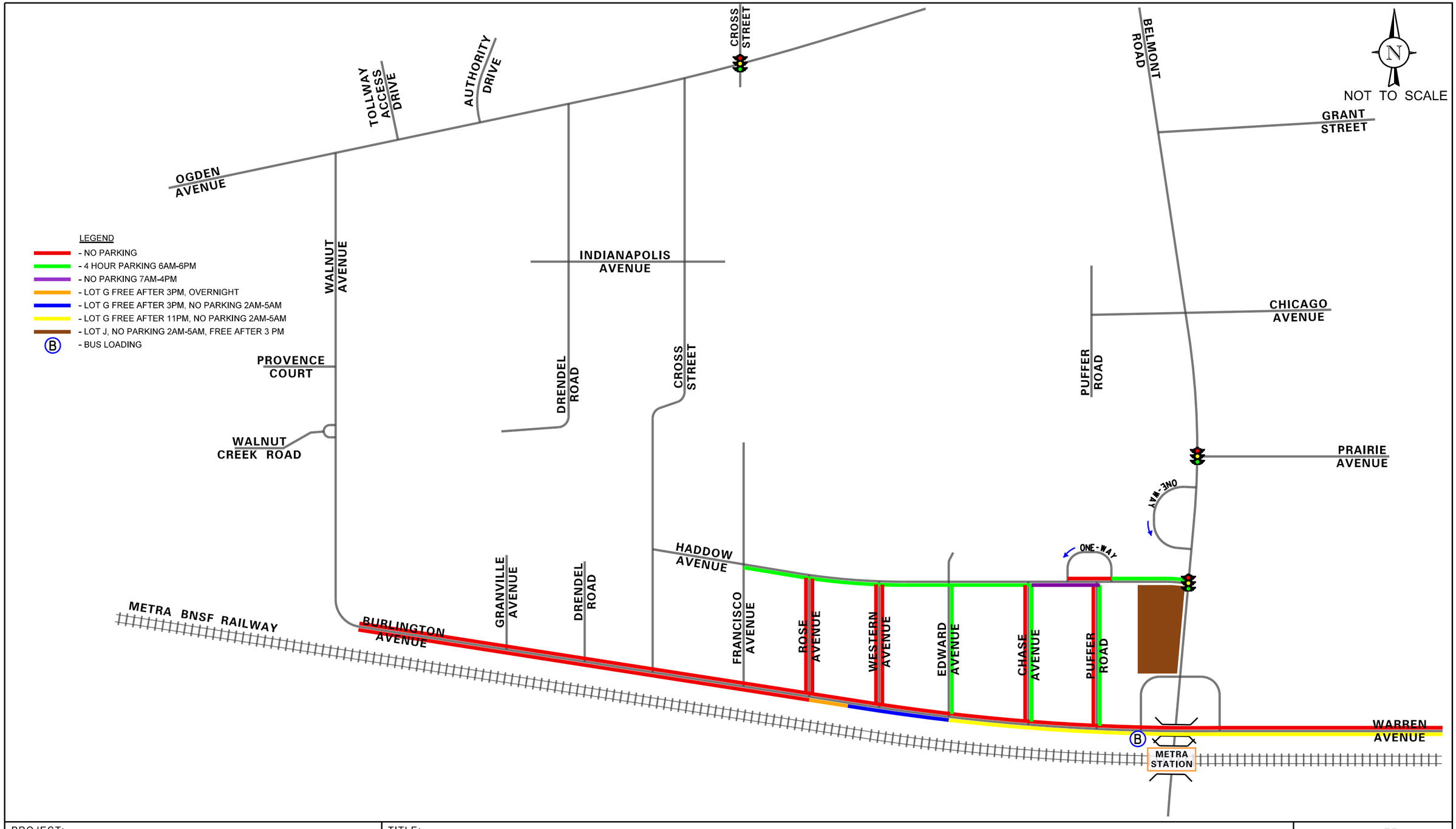


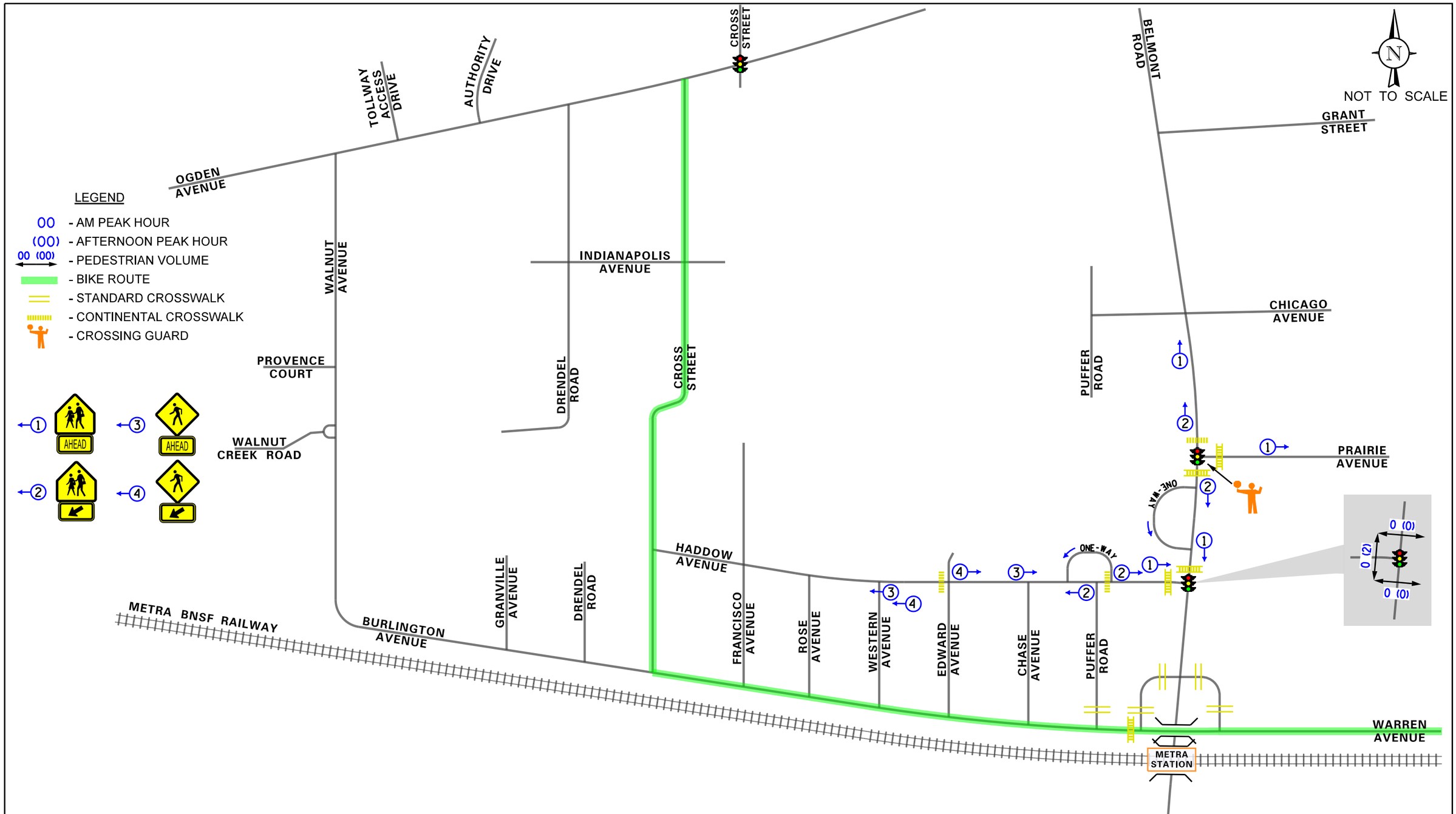

**Figure 1** **Aerial View of Study Area**



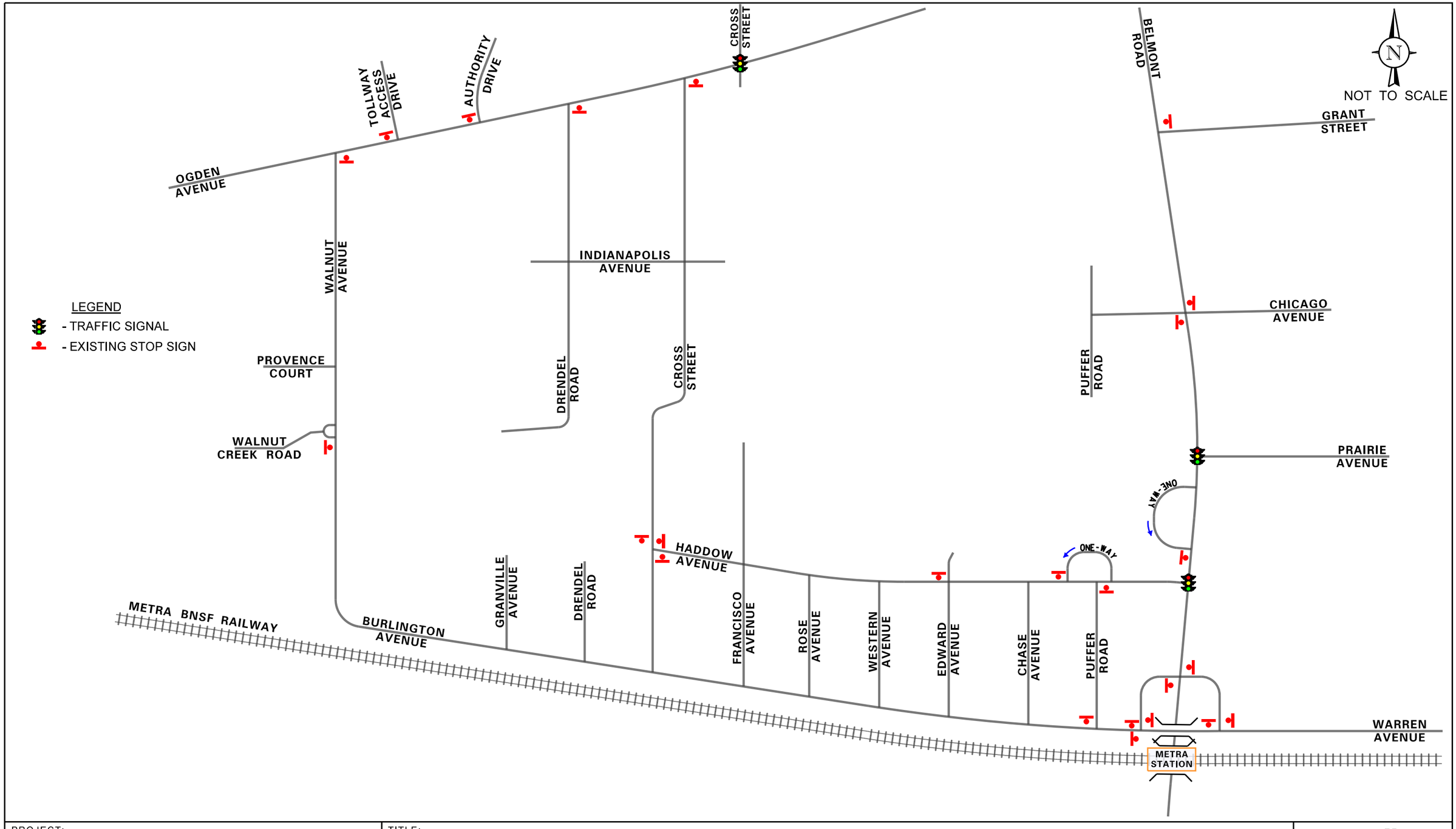

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING ROADWAY CONDITIONS | KLOA<br>Job No: 16-225<br>Figure: 2 |



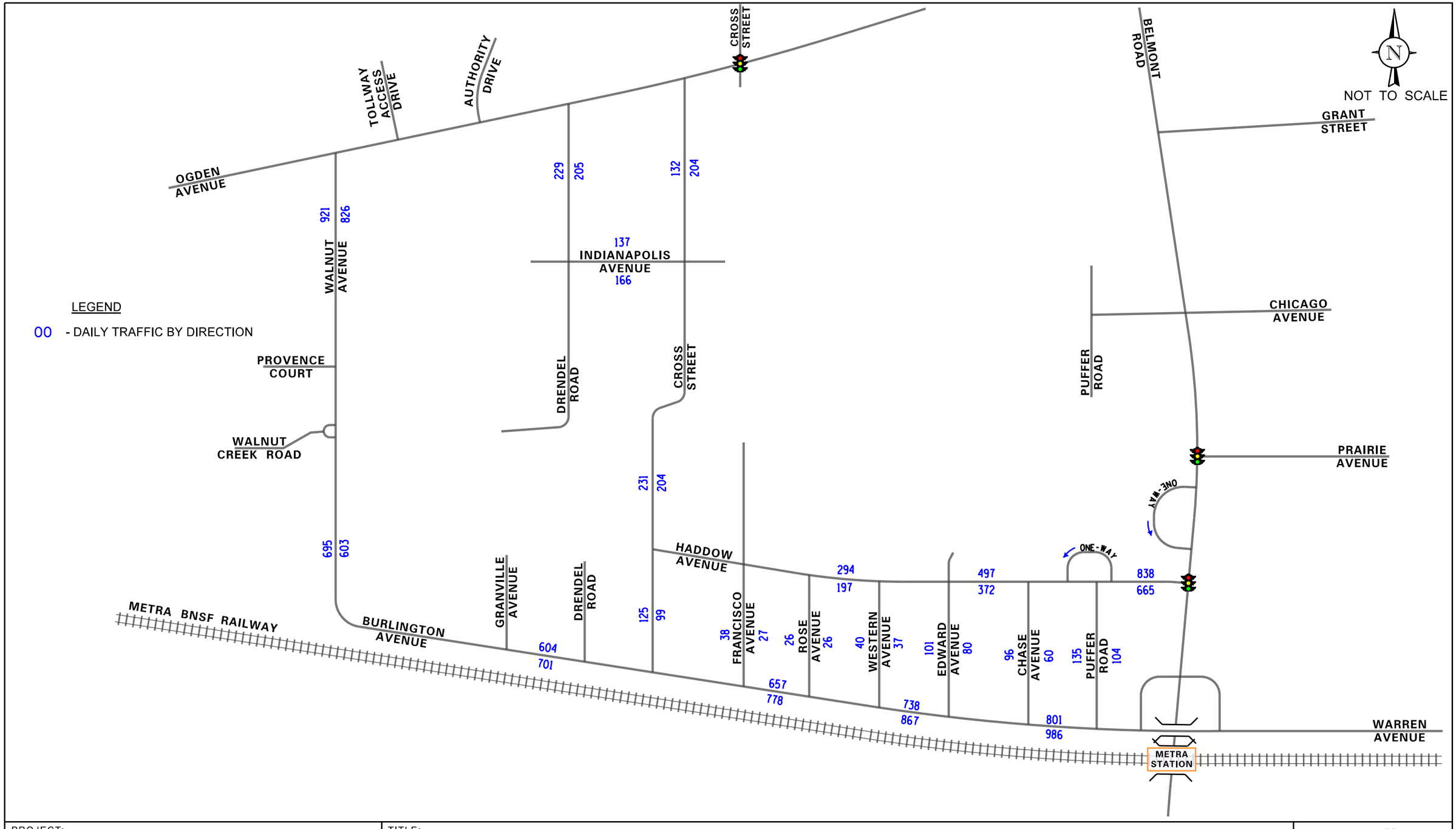

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING PARKING RESTRICTIONS | KLOA<br>Job No: 16-225<br>Figure: 3 |



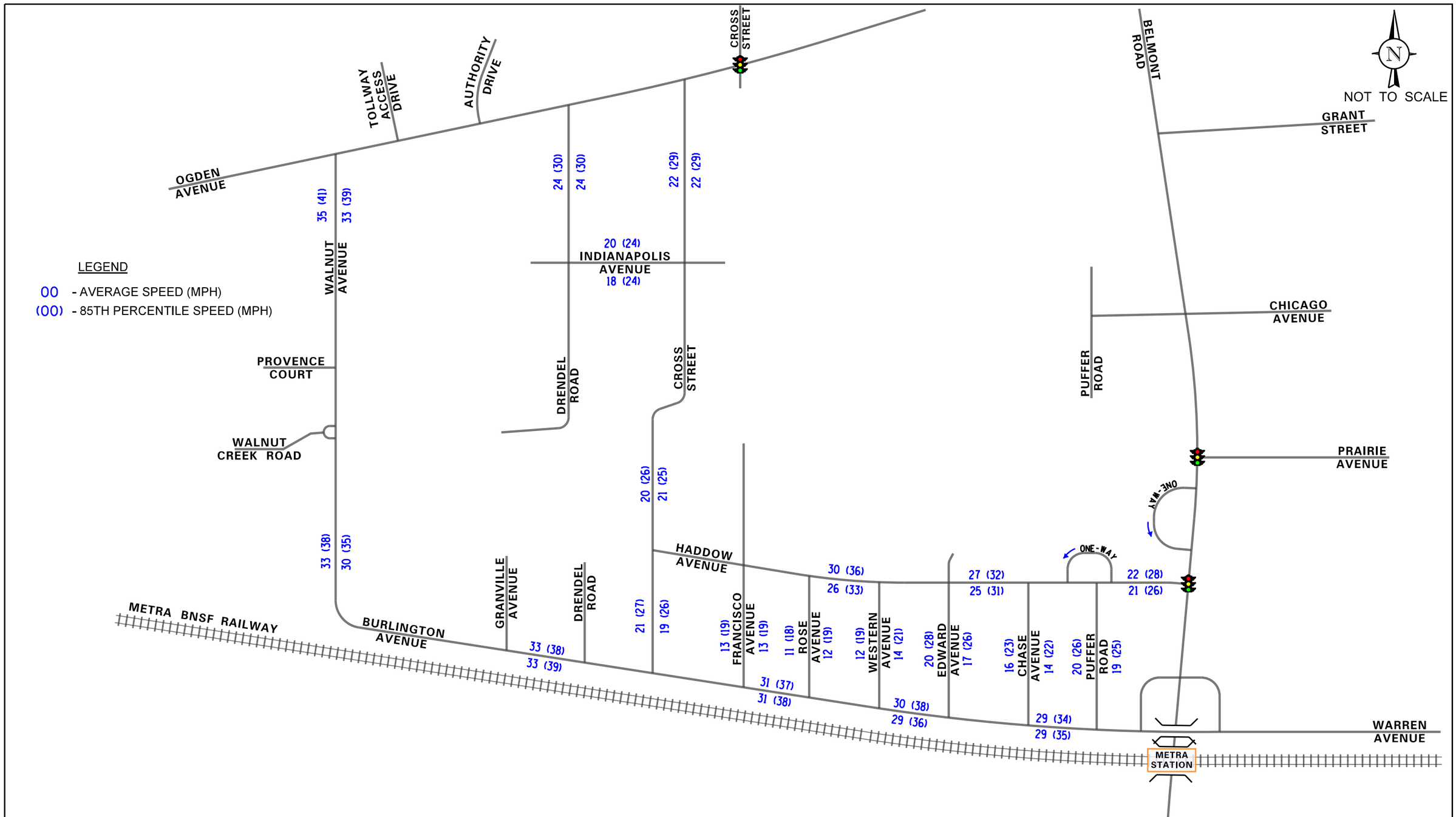

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING PEDESTRIAN AND BICYCLE FACILITIES<br>AND TRAFFIC CONTROL DEVICES | KLOA<br>Job No: 16-225<br>Figure: 4 |



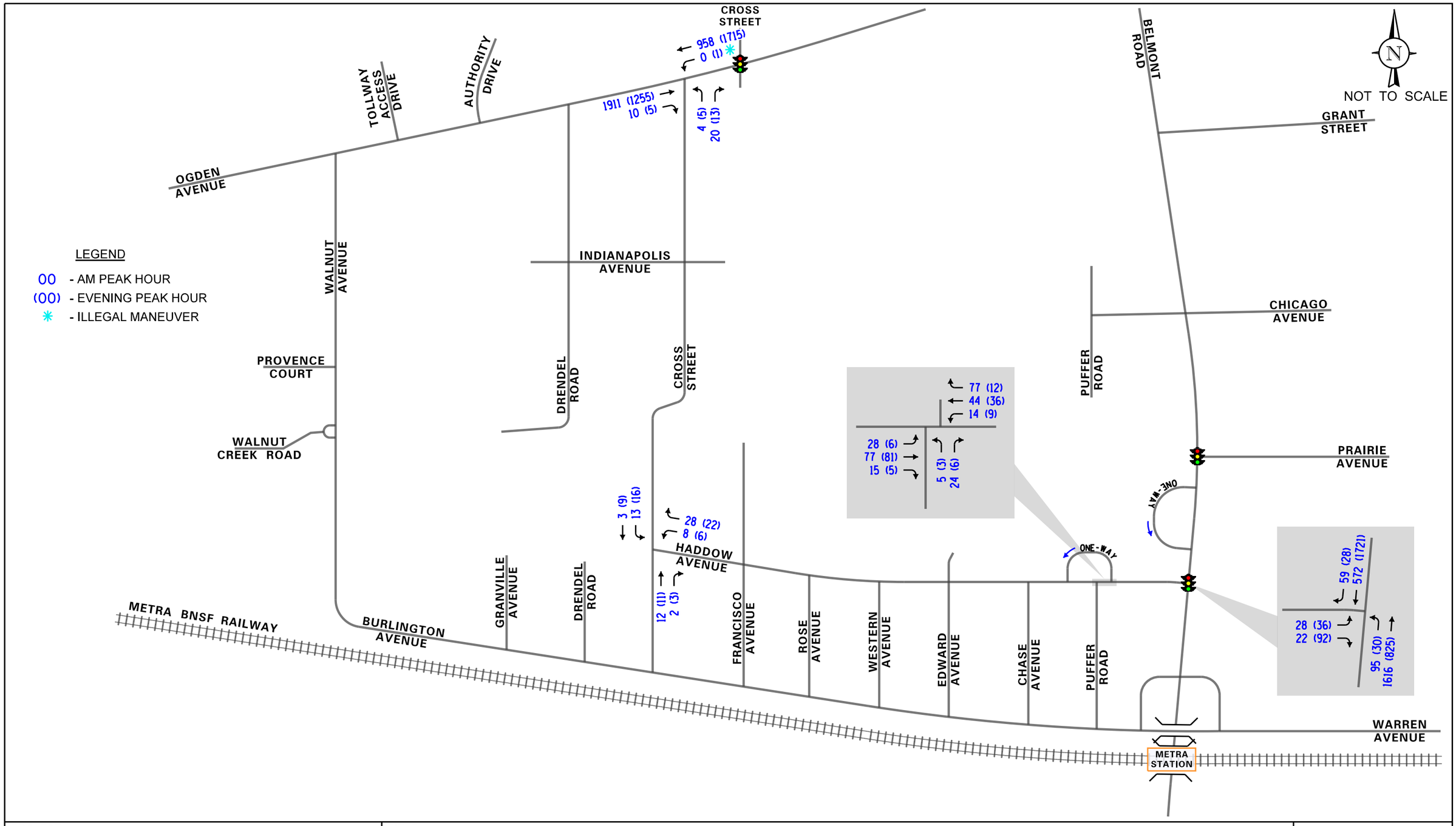

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING INTERSECTION TRAFFIC CONTROL | KLOA<br>Job No: 16-225<br>Figure: 5 |



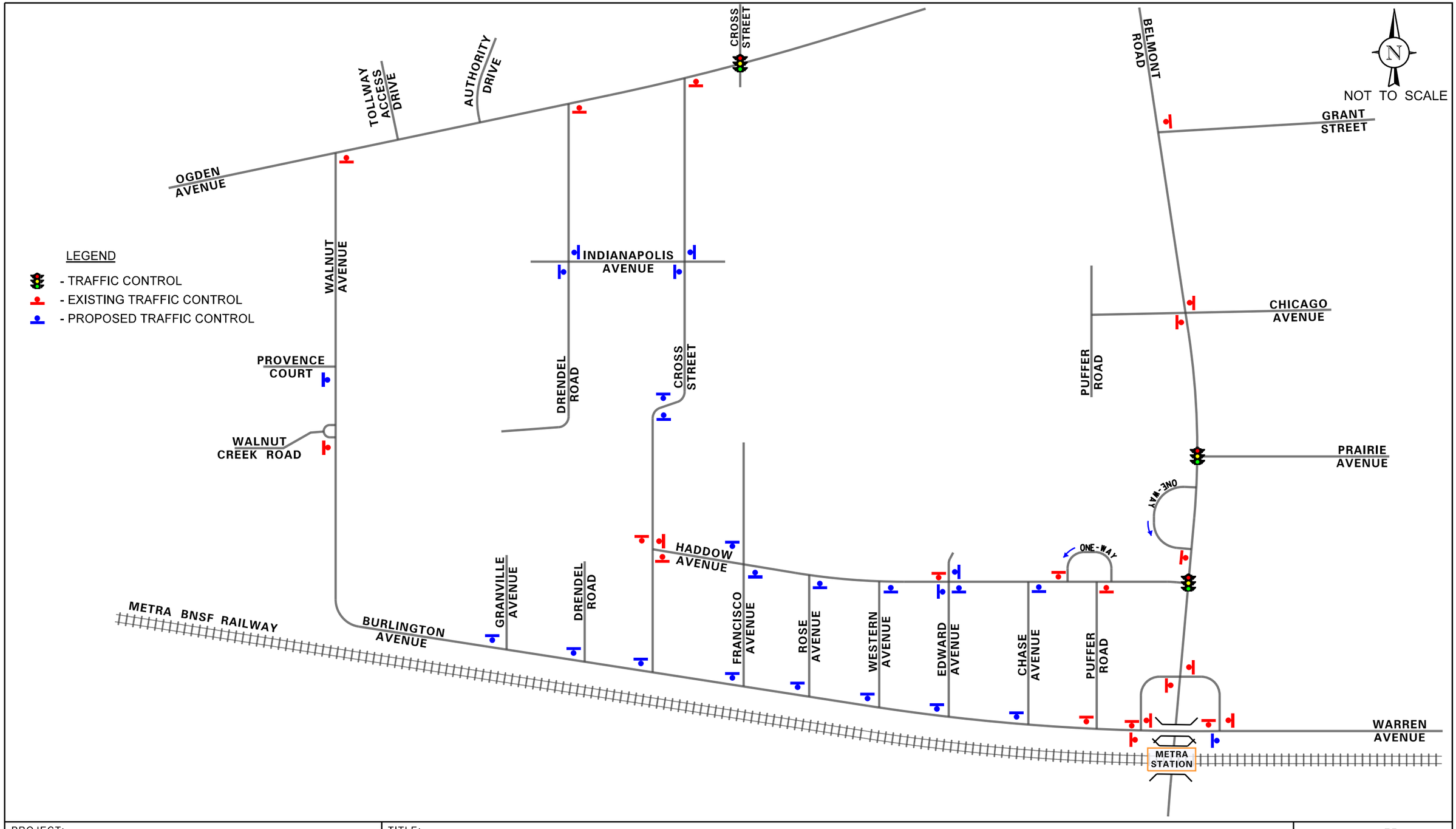

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING DAILY TRAFFIC VOLUMES | KLOA<br>Job No: 16-225<br>Figure: 6 |



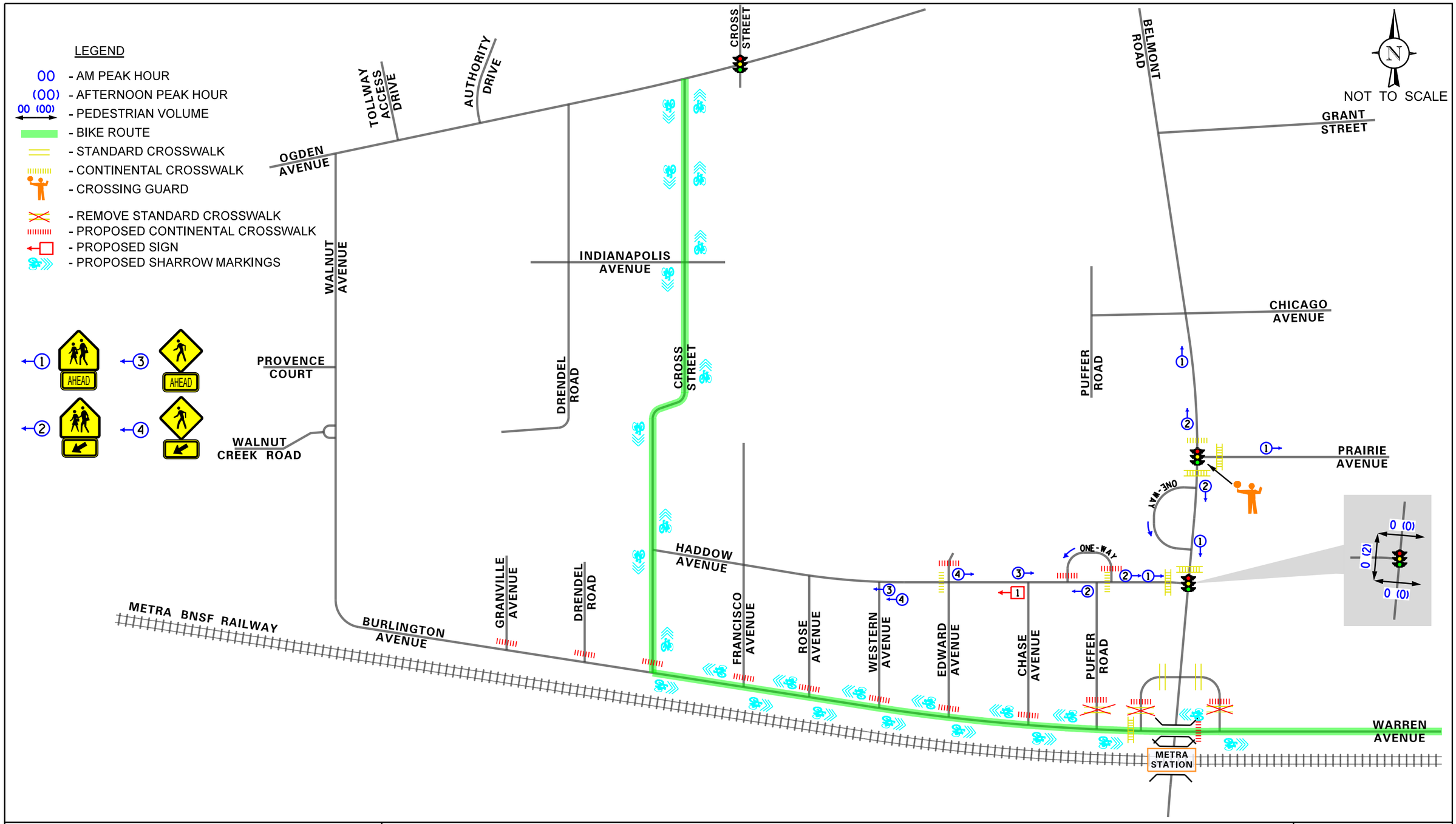

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING TRAVEL SPEED | KLOA<br>Job No: 16-225<br>Figure: 7 |



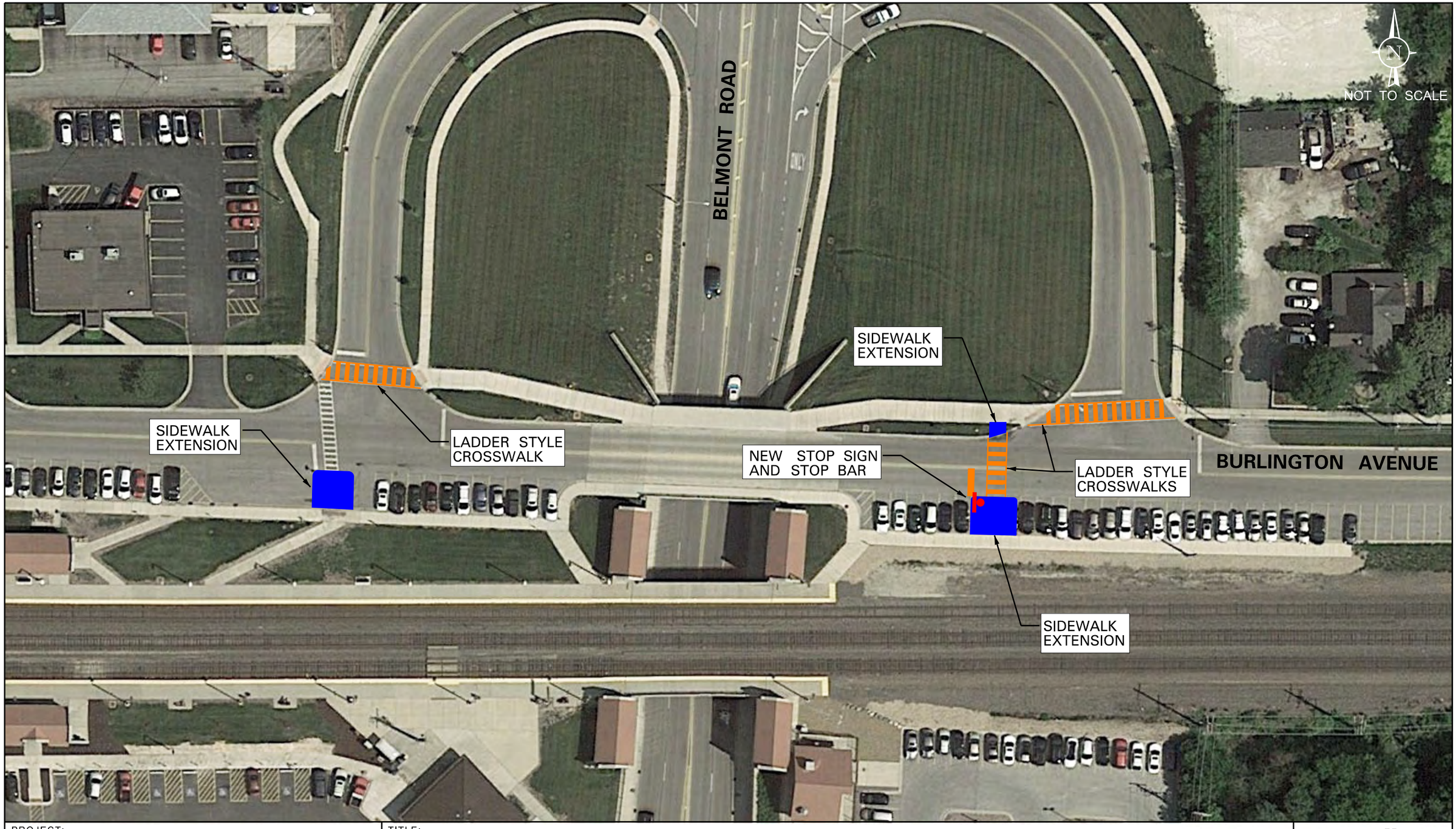

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | EXISTING INTERSECTION PEAK HOUR VOLUMES | KLOA<br>Job No: 16-225<br>Figure: 8 |



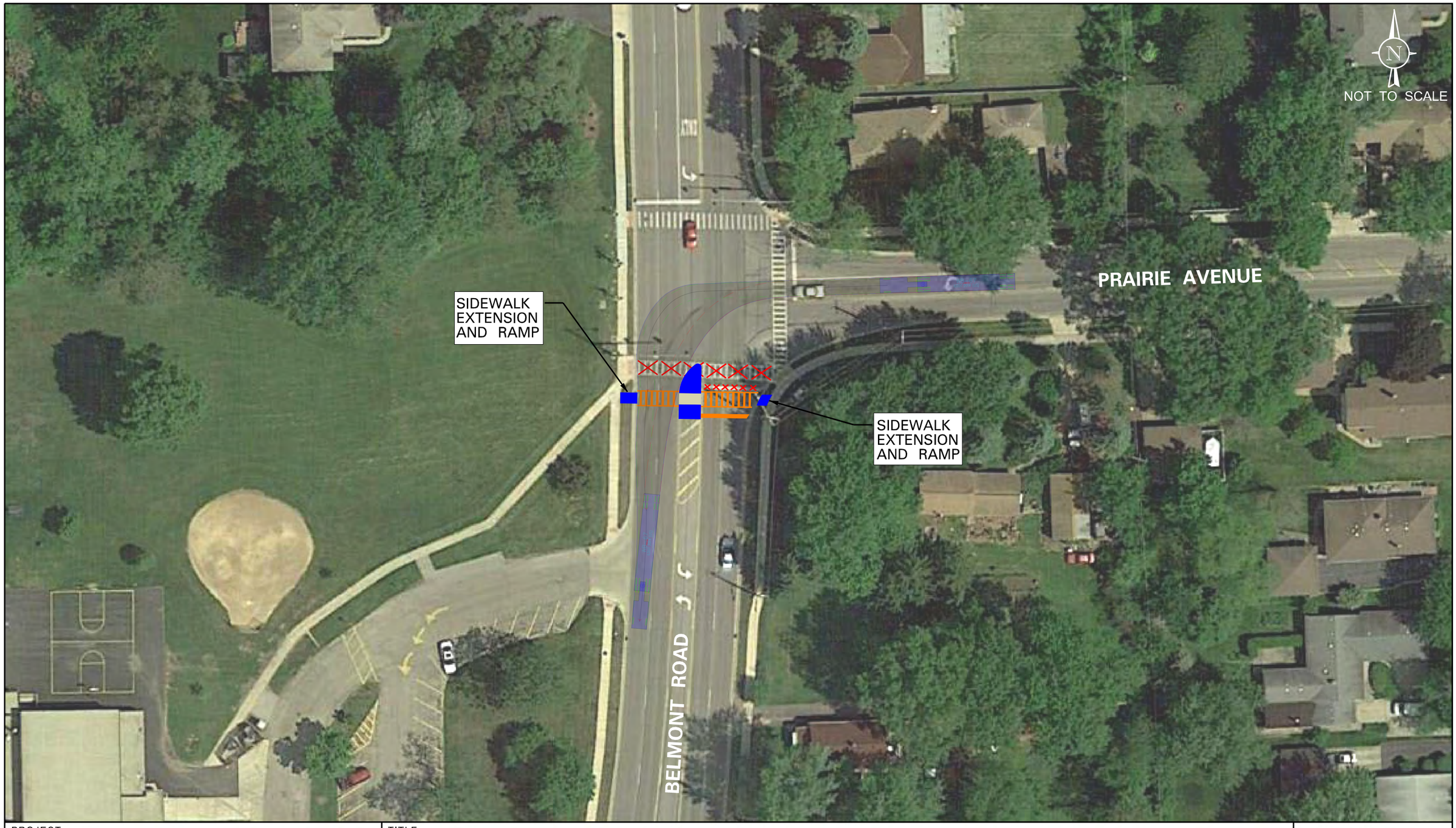

| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | PROPOSED INTERSECTION TRAFFIC CONTROL | KLOA<br>Job No: 16-225<br>Figure: 9 |




| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | PROPOSED MODIFICATIONS TO THE PEDESTRIAN AND BICYCLE FACILITIES AND TRAFFIC CONTROL DEVICES | KLOA<br>Job No: 16-225<br>Figure: 10 |




| PROJECT: | TITLE: | |
|---|---|---|
| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | BURLINGTON STREET AT BELMONT AVENUE RAMPS<br>CONCEPTUAL PEDESTRIAN ENHANCEMENTS | KLOA<br>Job No: 16-225<br>Figure: 11 |




| PROJECT: | TITLE: | |
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| Traffic Study Neighborhood 5<br>Downers Grove, Illinois | BELMONT ROAD WITH PRAIRIE AVENUE INTERSECTION<br>CONCEPTUAL PEDESTRIAN REFUGE ISLAND | KLOA<br>Job No: 16-225<br>Figure: 12 |