

COUNCIL WORKSHOP ITEM

ITEM: File #09-02
DATE: June 14, 2002
PREPARED BY: Dorin Fera, Traffic Manager
PURPOSE: To Amend Ordinance to Include Yield Signs at 62nd Street/Fairmount Avenue and 62nd Street/Lyman Avenue

DISCUSSION:

A request has been received to investigate and recommend, if necessary, regulatory control for the 62nd Street and Lyman Avenue, and 62nd Street and Fairmount Avenue intersections. Both of these intersections are currently operating as uncontrolled intersections.

The Public Works staff believes that a positive right-of-way motorist guidance is needed at this intersection not specifically due to the accident history, but for positive prevention of future incidents. The Parking and Traffic Commission recommends the placement of yield signs at the northwest and southeast corners of the intersection of Lyman Avenue and 62nd Street, regulating northbound and southbound traffic on Lyman Avenue and also at the northwest and southeast corners of the intersection of Fairmount Avenue and 62nd Street, regulating northbound and southbound traffic on Fairmount Avenue.

ATTACHMENTS:

Recommendation of Parking and Traffic Commission – June 12, 2002

June 12th Minutes of the Parking and Traffic Commission

RECOMMENDATION:

An ordinance amending regulatory control. Place this item on a future Workshop Agenda.

09-02

**PARKING AND TRAFFIC COMMISSION
ORDINANCE REQUEST FORM**

1. Chapter and Section of the Municipal Code to be amended: 14-63.
2. Text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

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

- *Lyman Avenue*, at the southeast and northwest corners of the intersection of Lyman Avenue at 62nd Street, regulating northbound and southbound traffic on Lyman Avenue.

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

N/A

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

N/A

Please attach this form to the Council Action Summary Sheet.



Village of
DOWNERS GROVE
ILLINOIS

Civic Center

801 Burlington Avenue
Downers Grove
Illinois 60515-4776
630.434.5500
TDD 630.434.5511
FAX 630.434.5571

*Fire Department
Administration*

6701 Main Street
Downers Grove
Illinois 60516-3426
630.434.5980
FAX 630.434.5998

Police Department

825 Burlington Avenue
Downers Grove
Illinois 60515-4783
630.434.5600
FAX 630.434.5690

Public Works Department

5101 Walnut Avenue
Downers Grove
Illinois 60515-4074
630.434.5460
FAX 630.434.5495

Department of

Social & Health Services

842 Curtiss Street
Downers Grove
Illinois 60515-4776
630.434.5595
FAX 630.434.5599

Village of

Downers Grove Website

<http://www.vil.downers-grove.il.us>

Community Response Center

630.434.CALL (2255)

June 14, 2002

MAYOR BRIAN KRAJEWSKI AND COUNCIL MEMBERS

RE: P & T File # 09-02

Regulatory Control at the Intersections of
62nd Street/Fairmount Avenue and
62nd Street/Lyman Avenue

Dear Mayor Krajewski and Council Members:

On Wednesday, June 14, 2002, the Parking and Traffic Commission adopted the following motion:

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THE PLACEMENT OF YIELD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF LYMAN AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON LYMAN AVENUE.

COMMISSIONER YEKSIKIAN SECONDED THE MOTION.

Roll Call: AYE: Mr. Kren, Mr. Yeksigian, Mr. Carlquist, Mr. Thurston, Mr. Wendt, and Chairman Johnson.


NAY: None.

Motion Carried: 6:0

A request has been received to investigate and recommend, if necessary, regulatory control for the 62nd Street and Lyman Avenue intersection. This intersection is currently operating as an uncontrolled intersection.

The Public Works staff believes that positive right-of-way motorist guidance is needed at this intersection not specifically due to the accident history, but for positive prevention of future incidents.

Sincerely,


Ross Johnson, Chairman
Parking & Traffic Commission
VILLAGE OF DOWNERS GROVE

RJ/je

09-02

**PARKING AND TRAFFIC COMMISSION
ORDINANCE REQUEST FORM**

1. Chapter and Section of the Municipal Code to be amended: 14-63.
2. Text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

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

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

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

N/A

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

N/A

Please attach this form to the Council Action Summary Sheet.



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June 14, 2002

MAYOR BRIAN KRAJEWSKI AND COUNCIL MEMBERS

RE: P & T File # 09-02

Regulatory Control at the Intersections of
62nd Street/Fairmount Avenue and
62nd Street/Lyman Avenue

Dear Mayor Krajewski and Council Members:

On Wednesday, June 14, 2002, the Parking and Traffic Commission adopted the following motion:

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THE PLACEMENT OF YEILD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF FAIRMOUNT AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON FAIRMOUNT AVENUE.

COMMISSIONER YEKSIGIAN SECONDED THE MOTION.

Roll Call: AYE: Mr. Kren, Mr. Yeksigian, Mr. Carlquist, Mr. Thurston, Mr. Wendt, and Chairman Johnson.

NAY: None.

Motion Carried: 6:0

A request has been received to investigate and recommend, if necessary, regulatory control for the 62nd Street and Fairmount Avenue intersection. This intersection is currently operating as an uncontrolled intersection.

The Public Works staff believes that positive right-of-way motorist guidance is needed at this intersection not specifically due to the accident history, but for positive prevention of future incidents.

Sincerely,

Ross Johnson, Chairman
Parking & Traffic Commission
VILLAGE OF DOWNERS GROVE

RJ/je

Commissioner Yeksigian stated that it would not only be for the 10 addresses here on Oakwood but for the 10,000 addresses in the Village.

Chairman Johnson stated that he is sure that permit parking works well in other areas. He then asked if anyone had further comments or concerns. Hearing none, he asked if the Commission was ready to make a motion on the item.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT ALONG BOTH SIDES OF OAKWOOD AVENUE, BETWEEN CHICAGO AVENUE AND PRAIRIE AVENUE, NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 8:00 A.M. AND 11:00 A.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

COMMISSIONER WENDT SECONDED THE MOTION.

Roll Call: AYE: Mr. Kren, Mr. Wendt, Mr. Carlquist, Mr. Thurston, Mr. Yeksigian and Chairman Johnson.

NAY: None.

Motion Carried: 6:0

Chairman Johnson stated that the Parking and Traffic Commission is only a recommending body and that the recommendation would be sent to the Village Council for approval. He said that it may be a while before any change is seen especially since school is not in session now. He said that the Village Council's agenda is posted in the Village Corner section of the Downers Grove Reporter and that the residents could check it to see when this item would be on the Council's agenda. He then thanked the residents for their participation.

OLD BUSINESS

File # 09-02 Regulatory Control at the Intersections of 62nd Street /Fairmount Avenue and 62nd Street/Lyman Avenue

Chairman Johnson stated that this item was on last month's agenda as well but since it was felt that some information may have been missing the Staff has re-checked the data files. He then read excerpts from the Staff Report.

BACKGROUND

The Parking and Traffic Commission, during it's last regularly scheduled meeting May 8, 2002, was concerned that based on residents' comments many traffic accidents that were witnessed were not recorded. Staff has re-checked the data files and based on cross-checking the streets, several accidents were found. The following accidents that were recorded are presented below:

Accident History Summary:

62nd and Lyman

1997 = 1 Accident (Angle type)

1998 = 0 Accidents

1999 = 1 Accident (Angle type)

2000 = 2 Accidents (1 Angle type and 1 Turning type)

2001 = 1 Accident (Turning type)

5-Year Total = 5 Accidents

62nd and Fairmount

1997 = 1 Accident (Turning type)

1998 = 0 Accident

1999 = 1 Accident (Angle type)

2000 = 0 Accident

2001 = 0 Accident

5-Year Total = 2 Accidents

STUDY

Based on the discovery of the above traffic accidents at both locations, it is Staff's judgment that they do not constitute an accident pattern. That is, these accidents are classified as due to chance rather than to a deficient roadway or regulatory signing condition. Therefore, Staff's position is to implement the installation of the Speed Limit 30 signs along 62nd Street per the Parking and Traffic Commission recommendation. In addition, staff would recommend that a Yield sign be placed on the Lyman Avenue approaches to 62nd Street. With both posted speed limit signs and minimal intersection control, the potential for future accidents is reduced. Staff's position is that no regulatory control is required at the Fairmount Avenue intersection.

RECOMMENDATION

The Public Works staff believes that a positive right-of-way motorist guidance is needed at this intersection not specifically due to the accident history, but for positive prevention of future incidents. The Public Works staff recommends that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- **PLACEMENT OF YIELD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF LYMAN AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON LYMAN AVENUE.**

Mr. Schiller stated that he has received numerous phone calls in support of placing yield signs at these intersections. He said that there does appear to be a need for some sort of regulatory control at the intersections.

Mr. Fera stated that the majority of the motorists going down 62nd are residents of the area who are aware that there are no stop signs along 62nd and therefore barrel down 62nd to their destinations. He said that Lyman appears to have a significant amount of traffic that would benefit from a yield sign to determine the right-of-way.

Commissioner Wendt asked if this is the corner that the large tree was causing visibility problems at.

Mr. Fera replied that it is.

Chairman Johnson stated that northbound Fairmount at 62nd has a sight distance problem as well. He then welcomed audience participation.

Nathaniel Harris, 6127 Lyman Avenue, thanked the Staff for their effort in locating the data on the accidents that the residents knew had occurred. He said that his concern is that the installation of yield signs would not help with the sight obstruction problems. He stated that he feels that the sight obstructions are the main cause of the accidents.

Ms. Peggy Ulrich, 6616 62nd Street, stated that she had heard that no parking signs were going to be installed along 62nd instead of the yield signs. She asked if this is the case.

Chairman Johnson replied that Staff is recommending a yield sign at Lyman and 62nd Street.

Ms. Ulrich stated that there have also been a number of accidents at the corner of Fairmount Avenue and 62nd Street and that a yield sign should be placed there as well. She further stated that this corner is a bus stop for the children and with no regulatory control is very dangerous.

Ms. Alyson McNellis, 6201 Fairmount, stated that there is a lot of cut through traffic on Fairmount and the vehicles do not yield on either Fairmount or 62nd. She said that she witnessed a near miss accident involving a school bus at the intersection.

Commissioner Wendt asked what the traffic volume on 62nd Street is.

Chairman Johnson replied that the traffic volume on 62nd Street is approximately 1500 vehicles per day. He further stated that the traffic volume on both Lyman and Fairmount is less than 1,000 vehicles per day.

Ms. Ulrich asked if this was a one-day traffic count.

Mr. Schiller replied that it was a 24-hour traffic count.

Ms. Ulrich stated that some days are definitely busier than others especially when school or YMCA activities are happening.

Mr. Schiller stated that traffic counts are typically taken on a Tuesday, Wednesday, or Thursday so that the typical use of the street is obtained.

Commissioner Kren stated that he witnessed a car going right through the intersection at Fairmount and 62nd Street without yielding heading to the YMCA just today.

Ms. Ulrich stated that the 30 MPH speed limit that was recently posted seems to be high for the area.

Mr. Schiller stated that this is the reason that he always cautions residents when they request the posting of the speed limit. He said that when the speed is not posted many motorists assume that the speed limit is 25 MPH.

Ms. McNellis asked why the speed limit is 30 MPH in an area that is two blocks from an elementary school.

Mr. Schiller replied that any residential roadway within the Village of Downers Grove that is not posted with a speed limit sign has a default 30 MPH speed limit. He stated that at some point in the future the default speed may be lowered to 25 MPH.

Chairman Johnson stated that the installation of yield signs may actually cause the 85th percentile speed to increase on 62nd Street because motorists traveling along 62nd Street would know that motorists traveling on Lyman or Fairmount would have to yield to them. He then stated that motorists would travel a street at the speed that they deem appropriate no matter what the speed is posted at. He then read the two e-mails from residents regarding this item. (Attachments 2 & 3)

Mr. Hopkins stated that 62nd Street is used as a cut through street and motorists drive it at very high speeds. He said that there are many children, bicyclists, and pedestrians on the street and that 30 MPH is too fast for the street. He asked why the Village raised the speed limit.

Mr. Schiller stated that the speed limit was not raised. He said that it was posted due to the request of the residents. He stated that all unposted streets in the Village of Downers Grove have a default speed limit of 30 MPH.

Mr. Hopkins stated that by posting the speed limit the speed is actually increased on 62nd because now motorists know that they can drive the street at 30 MPH when before they thought that it was 25MPH. He stated that stop signs should be placed at both Lyman and 62nd and at Fairmount and 62nd.

Ms. Deanna Bloom, 922 62nd St., stated that she has lived in her home for 11 years and sees a definite need for at least a yield sign at Lyman Avenue and 62nd Street. She said that the motorists have no idea who has the right-of-way when there is no form of regulatory control.

Ms. Ulrich stated that she could not believe that the residents who requested the speed limit to be posted understood that it was going to be posted at 30 MPH. She asked if the Village could please take the speed limit signs down. She asked what the residents would have to do in order to have the speed limit lowered in the area.

Chairman Johnson replied that changing the speed limit requires additional studies. He stated that he feels that the yield signs are appropriate at both Lyman and

Fairmount. He further stated that the Village could certainly take the speed limit signs down.

Commissioner Kren asked what was happening with the Stay Alive Drive 25 Program.

Mr. Schiller explained that the program has the speed limit on all residential roadways being lowered to 25 MPH. He stated that this program would be discussed sometime in the Fall. He further said that there would be a substantial sign conversion expense in order to facilitate the program and that it would need to be listed as a line item in next fiscal year's budget.

Chairman Johnson stated that Commissioner Yeksigian found in the May meeting minutes that the 85th percentile speed along 62nd Street is 32 MPH. He stated that this means that the street is probably operating at a speed that it is designed to operate at.

Commissioner Carlquist stated that he sees a need for a yield sign at Lyman Avenue and 62nd Street but is not certain if a yield sign is warranted at Fairmount and 62nd Street.

Mr. Brad Bloom, 922 62nd Street, stated that he is the person who originally contacted the Village about the problem. He said that the main problem is that there is a basic lack of understanding as to who has the right-of-way at these intersections. He stated that he strongly believes that both Lyman and 62nd and Fairmount and 62nd need yield signs posted to designate who has the right-of-way. He further stated that he is aware that the intersections do not meet the State warrants for stop signs but that they both do comply with the State warrants for yield signs.

Chairman Johnson stated that he agrees. He said that the purpose of yield and stop signs is to determine who has the right-of-way. He explained that the Village has the responsibility of trying to make traffic flow as smoothly as possible without creating undo hazards. He said that the traffic control device is usually placed on the street with the least amount of traffic since trying to force the traffic on the major street to stop or yield could cause a hazard.

Ms. McNellis stated that 62nd Street is not much greater of a thoroughfare then Lyman and/or Fairmount.

Mr. Schiller stated that 62nd Street has a traffic volume of 1500 vehicles per day and Fairmount and Lyman both have traffic volumes of less than 1,000 vehicles per day.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THE PLACEMENT OF YEILD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF LYMAN AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON LYMAN AVENUE AND ALSO AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF FAIRMOUNT AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON FAIRMOUNT AVENUE.

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Traffic Engineer **DATE:** August 6, 2002
(Name)

RECOMMENDATION FROM: Parking & Traffic Commission **FILE REF:** 09-02
(Board or Department)

NATURE OF ACTION:

- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AMENDING TRAFFIC CONTROL ON 62ND STREET" as presented.



SUMMARY OF ITEM:

On Wednesday, June 14, 2002, the Parking and Traffic Commission recommend the placement of yield signs as the northwest and southeast corners of Lyman and 62nd Street - regulating northbound and southbound traffic on Lyman. In addition they recommended placement of yield signs at the northwest and southeast corners of Fairmount and 62nd Street - regulating northbound and southbound traffic on Fairmount Avenue.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

AN ORDINANCE AMENDING TRAFFIC CONTROL ON 62ND STREET

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

SECTION 1. That Section 14-63 of the Downers Grove Municipal Code is hereby amended as follows:

14-63. Isolated yield right-of-way signs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Randall Street. At the northeast and southwest corners of the intersection of Randall Street and Washington Street, regulating westbound and eastbound traffic on Randall Street.

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

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

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

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

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

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

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

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

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

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

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.

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.

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

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

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

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

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

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

SECTION 2. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 3. 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

[ly&fair]