

COUNCIL WORKSHOP ITEM

ITEM: File #16-02
DATE: July 12, 2002
PREPARED BY: Dorin Fera, Traffic Manager
PURPOSE: To Amend Ordinance to Include a Yield Sign at the Northeast Corner of Belle Aire Lane and Drove Avenue.

DISCUSSION:

At the request of Belle Aire School PTA staff has initiated investigations of existing traffic operations at the Belle Aire Lane and Drove Avenue intersection. The concerns raised are that since it is an uncontrolled intersection, there are no provisions for school children and pedestrians to safely cross Belle Aire Lane, and there are speeding vehicles through this intersection, mostly north-south along Belle Aire Lane.

The Parking and Traffic Commission recommends the installation of a yield sign at the northeast corner of the intersection of Belle Aire Lane and Drove Avenue, regulating westbound traffic on Drove Avenue.

ATTACHMENTS:

Recommendation of Parking and Traffic Commission – July 10, 2002

July 10th Minutes of the Parking and Traffic Commission, File #16-02 discussed on pages 10 through 14.

RECOMMENDATION:

An ordinance amending parking restrictions. Place this item on a future Workshop Agenda.

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

Chairman Johnson stated again 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 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.

Mr. Bloom asked if a speed study could be requested in order to have the speed limit reduced along 62nd Street. He stated that he was alarmed to hear that the Village wide speed limit is 30 MPH since the majority of the surrounding communities have speed limits of 25 MPH.

Chairman Johnson stated that he thinks that the majority of the surrounding communities have a speed limit of 30 MPH.

Mr. Schiller stated that Naperville, Bolingbrook, and Lisle have recently changed their Village wide speed limits to 25 MPH. He said that Downers Grove would eventually do the same.

Mr. Bloom stated that he would like to have the study done before the Village wide change since it would probably be some time before it goes into effect.

Mr. Schiller stated that he would put the speed study for 62nd Street on the list of things to do.

Chairman Johnson stated that the study should not be done until the yield signs have been posted since the speed along 62nd Street would probably be increased. He then stated that this type of problem exists throughout the Village. He said that the average traffic volume for a residential street is approximately 800 vehicles per day.

Mr. Bloom asked if the speed limit signs along 62nd Street could be taken down.

Mr. Schiller stated that the signs would be taken down by the end of the week.

Chairman Johnson thanked the residents for their participation. He then introduced the next agenda item.

NEW BUSINESS

File #11-02 Cornell Avenue Regulatory Control Between Warren Avenue and Prairie Avenue

Chairman Johnson read excerpts from the Staff Report.

BACKGROUND

Staff has initiated investigations of existing traffic operations along Cornell Avenue between Warren Avenue and Prairie Avenue. The purpose of the analyses was to determine the feasibility of converting this section of Cornell Avenue to a lower posted speed limit.

STUDY

Currently, Cornell Avenue is designated a local roadway. And since a speed limit is not posted, by Village ordinance Cornell Avenue is a designated 30 miles per hour street. Staff obtained the following background data:

- Traffic counts were taken in July, 2001
- The average daily traffic is approximately 275 vehicles. This volume is considerably less than the typical 800 vehicles per day experienced on other local roadways.
- The 85th percentile speed recorded was 28 MPH, with the average speed for all vehicles ranging between 24-25 MPH
- The accident history states that there were 2 accidents in 2002, 1 in 2000 and 0 in 1999.
- The roadway width is narrow (approximately 18-20 feet wide) with no sidewalk along either side. There are no parking restrictions along either side within this section. And there are two blind hills within this section.
- The adjacent streets, including Woodward, Stonewall and Lee Avenues are all posted at 25 MPH. Cornell Avenue is very similar in design and operation to its neighboring streets.

The average 85th percentile speed for this section of Cornell Avenue is 28 MPH. Normally, posted speeds are set close to the 85th percentile speed. Some adjustments are allowed, as follows, pertaining to Cornell Avenue: 10% reduction for more than 61 driveways per mile; 5% reduction for allowing parallel parking and 5% reduction for pedestrian activity greater than 10 pedestrians per hour for any three hours within an eight-hour period. These reductions total 20% or about 7 MPH. This would make the adjusted recommended speed 21 MPH. It makes sense for Cornell Avenue, which has a similar volume of traffic as the adjacent streets, to be posted similarly.

RECOMMENDATION

Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- THE CURRENT 30-MPH SPEED LIMIT ON CORNELL AVENUE BETWEEN PRAIRIE AVENUE AND WARREN AVENUE BE LOWERED TO 25 MPH.

Chairman Johnson stated that he does not think that the speed limit change would make that much of a difference since motorists drive a street at the speed at which they deem safe. He further stated that the average daily traffic volume on Cornell Avenue is approximately 275 vehicles, which means that 95% of the traffic is residential.

Commissioner Carlquist stated that he does not want to create the same type of problem that was created on 62nd Street when the speed limit was posted. He said that if motorists are driving the street at 22 MPH he does not want the sign posting to cause them to drive faster.

Mr. Fera stated that he had received calls from residents along Cornell who were also concerned with the fact that there are no sidewalks along Cornell and would feel better having the speed limit posted at 25 MPH.

Mr. Schiller stated that this is basically a cosmetic change.

Chairman Johnson stated that if the 85th percentile rule works than in six months there should be no change in the speed that the street is driven at.

COMMISSIONER CARLQUIST MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT THE CURRENT 30-MPH SPEED LIMIT ON CORNELL AVENUE BETWEEN PRAIRIE AVENUE AND WARREN AVENUE BE LOWERED TO 25 MPH.

COMMISSIONER THURSTON SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 6:0

File # 13-02 Safety and Regulatory Control on the 4900 Block of Stonewall

BACKGROUND

Staff has received requests from the adjacent residents regarding the speeding and safety problems currently experienced within the 4900 block of Stonewall Avenue. In addition, the residents are concerned with the lack of sidewalk along either side of the street, and also with the possibility of installing traffic calming devices, such as speed humps. This concern has been raised previously through letters to staff. Staff has reviewed this location and has prepared the following evaluation.

STUDY

- The roadway is narrow, between 18-19 feet wide with a 25 MPH posted speed limit.
- The average daily traffic in this section is 360 vehicles. The 85th percentile speed is not currently available, but staff estimates it to be approximately 26-27 MPH

based on the roadway geometry and driving conditions. This is consistent with the speed on the adjacent streets. The adjacent streets are currently also posted at 25 MPH with the exception of Cornell Avenue.

- There has been one accident within the latest (3-year period) including the first quarter in 2002. The one accident occurred in 2001 and was a fixed object accident at Warren Ave.
- As previously stated there is no sidewalk along either side of Stonewall. This section of roadway is listed on the Village Sidewalk Priority Matrix and is currently about half way down on the list. The Village constructs sidewalk in order of priority and also depends upon bid amounts received for construction. Also, with the recent State announcement that there will be budget shortfalls, there is additional uncertainty as to which sections are constructed during which year. At this time, a best guess for this section is that it is several years away from being implemented.

In the interim, staff has already posted "Blind Hill" signs for each direction for the hill near Prairie Avenue. Driver visibility is adequate otherwise and is not impeded by any other obstructions. Staff finds that the consideration of traffic calming devices is premature at this time.

RECOMMENDATION

The issue of traffic calming has been raised by other citizens at other locations in the Village. Staff believes that a formal investigation of traffic calming measures should be conducted resulting in a presentation to the Parking and Traffic Commission and interested citizens. The goal of this presentation is to outline advantages and disadvantages of a variety of measures available. Staff is therefore requesting an authorization from the Parking and Traffic Commission to begin this work.

Chairman Johnson stated that Staff is asking for the Commission's authorization to investigate traffic calming control devices, such as speed humps. He said that in the past the Village has not expressed an interest in looking into speed humps or speed bumps for various reasons. He further said that he thinks that speed bumps are illegal on public streets in Illinois. Speed humps may be worthy of consideration but an investigation on them should include the cost for maintaining them and the impact that they may have on Village equipment. He further stated that if the Commission recommends the installation of a speed hump on one or two streets in the Village they may be inundated with requests to have them installed on numerous streets throughout the Village. He stressed that a study on speed humps should include many communities that are currently using them and not only Evanston. He said that he thinks that California is using speed humps but is not sure if the adverse climate conditions would cause problems. He then stated that the concern on Stonewall is that there are no sidewalks and that they may not have sidewalks installed for a number of years. A further concern is that Stonewall is a narrow street. Residents have voiced concerns that speeding is also a problem on Stonewall. He asked Staff if they have the time to do this study.

Mr. Schiller replied that Staff would have the time to do this study.

Commissioner Kren stated that many communities throughout England and Ireland use speed humps.

Commissioner Wendt asked if the study would include a survey of those communities using speed humps and their maintenance costs of the speed humps.

Mr. Schiller replied that it would. He then stated that emergency vehicles having to slow down for speed humps when seconds count is also an issue. He stressed that speed humps are only one of the many options that fall under the category of traffic calming. He then said that on Wednesday, June 19th at 10:30 a.m. a representative from 3M would be at the Public Works Facility to demonstrate a traffic-calming device called Dynamic Message Systems. He explained that this is similar to a speed trailer but is a small mobile unit that can be mounted onto a sign post and either hard wired electrically or powered by a solar panel. He stated that when motorists have their speed flashed at them it causes them to slow down.

Mr. Fera stated that traffic calming devices are not in the MUTCD. He said that Staff would have to set up our own set of guidelines for installing speed humps.

Commissioner Yeksigian stated that if the Village does not have a definite set of guidelines for when and how speed humps are going to be used then requests would be coming from all over the Village to have them installed.

Mr. Schiller replied that how the speed humps would be applied is going to be half of the study.

Mr. Fera stated that the policy would also include where the Village would not use speed humps.

Sgt. Nehls stated that there definitely needs to be a set of guidelines followed when using speed humps. He said that Evanston uses speed humps and does not have any guidelines for installing them. He further stated that Evanston has installed approximately 140 speed humps throughout the City so far. He explained that Evanston basically installs them wherever they are requested as long as the Alderman of that Ward says that it is all right. He further stated that Evanston plans on installing 100 more speed humps by the year 2004.

Commissioner Yeksigian asked if a snowplow could go over the speed humps.

Sgt. Nehls stated that he spoke with Evanston about maintenance and was told that there are very few maintenance problems. He then stated that Bolingbrook, Plainfield Darien, Park Ridge, etc. also use speed humps.

COMMISSIONER THURSTON MOVED TO RECOMMEND TO THE PUBLIC WORKS STAFF TO BEGIN A FORMAL VILLAGE WIDE INVESTIGATION OF TRAFFIC CALMING MEASURES THAT WOULD THEN BE PRESENTED TO THE PARKING AND TRAFFIC COMMISSION AND INTERESTED CITIZENS.

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Traffic Engineer
(Name)

DATE: August 6, 2002

RECOMMENDATION FROM: Parking & Traffic Commission **FILE REF:** 16-02
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE AMENDING TRAFFIC RESTRICTIONS ON DROVE AVENUE AND BELLE AIRE LANE" as presented.



SUMMARY OF ITEM:

On Wednesday, July 10, 2002, the Parking and Traffic Commission recommended the installation of a yield sign at Belle Aire Lane and Drove Avenue and installation of a crosswalk on Belle Aire Lane.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

AN ORDINANCE AMENDING TRAFFIC REGULATIONS AT DROVE AVENUE AND BELLE AIRE LANE

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.

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

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

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 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 Section 14-71 of the Downers Grove Municipal Code is hereby amended as follows:

14-71. School Crosswalks designated.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Venard Road. Across Venard Road at 39th Street.

Washington Street. Across Washington Street on the south side of Franklin Street.

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

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

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

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

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

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

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

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

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

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

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

SECTION 3. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. 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

[Belle]