

**AGENDA**  
**BLOOMINGTON TRANSPORTATION COMMISSION**  
**REGULAR MEETING**  
**TUESDAY, FEBRUARY 19, 2019 4:00 P.M.**  
**COUNCIL CHAMBERS, CITY HALL**  
**109 EAST OLIVE STREET**  
**BLOOMINGTON, ILLINOIS**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PUBLIC COMMENT**

**4. MINUTES:** Review and approve the minutes of the December 18, 2018 and January 15, 2019 regular meetings of the Bloomington Transportation Commission.

**5. REGULAR AGENDA**

- A. **Election of Chairman and Vice-Chairman**
- B. **Information:** January/February 2019 Citizen Comments/Complaints Summary
- C. **TC-2018-02:** Funding Mechanisms for Transportation Projects – Update
- D. **TC-2019-01:** Consideration of Proposed Routine Changes to Chapter 29 “Motor Vehicles and Traffic” of the Bloomington City Code:
  - 1. Chapter 29 Section 144 (Intersections and Cross Walks Controlled by Traffic Signal)
  - 2. Chapter 29 Section 145(a) (d) and (e) (Stop Signs)
  - 3. Chapter 29 Section 147(c) (Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter)
  - 4. Chapter 29 Section 149 (Parking)
  - 5. Chapter 29 Section 150 (Parking Prohibited During Certain Hours on Certain Streets)
  - 6. Chapter 29 Section 151 (Standing or Parking During Certain Hours on Certain Streets Prohibited)
  - 7. Chapter 29 Section 153(a) (Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots)
  - 8. Chapter 29 Section 192.1(a) (Specific Tow Away Zones)
- E. **TC-2018-08:** Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission

**6. OLD BUSINESS**

- A. Any old items brought back by the Commission

**7. NEW BUSINESS**

- A. Any new items brought up by the Commission

**8. COMMISSIONER COMMENTS**

**9. ADJOURNMENT**

For further information contact:

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**MINUTES  
BLOOMINGTON TRANSPORTATION COMMISSION  
REGULAR MEETING  
TUESDAY, DECEMBER 18, 2018 4:00 P.M.  
COUNCIL CHAMBERS, CITY HALL  
109 EAST OLIVE STREET  
BLOOMINGTON, ILLINOIS**

**MEMBERS PRESENT:** Ms. Angela Ballantini, Ms. Jill Blair, Ms. Maureen (Reenie) Bradley, Ms. Katherine Browne, Mr. Michael Gorman, Ms. Elizabeth Kooba

**MEMBERS ABSENT:** Ms. Kelly Rumley

**OTHERS PRESENT:** Mr. George Boyle, City Attorney; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; Ms. Jennifer Sicks, McLean County Regional Planning Commission; Ms. Teresa Anderson, McLean County Regional Planning Commission; Mr. Martin Glaze, Connect Transit; and several members of the public.

**1. CALL TO ORDER:** Mr. Gorman called the meeting to order at 4:04 pm.

**2. ROLL CALL:** Mr. Allyn called the roll. With six members in attendance, a quorum was established.

**3. PUBLIC COMMENT:**

There were no public comments.

**4. MINUTES:** Reviewed and approved the minutes of the November 20, 2018 regular meeting of the Bloomington Transportation Commission. Ms. Browne motioned to approve the minutes with the correction of two typos on the spelling of Ms. Browne's name. Ms. Blair seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

**5. REGULAR AGENDA:**

- A. TC-2018-08:** Review of Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission

Mr. Gorman noted that he currently serves on the McLean County Regional Planning Commission (MCRPC) through the end of 2018. However, since they have held their last meeting of the year, he has no further business with the Planning Commission at this time.

Mr. Allyn gave a brief introduction of this item. The City received the attached report a week or two ago from MCRPC as a guide to implementing Complete Streets Policies across the community as a whole. The version attached is the initial draft that was provided with a request for comment. It is brought to the Commission as the City's Complete Streets oversight body for the opportunity for comment. Any comments of the Commission will be provided back to the MCRPC. Mr. Allyn acknowledged that Ms. Jennifer Sicks with MCRPC was present and was available for questions if needed.

Ms. Blair noted that in the City's Complete Streets Ordinance there is a reference to including in the annual report a count of the ADA compliant ramps in the City. Would a percentage be more appropriate if the total number of ramps is not provided? Mr. Allyn indicated that this page in the packet was showing our current code with regard to existing Complete Streets Policy for the City rather than a part of the study and was provided as reference to aid in the reviewing of the as the MCRPC study. However, if a change is desired, we could address that at a later meeting. Mr. Gorman indicated that as the report is completed each year, the total number would be useful to illustrate the annual increase. Mr. Allyn indicated that we could check the report that was recently completed and look into modifying this in the future if data on the total number of ramp locations (and thus a percentage) is available.

Ms. Bradley indicated that the City and the Town both have Complete Streets Policies. Why do we also need a County plan? Mr. Allyn indicated that the intent of this plan is to focus on the community as a whole. This is important with shared corridors such as Main Street. In addition, since this study is somewhat transit focused, and the transit is a single, area-wide system serving both communities, it makes sense to look at the area as a whole. Another goal of the study is to provide a plan indicating desired projects that would support future grant requests. Ms. Bradley asked if the County does anything similar for the other communities in the County? Mr. Allyn indicated that the County does not and that it would be up to each other community to pass an ordinance similar to what the City and Town have done. He did not believe the other smaller communities have anything in place currently. Ms. Bradley asked if this implementation plan would benefit the City, the Town and the County as a whole for grant purposes. Mr. Allyn indicated that it should help the City and Town, and since we are the largest communities in the County, the County as a whole.

Mr. Gorman asked about the recommendation to remove IAA Drive and inquired about the work being done this year. The packet mentions IAA being converted to a three-lane section with the completion of sidewalk along its length. However, the study refers to a side path, which is different from a sidewalk. Mr. Allyn indicated that the work done on IAA was part of our resurfacing and sidewalk work planned last winter for completion this past summer. The study was not started until later. This probably comes down to a timing issue, as there was a period where the study consultant was not aware of this project or the Front Street Project. Ms. Sicks, Transportation Planner for the MCRPC confirmed that it was brought to their attention during the initial review of the study that there were several projects that were under construction or nearing construction currently listed as priority projects. They have subsequently returned to the consultant to have them look at the criteria and see what other projects could be added to the study in their place. This is still very much a draft undergoing revision and a final version will be provided to the Commission once it is complete.

Mr. Allyn followed up with regard to IAA Drive specifically. With the resurfacing, the road was converted from two extra wide lanes to three narrower lanes: one in each direction with a center turn lane. A significant number of sidewalk ramps were upgraded and a large sidewalk gap will be completed, partially with the project, and partially with a development currently in final design and approval. Mr. Kothe indicated that the side path referenced in the study is actually referring to the recommendation from the City Bicycle Master Plan that a path be constructed along Veteran's Parkway, which currently has no bike or pedestrian accommodations. This suggested path actually would extend further north and south than just IAA Drive. As a state route, the City would not construct this path along Veteran's Parkway as part of an IAA Drive project.

Mr. Gorman asked about Ms. Sick's previous recommendation of a certain number of projects to be included in the study and what criteria were used to determine that number. Ms. Sicks stated that the desire was to provide some choices and give each agency a variety of options to start implementing changes as the opportunities arise. This will help take advantage of funding as it is available to provide a variety of modifications in a variety of locations. Since there are three City projects already underway, it makes sense to ask the consultant to look at their criteria and identify three new projects that could slide into those slots. In addition to the City and Town's individual plans, this study also takes into account the MCRPC long range regional metropolitan transportation plan. The study attempts to bring material from all of those plans together to create an overall picture of how the community policy of Complete Streets might be addressed. This was the charge given to the consultant, who looked at the data and identified the key areas based on their experience and the transit propensity model.

Ms. Sicks indicated that one of the reasons that the study may seem transit heavy in terms of the analysis is that adding accommodations for transit use or improved transit use tend to be infrastructure heavy and very expensive. Therefore it makes sense to focus on where the serious investments are needed, such as

on Front Street. In addition, there is a real need in both communities to accommodate transit use to make it available to the entire population.

Mr. Gorman stated that in the staff report, it indicated a concern that it would be difficult for projects not along transit corridors to be included in the study. Transit should be treated importantly. However, it is also important that people be able to get to the transit routes in order to use the transit. If we are not limited in the number of projects, could the study include additional projects that are not on transit corridors and have a ranking system of high, medium, and low priority? The transit corridor projects could be bumped to a higher priority category and supporting projects could be a lower priority. Parameters could be added such as a minimum distance to a bike lane/path to set a community policy for Complete Streets to help identify these additional projects that align with this policy. This would allow the transit criteria to be key to the plan but would also identify other projects as well. Ms. Sicks indicated that this should be possible for the consultant to do with the methodology used. With regard to the number of projects, if you included a secondary list without the transit component but instead looking at the other factors such as levels of density and types of access to certain facilities, it might identify what we are looking for. Mr. Gorman indicated he likes the transit propensity that is built into the model. If the number of projects included were increased, it would only help with securing funding, as there would be a great change of having a project that meeting a particular funding type or requirement. Ms. Sicks indicated that during this study they were able to verify that the transit propensity model functions well based on knowledge of how the transit system functions. The same type of process could be applied to other modes such as trail use, even though there is not the same quantity and quality of use and need data available. This could be applied moving forward as funding is available. The different criteria could be chosen if needed and it is shown to be cost effective. There are many different types of funding sources with different criteria. The better that we can meet the individual requirements, the better chance we will have of obtaining that funding from those sources. MCRPC is looking at how this type of analysis can be applied to other modes in the future. The focus right now on transit is due to its ability to assist people who are dependent on transit with few other transportation options.

Mr. Gorman asked the present representatives from Connect Transit if they would like to speak with regard to this topic. Mr. Martin Glaze, Interim Chief Operating Officer with Connect Transit shared the types and quality of data that they currently collect on ridership and their areas of focus. This data has been shared with MCRPC to use with this study. The data is used in the determining and adjusting of routes, as was recently done. It could be seen that these major routes needed infrastructure improvements. Connect has started an annual \$100,000 program of shelters, pads, and ADA-compliant curb cuts. The model helps focus this work in the areas with the greatest need. Connect is fully behind the data and the model and has seen it to be accurate.

Mr. Gorman agreed that the data that is available on transit use is greatly superior to that which is available for bikes and pedestrians. MCRPC has recently obtain counting equipment to be deployed on the various trails around the community, so while better data is coming, but it has been very point specific with a shortage of historical data to this point. From a data standpoint for building a model such as this, the transit data is clearly the best at this point for a data driven model. However, if we can add additional projects at a lower priority that are not so data driven, this would be beneficial.

Mr. Allyn indicated that the Staff's concerns were not an attempt to minimize the impact of transit, but rather related to not wanting to see other beneficial projects get omitted simply because they were not on a transit route.

Ms. Bradley mentioned that there seems to be a disconnect with regard to the IAA Drive and Front Street projects. Is the MCRPC coming to the City to be more up to date? Mr. Allyn indicated that we were not aware of what all was being done early in the process to be able to share our plans, but that they have come to us now. He reminded that while there had been little communication while the study work was getting started, this is just the initial draft that they have provided us for comment. We received a draft

preliminary copy and had a meeting with the MCRPC, Town, McLean County, IDOT, and Connect Transit a week ago where the study was initially presented with a request for comment. Ms. Bradley mentioned that they could also follow our discussions to help keep up to date with what we are doing as a City. Ms. Bradley asked who was responsible for the decision to use a transit heavy model for the analysis? Is someone trying to meet the requirements of a specific grant that is currently being applied for? The City policy takes into account all modes: walking, biking, school buses, cars, heavy trucks, etc. whereas this is really laser focused on transit, which appears to conflict with what the City is doing. Ms. Sicks reiterated that transit has the most and best data available to use for the analysis. We do have some crash data that can help identify potential areas where Complete Streets principles can increase safety, but that level of analysis was beyond what could be done with this study. This should be refined as we get further into the study. The study alludes to all the various City and Town plans. This is all part of a larger whole that needs to be coalesced. This application will be beneficial to all of the community by providing better connectivity. Some of this is based on access to the transit system, but that is predicated on transit trying to serve major public functions like access to government services, schools, and healthcare. It is not a perfect indicator, but it is a good starting point for further analysis.

Mr. Gorman reminded that this is the first iteration of this type of study. When the bicycle master plan was first created, it was planned to be updated in five years once implementation was started and operational experience was gained. This could be viewed the same way where this is a starting point of an ongoing process to be refined in the future with additional data for the other modes and criteria. Ms. Sicks confirmed that this would continue to be updated and grown moving forward, not only as we gain better data and operation experience, but also as projects are completed and the infrastructure evolves.

Ms. Bradley asked if a transit model such as this will be detrimental to any current or future City plans for grant applications. Mr. Allyn indicated his understanding is that this study will help us accomplish the projects it contains. It will not dictate to us that we can only do those projects. We will continue to move forward with other projects as opportunities present themselves. For example, if we are resurfacing a street because the pavement is failing, we will still look at it with a Complete Streets eye if possible regardless of whether it is listed in the study. This study should help gain access to outside funds for those projects that are listed.

Responses are due back to MCRPC by January 20. After a short discussion on next steps, Mr. Allyn will prepare a draft response letter for approval at the next meeting. If any Commissioners have supplemental comments as they read the study deeper, they can be emailed to Mr. Allyn who will present them for discussion at the January meeting.

## **B. Information: December Citizen Comments/Complaints Summary**

Ms. Blair asked about the items such as Item 1 that are indicated to be closed. Can they be removed from the list? Mr. Allyn indicated that generally as items are closed they have been removed from the list. However, for those items requiring a code update, such as Item 1, they are remaining until the code update is completed for tracking purposes.

## **6. OLD BUSINESS:**

### **A. TC-2018-06: Recommendations to USPS Regarding Post Office Relocation.**

Mr. Allyn provided a short update. The USPS representatives did reach out to us to request a meeting. Mr. Karch and Mr. Kothe met with them and they appeared to be generally receptive to the idea of the cul-de-sac. They were going to discuss it further with others involved. We have not yet seen any details on what they are planning for traffic circulation or a proposed site plan.

**B. TC-2018-07: Approval of Proposed Policy on Establishing Reduced Speed Limit Areas.**

Ms. Kooba brought back for discussion this item. With regard to voting, we agreed that each owner should receive a vote but we did not discuss tenants. In a household of five – two parents and three children – do they get one vote or five? Or one for each adult? Mr. Allyn indicated that one vote per dwelling unit would be far easier to administer. It would be very difficult to know how many residents are in each dwelling unit, whether it is members of a family unit or a number of college students sharing a rental unit. We do not have a source for gathering this information. Another option could be using driver's license lists, but this information may not be available to us and would exclude those without a driver's license. Voter's registration lists could be used; similarly however, it is unknown if we can to obtain this information, and even if we can, it would exclude those not registered to vote as well as non-citizen residents.

Ms. Bradley asked if it would be easier to have a town hall style meeting located in the area under consideration or do door to door canvassing rather than doing balloting. Mr. Allyn indicated that we have has success with this system on other initiatives such as traffic calming and parking restriction changes. The effort for each of these options is roughly the same and that the balloting should make it the easiest for the most people to provide input. With a town hall style meeting, there is a greater chance of a smaller vocal minority determining an outcome for the area. As discussed before, if only a small number in the area is supportive, then only a small portion will be respectful of the reduced speed, overall speeds will not decrease, and safety may actually decrease as the speed differential increases.

There was consensus to limit resident voting to one per dwelling unit, as they can best be determined.

**C. TC-2018-02: Funding Mechanisms for Transportation Projects**

Mr. Gorman asked for an update on the funding discussion. Mr. Allyn indicated that our paving technician who over sees the historical data just recently finish this year's paving and is back in the office. The plan is to work through updated life cycles for the various street classifications the first week in January. We should be able to present the next round of data at the January meeting.

**7. NEW BUSINESS:**

A. None

**8. COMMISSIONER COMMENTS:**

None.

**9. ADJOURNMENT:** The meeting adjourned at 4:56 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Browne.

Respectfully,

Philip Allyn  
City Traffic Engineer

**MINUTES  
BLOOMINGTON TRANSPORTATION COMMISSION  
REGULAR MEETING  
TUESDAY, JANUARY 15, 2019 4:00 P.M.  
COUNCIL CHAMBERS, CITY HALL  
109 EAST OLIVE STREET  
BLOOMINGTON, ILLINOIS**

**MEMBERS PRESENT:** Ms. Jill Blair, Ms. Katherine Browne, Mr. Michael Gorman

**MEMBERS ABSENT:** Ms. Angela Ballantini, Ms. Maureen (Reenie) Bradley, Ms. Elizabeth Kooba

**OTHERS PRESENT:** Mr. George Boyle, City Attorney; Mr. Jim Karch, Director of Public Works; Mr. Philip Allyn, City Traffic Engineer; and several members of the public.

**1. CALL TO ORDER:** Mr. Gorman called the meeting to order at 4:04 pm.

**2. ROLL CALL:** Prior to the Roll Call, Mr. Gorman informed the Commission that Ms. Kelly Rumley had resigned from the Commission effective Monday, January 14, 2019 and would thus not be included in the roll. Mr. Allyn called the roll. With only three members in attendance, a quorum was NOT established.

**3. PUBLIC COMMENT:**

There were no public comments.

**4. MINUTES:** Due to a lack of a quorum, no vote was held on the approval of the minutes of the December 18, 2018 regular meeting of the Bloomington Transportation Commission. There were no comments on the minutes provided.

**5. REGULAR AGENDA:**

- A. TC-2018-08:** Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission

Ms. Blair inquired about the spelling of IAA Drive. Mr. Allyn will verify spelling.

There was discussion about comments 3 and 4 in the letter, the relationship hierarchy between the City and the McLean County Planning Commission (MCRPC), and how the comments relate to each other. Mr. Allyn indicated that MCRPC can not directly dictate to us what projects we do or do not pursue. Comment 3 is related to the concern that if this report is meant to help with obtaining grants, then projects not included in the report for any various reason will not get any assistance in obtaining grants. Comment 4 is related to ensuring that the document is presented as a suggestion list rather than something that can be used to dictate which projects the City pursues. Mr. Allyn indicated that he'll look at clarifying comments 3 and 4 based on feedback received for approval at the next meeting.

Ms. Blair asked about Comment 5 and the coordination between the MCRPC and the City during the preparation of the study. Mr. Allyn indicated that we were vaguely informed that the MCRPC was going to put together some suggested projects, but there was no communication on methodology or outcomes until the presented draft was completed. Mr. Gorman mentioned that once the MCRPC takes over future updates of the document from the out-of-town consultant, this coordination should likely improve.

Responses were due back to MCRPC by January 20. Mr. Allyn indicated that he confirmed with MCRPC prior to the meeting that they did take note of the dialogue at the December meeting. We would not be holding them up waiting until February to approve the official response.

**B. Information:** January 2019 Citizen Comments/Complaints Summary

Ms. Blair asked about the items related to Corpus Christi and if they were coordinated submittals. Mr. Allyn indicated that they did not appear to be coordinated. The comment about the traffic impacts in the neighborhood to the north came from a local resident whereas the comment about the school zone signage came from a parent who lived a fair distance from the school. A discussion was had about the specifics of the circulation in and around the school during pick-up and drop-off and the details of the issues in the neighborhood to the north.

A discussion about the format of the report was held, especially with regard to the grouping and organizing of the items. It was determined that the date of the request would be added moving forward, but that it was not practical or an efficient use of staff time to do advanced grouping and sorting by neighborhood, Ward or other type.

**C. TC-2018-02:** Funding Mechanisms for Transportation Projects – Update

Mr. Allyn indicated this would be presented in more detail at the next meeting when more of the Commission was present, but briefly discussed the updated HMA Aging Tables and indicated that the next step was completing the various iterations of funding compared to level-of-service provided. A discussion was held with suggestions of what these iterations would look like and what information would be provided.

**D. TC-2019-01:** Consideration of Proposed Routine Changes to Chapter 2 “Administration” and Chapter 29 “Motor Vehicles and Traffic” of the Bloomington City Code

Mr. Gorman asked about the restrictions on Park Street (Page D-34):

- 1) Suggested the existing parking restriction “Park Street on the east side from 20’ north to 20’ south of the drive to the United Methodist Office Building” applies to a driveway that no longer exists to a building that has been replaced. The signage was removed a long time ago and this reference could be removed along with the other modification on this page. Mr. Allyn will review and incorporate this change if needed.
- 2) For the modification changing “...90’ north of Phoenix...” to “...30’ north of Phoenix...”, the 30’ dimension doesn’t seem correct as the sign appears to be ~40’ north of the street. There is a car that regularly parks illegally between the sign and Phoenix. Mr. Allyn indicated that the distance is measured from the Right-of-Way line, not the street curb, which could account for the 10’ difference. If there is someone parking on the illegal side of the sign, this is an enforcement issue and the police department should be contacted to issue a ticket.
- 3) There is an existing restriction “Park on the east side from Beecher to a point 40’ south.” There is no parking restriction sign in this location and the 40’ is regularly violated by drivers regularly parking within 10’ of the stop sign. Mr. Allyn indicated that State Law and City Code prohibit parking within 30’ of a stop sign. Since the code says the restriction is 40’, there should be a sign indicating the 40’ mark. Staff will look into getting a sign installed/re-installed.



## **6. OLD BUSINESS:**

### **A. TC-2018-07: Approval of Proposed Policy on Establishing Reduced Speed Limit Areas.**

Ms. Browne brought back for discussion this item. She inquired about the speed limit on the various streets in and around the Illinois Wesleyan University (IWU) campus. Since it's not posted otherwise, it would be 30 mph, which seems high for that type of area. Is this something that could be addressed with the Reduced Speed Limit Area policy? Mr. Allyn indicated that it would be one example of the Campus land use category that we setup in the policy. It's anticipated that the University would likely be the petitioner or at least one of the co-petitioners. Once the request is initially submitted, staff would work with the petitioner to identify the actual limits of the area with respect to the formal campus versus the adjacent residential areas and other potential co-petitioners (if needed) and formalize the application prior to starting the data collection and balloting process.

Mr. Gorman indicated that most of the IWU students do not drive cars around campus and would not be affected except as pedestrians. How does including or not including the student population influence the required "quorum" of balloting? There are only maybe 500 parking permit holders out of a student population of around 1,900. Mr. Allyn suggested that if there is a parking permit situation, they maybe should be included in the balloting.

Mr. Gorman inquired about the application of the campus use on the State Farm South Campus area. Mr. Allyn indicated that most of the streets in the State Farm campus area are private roads that State Farm may already have posted lower than 30 mph. This area, if State Farm even chooses to apply, could get tricky as a logical boundary could also include the restaurants and businesses between State Farm and Mercer. Mr. Gorman stated that he wasn't sure that the same quorum thresholds make sense for the Campus use. This should be considered further.

## **7. NEW BUSINESS:**

### **A. Election of Commission Chairman and Vice-Chairman**

Mr. Boyle indicated that we were overdue for an election of the Commission Chairman and Vice-Chairman. Per code, this was supposed to happen annually, with no person serving more than two consecutive years as Chair. We just realized prior to the meeting that we didn't re-elect the Chair and Vice-Chair on the one-year anniversary last October, and we are looking at having these elections at the next meeting. Mr. Gorman indicated that he would likely be moving out of the area and stepping down from the Commission around March or April, which led to some minor discussion on the best timing of the vote. Mr. Boyle and Mr. Allyn will discuss further on the specifics of the new term.

## **8. COMMISSIONER COMMENTS:**

Mr. Gorman mentioned that as he travels around town, he often sees that there are government properties around the City that do not seem to have snow cleared from their sidewalks. If we are requiring residents and business owners to clear their sidewalk, it appears to be a double standard if the City or other governments are not required to clear theirs. In addition, there are properties where residents often only clear one shovel width, which does not meet ADA requirements or provide a practical usable width for a wheelchair or scooter. Mr. Allyn indicated that he agreed that it made sense to require at least a 36" width be cleared. Mr. Karch indicated that the City Ordinance does not state a minimum width, but requires that residents "clear the sidewalks." This would be interpreted to mean the entire sidewalk surface needs to be cleared, from edge to edge. Public works does clear some critical sidewalk areas, such as around City Hall and across the Main Street Bridge, but the focus initially has to be on clearing the streets for safety reasons. Other properties are cleared by other departments, as their staff is available. The Parks Department clears their areas and Facilities clears other sidewalk areas around City buildings. There is a lot of clearing to do which can't all be completed immediately. For example, in addition to the zoo and parks themselves, the Parks Department also clears a significant footage of paved trails. It's unclear who

is responsible for some of the ancillary properties owned by the City such as the former Coachman Hotel property or Electrolux site. We will follow-up on these areas.

**9. ADJOURNMENT:** The meeting adjourned at 4:58 pm unanimously by voice vote; motioned by Ms. Browne and seconded by Ms. Blair.

Respectfully,

Philip Allyn  
City Traffic Engineer

DRAFT

**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
February 19, 2019**

<b>CASE NUMBER:</b>	<b>SUBJECT:</b>	<b>ORIGINATING FROM:</b>
<b>INFORMATION</b>	<b>Summary of Citizen Comments/Complaints Received February, 2019</b>	<b>Philip Allyn, PE, PTOE City Traffic Engineer</b>
<b>REQUEST:</b>	<b>Item submitted as information for the Transportation Commission. Any feedback or comments are welcome.</b>	

<b>STAFF RECOMMENDATION: N/A</b>
<b>Staff submits the following information to the Commission. Any comments or feedback is appreciated.</b>

**1. ATTACHMENTS:**

- a. None

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

The following comments were received by the Engineering Department between December 11, 2018 and February 12, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request from Dunraven Homeowner’s Association to restrict parking on west side of Glenbridge between Ballybunion and Dunloe. Letters were delivered to neighborhood requesting feedback on proposed parking ban on west side of street. Responses received overwhelmingly favor restricting parking. Mailed letter to residents notifying them that the parking restriction would be put in place. Engineering will evaluate over next 90-120 days and incorporate into City Code provided there are no unintended consequences that arise. Signs scheduled to be installed on or after April 24; no additional comments received to date. Continuing to monitor until August 30, 2018. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed February, 2019.**
- 2) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Speed and traffic data to be gathered to evaluate request when weather and staffing allows.
- 3) Received request to remove a No Parking sign in front of a house and an old utility pole which no longer has any lines on it along the back of the property. Reviewed request: parking restriction required to allow room for school buses and garbage trucks to turn around (house is on the end of a street without a cul-de-sac). Currently verifying owner of

- the pole, believed to be Ameren about its removal. Confirmed Ameren owned pole and contacted them about removal; also provided contact info to resident. Resident indicated school buses no longer use her street (child no longer school age) and garbage trucks use alley. Discussed further with internal staff on sign and confirmed that parking restriction needed to allow garbage trucks to turn from the alley. Staff to replace existing faded sign.
- 4) Received request to allow parking along the south side of Westport Court. Reviewed current restrictions and signing. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking changes. Feedback received in favor of allowing additional parking. Signs scheduled to be installed on or after May 3; no additional comments received to date. Continuing to monitor until September 30, 2018. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed February, 2019.**
  - 5) Received request from multiple residents along the 1300 and 1400 blocks of Oak Street to restrict parking with a Tow Away Zone on both sides of the street from 6 am to 6 pm, Monday through Friday. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking ban. Results returned with enough votes to put in the requested parking ban. However, some of the comments against the parking ban indicated a significant hardship (i.e., at least one house without a driveway who needs to be able to park in the street). We are working to contact these individuals to discuss potential options. Implemented requested parking ban on July 17, continuing to monitor until October 30, 2018. Immediately following change, received minor complaints that were able to be resolved. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed February, 2019.**
  - 6) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
  - 7) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. Will gather speed data and review crash data when weather allows.
  - 8) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.
  - 9) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.

- 10) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.
- 11) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.
- 12) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. **Warning signs have been installed. Need to evaluate sign indicating school crossing is further west at the school.**
- 13) Received complaint about truck traffic on Fort Jesse Road. Need to review.
- 14) Received request for traffic signals at Fort Jesse Road and Airport Road. Intersection currently 4-way stop with plans to signalize in near future. Traffic counting and data collection completed; **traffic signal warrants are met. Next step is to discuss funding options.**
- 15) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity.
- 16) Received complaint of Park Drive on Chestnut being blocked by park traffic. Need to contact resident and clarify concern.
- 17) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Need to gather speed and traffic volume data when weather allows and compare to Traffic calming policy.
- 18) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met). Need to formalize report and respond to resident.
- 19) Received request for traffic calming on W. Oakland between Livingston and Euclid. Need to gather speed and traffic volume data when weather allows and compare to Traffic calming policy.
- 20) Received request to add flashing yellow arrows at Emerson and Towanda due to confusion of eastbound left turn drivers and non-90 degree angle of intersection. Contacted requester and indicated flashing yellow arrows are beginning to be incorporated as other signal maintenance work is completed at an intersection. This particular location will be reviewed closer due to unique geometry for higher priority of flashing yellow arrow implementation.

- 21) Received report of missing no parking sign at McGregor and Oakland. Need to visit site and review.
- 22) Received report of defaced handicapped parking sign on University. Visited site, graffiti cleaned from sign. Need to complete work order for replacement of faded parking sign at same location.
- 23) Received request to remove school zone on southbound Center Street by Thornton's for Corpus Christi is no longer needed due to school closing. **Confirmed that this zone was just for Corpus Christi and not also Bent Elementary and that there are no longer school activities at old Corpus Christi building. Need to coordinate with IDOT on removal of school zone limits.**
- 24) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request.
- 25) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.
- 26) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 27) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review.
- 28) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 29) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
- 30) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.
- 31) Received complaint about new power poles at Hershey and Jumer causing a sight obstruction. Visited site to review. Contacted Ameren to discuss poles. Ameren agreed at least one of the poles may not be necessary; they are reviewing internally.
- 32) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to Corn Belt for an estimate to install.
- 33) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.
- 34) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Need to visit site and evaluate.

- 35) Received complaint of stop sign obstructed by a tree limb at westbound Raspberry and Woodbine. **Sent work order to Parks Dept. for trimming.**
- 36) Received notification of missing No Parking signs on S. Williamsburg and Yorktown. Existing signs have severely faded. Need to visit site and replace signs as needed.
- 37) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 38) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.
- 39) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 40) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance.
- 41) Received concern about a no parking sign at Lincoln and Main. Need to contact and determine exact concern.
- 42) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school. **Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible.**
- 43) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. **Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at "T" intersections in the neighborhood area.**
- 44) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.
- 45) Received concern about number of crashes at Lee and MacArthur. We have been attempting several ways over last several years to reduce crashes at this intersection. We continue to look for new solutions.
- 46) Received request for school crossing guard at Irving.

- 47) Received request for curb painting at Summerfield and Hershey.
- 48) Received multiple requests for arrows to be painted on Evans Street indicating direction of travel. Currently exploring options to better control wrong-way traffic.
- 49) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.
- 50) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove (“T” intersection). **Need to complete work order for sign installation.**
- 51) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 52) Received request for handicap markings to be repainted on Clayton at 314 E. Grove Street following resurfacing. Unable to complete this year due to weather, but will repaint in spring.
- 53) Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the candy plant. An employee inadvertently pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. **Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. Item Considered Closed.**
- 54) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.
- 55) Received notification of missing End School Zone sign on westbound Washington at Washington School. **Visited site and verified missed sign. Completed work order for replacement. Item Considered Closed.**
- 56) Received request for removal of handicap parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 57) Received request for One Way and Do Not Enter signs at Jackson and Four Seasons. **Met with owner of this private intersection open to the public to identify MUTCD compliant signs to be updated/installed.**



- 58) Received notification of missing No Parking sign on east side of East Street north of Empire. **Completed work order for replacement. Item Considered Closed.**
- 59) Received notification of missing street name sign at East Street and Empire. Need to verify and complete work order for replacement.
- 60) Received request for removal of handicap parking spot on 600 block of W. Chestnut due to person no longer there. Need to verify, complete work order for removal, and update City Code.
- 61) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. Need to evaluate and complete work order if signs are warranted.
- 62) **NEW:** Received several complaints about interim pavement markings at Southbound Fairway and Empire. Informed that weather prevented completion of the resurfacing work on Fairway and that interim pavement markings will be placed by the Contractor as soon as weather allows. Item considered closed.
- 63) **NEW:** Received request to remove “End of School Speed Zone” signage on Center Street between Mulberry and Locust since Central Catholic moved many years ago and signs are no longer needed. Reviewed location: signage remained after the High School moved due to Corpus Christi school on the west half of this block. Met with the Principal and Facilities Manager and confirmed there are no longer school activities being held at the old location. Need to put together a work order for the removal of the school zone signage.
- 64) **NEW:** 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Will evaluate which side on which would be best to restrict parking and send out ballots to residents.
- 65) **NEW:** 1/31/19 – Received a concern that the City population signs when entering the City on the state routes all have different populations shown and they should be standardized. Also expressed concern about a number of lights being out along Veterans Parkway between College and Oakland.
- 66) **NEW:** 2/4/19 – Received a request to evaluate a potential missing “No Parking” sign on the east side of East Street north of Empire. Visited site, reviewed documented signage and parking restrictions in City Code and verified missing sign and post. Need to complete work order for reinstallation.
- 67) **NEW:** 2/4/19 – Received a request to re-mark and re-sign two handicap parking spaces near the intersection of East and University. Need to complete work order for sign reinstallation and repainting once weather allows.
- 68) **NEW:** 2/12/19 – Received a request to designate Airport Road between Empire and Fort Jesse as a memorial highway for Sgt. Josh Rodgers, an Army Ranger killed in action.

- 69) **NEW:** 2/12/19 – Received a request to limit the parking on 400 block of S. Roosevelt to allow better truck access to Ameren Substations. Will evaluate in field and proceed as appropriate.

**3. STAFF RECOMMENDATION:**

Staff submits the above information to the Commission. Any comments or feedback is appreciated.

Respectfully submitted,

Philip Allyn, PE, PTOE  
City Traffic Engineer

**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
February 19, 2019**

<b>CASE NUMBER:</b>	<b>SUBJECT:</b>	<b>ORIGINATING FROM:</b>
<b>TC-2018-02</b>	<b>Funding Mechanisms for Transportation Projects</b>	<b>City Council</b>
<b>REQUEST:</b>	<b>Approval of a four cent per gallon increase in Local Motor Fuel Tax to a total tax of eight cents per gallon.</b>	

<b>STAFF RECOMMENDATION: Table</b>
<b>Staff recommendation will be made at a later date.</b>

**1. ATTACHMENTS:**

- a. PASER Asphalt Roads Manual**

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

Commissioners are encouraged to review the information provided on this topic at the March, 2018 and August, 2018 meetings and associated meeting minutes.

The City uses a pavement rating system to monitor the conditional of our streets. Streets are driven and the pavement is assigned a value between 10 (excellent) and 1 (Failed). This system is based upon the Pavement Surface Evaluation and Rating (PASER) System developed by the Transportation Information Center of the University of Wisconsin – Madison. For reference and additional information, the Hot-Mix Asphalt Manual is attached. While we in practice have assigned the ratings slightly different from the official PASER descriptions (e.g. we rate a new overlay as a 10 rather than a 9), the photos and descriptions provided in the Manual should generally convey what pavement condition is associated with a given rating.

Since discussing this item with the Commission in August, 2018, City Staff has been compiling updated data on the maintenance work completed over the last several years. This will help to establish a baseline of where we are currently operating to help guide the discussion moving forward. As a result of this analysis, we have developed an updated Hot Mix Asphalt Aging Table to show how we expect the average street to progress through the various ratings (10 through 1 as discussed above). The pale yellow “Years” rows indicates the number of years that a pavement can be expected to remain at a given rating. The year ranges in the white boxes to the right indicated the years past resurfacing that the pavement will be at that rating. For example, under the old table, an average City Arterial could be expected to drop from a 5 Rating to a 4 Rating about 12 years after resurfacing. It would then be expected to drop to a 3 Rating, 14 years after the resurfacing. In Figure 1 below is the previous HMA Aging Table:

City of Bloomington, Illinois  
HMA - Hot Mix Asphalt Aging Table

**OLD**

<b>CITY ARTERIALS</b>						10 to 12 yrs	12 to 14 yrs	14 to 17 yrs	17 to 21 yrs
YEARS	3	2	2	2	1	2	2	3	4
RATING	10	9	8	7	6	5	4	3	2
<b>CITY COLLECTORS</b>						12 to 15 yrs	15 to 18 yrs	18 to 22 yrs	22 to 27 yrs
YEARS	3	3	2	2	2	3	3	4	5
RATING	10	9	8	7	6	5	4	3	2
<b>CITY STREETS</b>						15 to 18 yrs	18 to 22 yrs	22 to 27 yrs	27 to 32 yrs
YEARS	4	3	3	3	2	3	4	5	5
RATING	10	9	8	7	6	5	4	3	2
<b>ALLEYS</b>						18 to 21 yrs	21 to 25 yrs	25 to 30 yrs	30 to 36 yrs
YEARS	4	4	4	3	3	3	4	5	6
RATING	10	9	8	7	6	5	4	3	2

**Figure 1: Previous HMA Aging Table**

As indicated above, this table has been updated to reflect the switch to Stone Matrix Asphalt (which typically has a longer life-cycle) for most paving work, application of J-Band on the paving joints, and the addition of pavement preservation work such as the applications of Reclamite and CRF. All of these changes increase the life cycle for the pavement. In Figure 2 below is the updated HMA Aging Table:

City of Bloomington, Illinois  
 HMA - Hot Mix Asphalt Aging Table  
 Utilizing SMA & Pavement Preservation

Jan. 2019

<b>CITY ARTERIALS</b>						12 to 15 yrs	15 to 20 yrs	20 to 26 yrs	26 to 31 yrs
YEARS	3	2	2	3	3	3	5	6	4
RATING	10	9	8	7	6	5	4	3	2
<b>CITY COLLECTORS</b>						15 to 19 yrs	19 to 25 yrs	25 to 31 yrs	31 to 35 yrs
YEARS	3	3	3	3	3	4	6	6	4
RATING	10	9	8	7	6	5	4	3	2
<b>CITY STREETS</b>						18 to 23 yrs	23 to 28 yrs	28 to 36 yrs	36 to 40 yrs
YEARS	4	4	4	4	4	5	5	6	4
RATING	10	9	8	7	6	5	4	3	2
<b>ALLEYS</b>						21 to 25 yrs	25 to 32 yrs	32 to 42 yrs	42 to 50 yrs
YEARS	5	4	4	4	4	4	7	10	8
RATING	10	9	8	7	6	5	4	3	2

**Figure 2: Updated HMA Aging Table**

At the initial discussion in March, 2018, we discussed an oversimplified way to illustrate these impacts is to compare the length of time required to resurface the entire City Street system. The City currently has approximately 324 centerline miles. At current funding levels, we are able to resurface about 4.9 centerline miles each year, resulting in it taking 66 years to resurface all the City Streets. Even after leveraging newer techniques and materials to extend the life of the pavement, it's clear that there is still a gap between the resurfacing interval under current funding and the time it takes for a pavement to deteriorate to an unacceptable level.

The next steps for Staff will be to begin calculating scenarios showing potential costs to maintain certain ratings for the streets, identifying ways to provide lower levels of service with current funding, and determine potential sources of additional funding. To help with this effort, Council approved purchasing a GIS based software from Infrastructure Solution Inc. to help verify our funding needs and generate scenarios for comparison. We are currently in the process of compiling the required street data for the software analysis.

**3. STAFF RECOMMENDATION:**

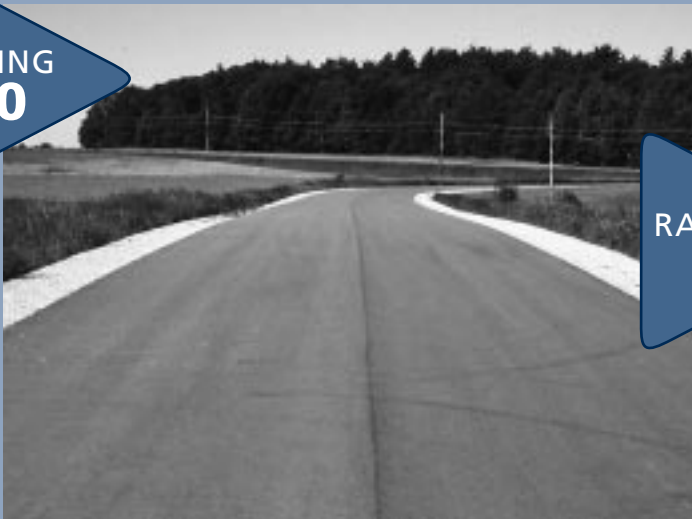
Staff recommendation will be made at a later date.

Respectfully submitted,

Philip Allyn, PE, PTOE  
 City Traffic Engineer

# PASER Asphalt Roads Manual

RATING  
**10**



RATING  
**7**



RATING  
**4**



RATING  
**1**



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This manual is intended to assist local officials in understanding and rating the surface condition of asphalt pavement. It describes types of defects and provides a simple system to visually rate pavement condition. The rating procedure can be used as condition data for the Wisconsin DOT local road inventory and as part of a computerized pavement management system like PASERWARE.

The PASER system described here and in other T.I.C. publications is based in part on a roadway management system originally developed by Phil Scherer, transportation planner, Northwest Wisconsin Regional Planning Commission.

Produced by the T.I.C. with support from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension. The T.I.C., part of the nationwide Local Technical Assistance Program (LTAP), is a Center of the College of Engineering, Department of Engineering Professional Development, University of Wisconsin–Madison.

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Printed on recycled paper.

*Pavement Surface Evaluation and Rating*

# PASER Manual

## Asphalt Roads

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## *Pavement Surface Evaluation and Rating*

# Asphalt PASER Manual

A local highway agency's major goal is to use public funds to provide a comfortable, safe and economical road surface—no simple task. It requires balancing priorities and making difficult decisions in order to manage pavements. Local rural and small city pavements are often managed informally, based on the staff's judgment and experience. While this process is both important and functional, using a slightly more formalized technique can make it easier to manage pavements effectively.

Experience has shown that there are three especially useful steps in managing local roads:

1. Inventory all local roads and streets.
2. Periodically evaluate the condition of all pavements.
3. Use the condition evaluations to set priorities for projects and select alternative treatments.

A comprehensive pavement management system involves collecting data and assessing several road characteristics: roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection). Planners can combine this condition data with economic analysis to develop short-range and long-range plans for a variety of budget levels. However, many local agencies lack the resources for such a full-scale system.

Since surface condition is the most vital element in any pavement management system, local agencies can use the simplified rating system presented in this *Asphalt PASER Manual* to evaluate their roads. The PASER ratings combined with other inventory data (width, length, shoulder, pavement type, etc.) from the WisDOT local roads inventory (WISLR) can be very helpful in planning future budgets and priorities.

WISLR inventory information and PASER ratings can be used in a computerized pavement management system, PASERWARE, developed by the T.I.C and WisDOT. Local officials can use PASERWARE to evaluate whether their annual road budgets are adequate to maintain or improve current road conditions and to select the most cost-effective strategies and priorities for annual projects.

PASER Manuals for gravel, concrete, and other road surfaces, with compatible rating systems are also available (page 29). Together they make a comprehensive condition rating method for all road types. PASER ratings are accepted for WISLR condition data.

## *Asphalt pavement distress*

PASER uses visual inspection to evaluate pavement surface conditions. The key to a useful evaluation is identifying different types of pavement distress and linking them to a cause. Understanding the cause for current conditions is extremely important in selecting an appropriate maintenance or rehabilitation technique.

There are four major categories of common asphalt pavement surface distress:

### **Surface defects**

Raveling, flushing, polishing.

### **Surface deformation**

Rutting, distortion—rippling and shoving, settling, frost heave.

### **Cracks**

Transverse, reflection, slippage, longitudinal, block, and alligator cracks.

### **Patches and potholes**

Deterioration has two general causes: environmental due to weathering and aging, and structural caused by repeated traffic loadings.

Obviously, most pavement deterioration results from both environmental and structural causes. However, it is important to try to distinguish between the two in order to select the most effective rehabilitation techniques.

The rate at which pavement deteriorates depends on its environment, traffic loading conditions, original construction quality, and interim maintenance procedures. Poor quality materials or poor construction procedures can significantly reduce the life of a pavement. As a result, two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others. On the other hand, timely and effective maintenance can extend a pavement's life. Crack sealing and seal coating can reduce the effect of moisture in aging of asphalt pavement.

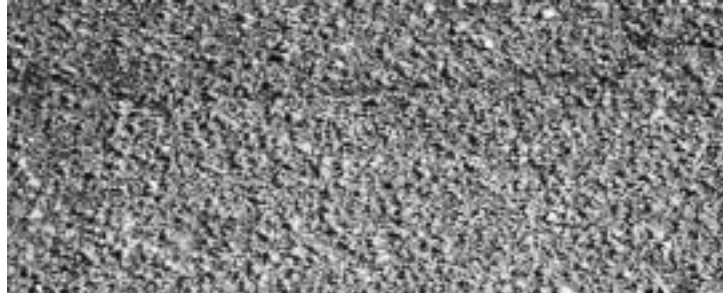
With all of these variables, it is easy to see why pavements deteriorate at various rates and why we find them in various stages of disrepair. Recognizing defects and understanding their causes helps us rate pavement condition and select cost-effective repairs. The pavement defects shown on the following pages provide a background for this process.

Periodic inspection is necessary to provide current and useful evaluation data. It is recommended that PASER ratings be updated every two years, and an annual update is even better.

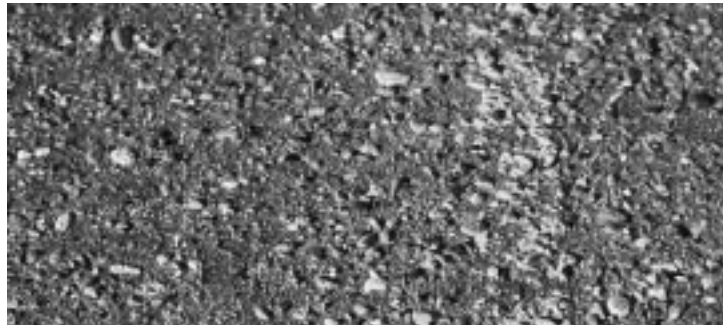
**SURFACE DEFECTS**

**Raveling**

Raveling is progressive loss of pavement material from the surface downward, caused by: stripping of the bituminous film from the aggregate, asphalt hardening due to aging, poor compaction especially in cold weather construction, or insufficient asphalt content. Slight to moderate raveling has loss of fines. Severe raveling has loss of coarse aggregate. Raveling in the wheelpaths can be accelerated by traffic. Protect pavement surfaces from the environment with a sealcoat or a thin overlay if additional strength is required.



◀ Slight raveling. Small aggregate particles have worn away exposing tops of large aggregate.



◀ Moderate to severe raveling. Erosion further exposes large aggregate.

**Flushing**

Flushing is excess asphalt on the surface caused by a poor initial asphalt mix design or by paving or sealcoating over a flushed surface. Repair by blotting with sand or by overlaying with properly designed asphalt mix.



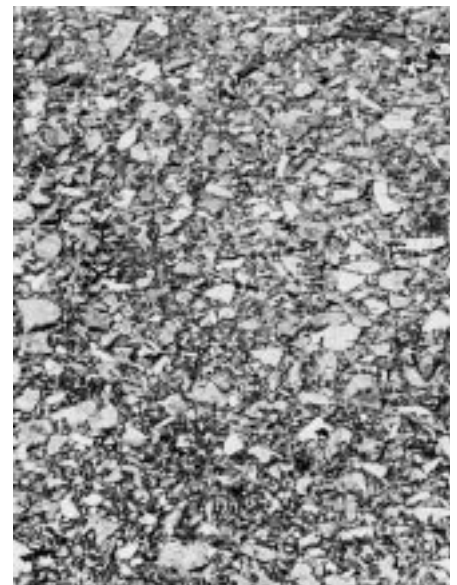
◀ Severe raveling and loss of surface material.

**Polishing**

Polishing is a smooth slippery surface caused by traffic wearing off sharp edges of aggregates. Repair with sealcoat or thin bituminous overlay using skid-resistant aggregate.

Polished, worn aggregate needs repair. ▼

▶ Flushing. Dark patches show where asphalt has worked to surface.



**SURFACE DEFORMATION**

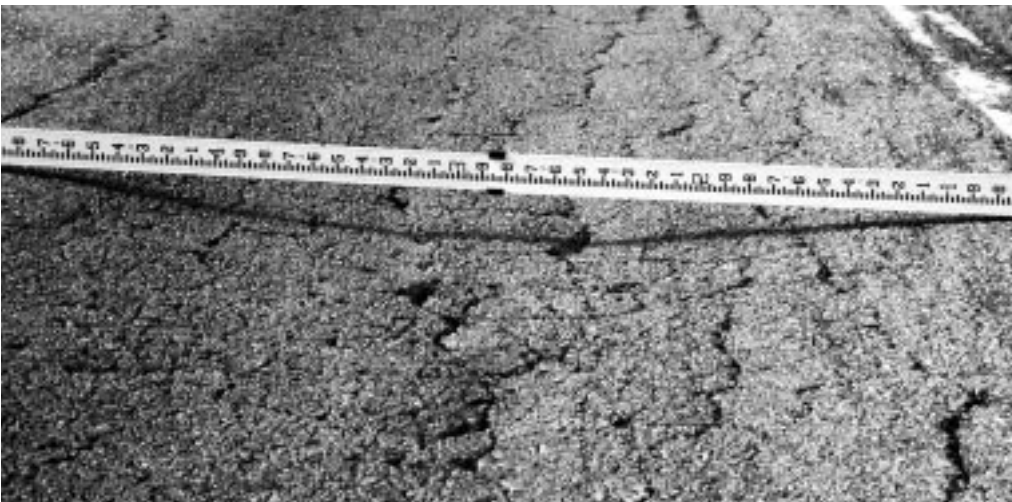
*Rutting*

Rutting is displacement of material, creating channels in wheelpaths. It is caused by traffic compaction or displacement of unstable material. Severe rutting (over 2") may be caused by base or subgrade consolidation. Repair minor rutting with overlays. Severe rutting requires milling the old surface or reconstructing the roadbed before resurfacing.

◀ Even slight rutting is evident after a rain.



◀ Severe rutting over 2" caused by poor mix design.



◀ Severe rutting caused by poor base or subgrade.

### Distortion

Shoving or rippling is surfacing material displaced crossways to the direction of traffic. It can develop into washboarding when the asphalt mixture is unstable because of poor quality aggregate or improper mix design. Repair by milling smooth and overlaying with stable asphalt mix.

Other pavement distortions may be caused by settling, frost heave, etc. Patching may provide temporary repair. Permanent correction usually involves removal of unsuitable subgrade material and reconstruction.

▼ Heavy traffic has shoved pavement into washboard ripples and bumps.



► Severe settling from utility trench.



► Frost heave damage from spring break-up.

▼ Widely spaced, well-sealed cracks.



**CRACKS**

*Transverse cracks*

A crack at approximately right angles to the center line is a transverse crack. They are often regularly spaced. The cause is movement due to temperature changes and hardening of the asphalt with aging.

Transverse cracks will initially be widely spaced (over 50'). Additional cracking will occur with aging until they are closely spaced (within several feet). These usually begin as hairline or very narrow cracks; with aging they widen. If not properly sealed and maintained, secondary or multiple cracks develop parallel to the initial crack. The crack edges can further deteriorate by raveling and eroding the adjacent pavement.

Prevent water intrusion and damage by sealing cracks which are more than 1/4" wide.

◀ Sealed cracks, a few feet apart.



▲ Tight cracks less than 1/4" in width.



▲ Open crack – 1/2" or more in width.



▲ Water enters unsealed cracks softening pavement and causing secondary cracks.



▲ Pavement ravels and erodes along open cracks causing deterioration.

### *Reflection cracks*

Cracks in overlays reflect the crack pattern in the pavement underneath. They are difficult to prevent and correct. Thick overlays or reconstruction is usually required.

►  
**Concrete joints reflected through bituminous overlay.**



### *Slippage cracks*

Crescent or rounded cracks in the direction of traffic, caused by slippage between an overlay and an underlying pavement. Slippage is most likely to occur at intersections where traffic is stopping and starting. Repair by removing the top surface and resurfacing using a tack coat.

►  
**Crescent-shaped cracks characteristic of slippage.**



►  
**Loss of bond between pavement layers allows traffic to break loose pieces of surface.**



Centerline crack (still tight). ▶



Edge cracking from weakened subbase and traffic loads. ▼



### Longitudinal cracks

Cracks running in the direction of traffic are longitudinal cracks. Center line or lane cracks are caused by inadequate bonding during construction or reflect cracks in underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action. Cracks usually start as hairline or vary narrow and widen and erode with age. Without crack filling, they can ravel, develop multiple cracks, and become wide enough to require patching.

Filling and sealing cracks will reduce moisture penetration and prevent further subgrade weakening. Multiple longitudinal cracks in the wheel path or pavement edge indicate a need for strengthening with an overlay or reconstruction.

▶ First stage of wheelpath cracking caused by heavy traffic loads.



Load-related cracks in wheel path plus centerline cracking. ▼



Multiple open cracks at center line, wheelpaths and lane center. ▼





### Block cracks

Block cracking is interconnected cracks forming large blocks. Cracks usually intersect at nearly right angles. Blocks may range from one foot to approximately 10' or more across. The closer spacing indicates more advanced aging caused by shrinking and hardening of the asphalt over time. Repair with sealcoating during early stages to reduce weathering of the asphalt. Overlay or reconstruction required in the advanced stages.

▶  
**Large blocks, approximately 10' across.**



▶  
**Intermediate-size block cracking, 1'-5' across with open cracks.**



▲ **Extensive block cracking in an irregular pattern.**

▶  
**Severe block cracking – 1' or smaller blocks. Tight cracks with no raveling.**



*Alligator cracks*

Interconnected cracks forming small pieces ranging in size from about 1" to 6". This is caused by failure of the surfacing due to traffic loading (fatigue) and very often also due to inadequate base or subgrade support. Repair by excavating localized areas and replacing base and surface. Large areas require reconstruction. Improvements in drainage may often be required.

◀ **Alligator crack pattern. Tight cracks and one patch.**



◀ **Characteristic "chicken wire" crack pattern shows smaller pavement pieces and patching.**



◀ **Open raveled alligator cracking with settlement along lane edge most likely due to very soft subgrade.**



## PATCHES AND POTHoles

### Patches

Original surface repaired with new asphalt patch material. This indicates a pavement defect or utility excavation which has been repaired. Patches with cracking, settlement or distortions indicate underlying causes still remain. Recycling or reconstruction are required when extensive patching shows distress.

►  
**Typical repair of utility excavation. Patch in fair to good condition.**



►  
**Edge wedging. Pavement edges strengthened with wedges of asphalt. Patch is in very good condition.**



►  
**Extensive patching in very poor condition.**



*Potholes*

Holes and loss of pavement material caused by traffic loading, fatigue and inadequate strength. Often combined with poor drainage. Repair by excavating or rebuilding localized potholes. Reconstruction required for extensive defects.



◀ **Small pothole where top course has broken away.**



◀ **Multiple potholes show pavement failure, probably due to poor subgrade soils, frost heave, and bad drainage.**



◀ **Large, isolated pothole, extends through base. Note adjacent alligator cracks which commonly deteriorate into potholes.**

# Rating pavement surface condition

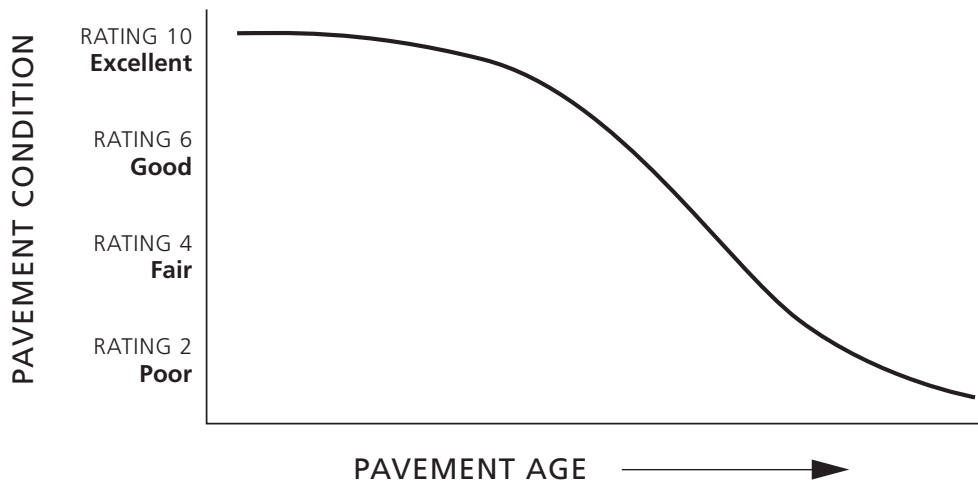
With an understanding of surface distress, you can evaluate and rate asphalt pavement surfaces. The rating scale ranges from **10–excellent** condition to **1–failed**. Most pavements will deteriorate through the phases listed in the rating scale. The time it takes to go from excellent condition (10) to complete failure (1) depends largely on the quality of the original construction and the amount of heavy traffic loading.

Once significant deterioration begins, it is common to see pavement decline rapidly. This is usually due to a combination of loading and the effects of additional moisture. As a pavement ages and additional cracking develops, more moisture can enter the pavement and accelerate the rate of deterioration.

Look at the photographs in this section to become familiar with the descriptions of the individual rating categories. To evaluate an individual pavement segment, first determine its general condition. Is it relatively new,

toward the top end of the scale? In very poor condition and at the bottom of the scale? Or somewhere in between? Next, think generally about the appropriate maintenance method. Use the rating categories outlined below.

Finally, review the individual pavement distress and select the appropriate surface rating. Individual pavements will **not** have all of the types of distress listed for any particular rating. They may have only one or two types.



In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This feature of the rating system facilitates its use and enhances its value as a tool in ongoing road maintenance.

### RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

<b>Rating 9 &amp; 10</b>	No maintenance required
<b>Rating 8</b>	Little or no maintenance
<b>Rating 7</b>	Routine maintenance, cracksealing and minor patching
<b>Rating 5 &amp; 6</b>	Preservative treatments (sealcoating)
<b>Rating 3 &amp; 4</b>	Structural improvement and leveling (overlay or recycling)
<b>Rating 1 &amp; 2</b>	Reconstruction

## Rating system

Surface rating	Visible distress*	General condition/ treatment measures
<b>10</b> Excellent	None.	New construction.
<b>9</b> Excellent	None.	Recent overlay. Like new.
<b>8</b> Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
<b>7</b> Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
<b>6</b> Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"–1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
<b>5</b> Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
<b>4</b> Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
<b>3</b> Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
<b>2</b> Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
<b>1</b> Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

\* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

**RATING 10 & 9**

**EXCELLENT —  
No maintenance required**

Newly constructed or recently overlaid roads are in excellent condition and require no maintenance.



▶  
**RATING 10**  
New construction.



▶  
**RATING 9**  
Recent overlay,  
rural.



▶  
**RATING 9**  
Recent overlay,  
urban.



**RATING 8**

**VERY GOOD —  
Little or no maintenance required**

This category includes roads which have been recently sealcoated or overlaid with new cold mix. It also includes recently constructed or overlaid roads which may show longitudinal or transverse cracks. All cracks are tight or sealed.

◀  
**Recent  
chip seal.**



◀  
**Recent  
slurry seal.**

▼ **Widely spaced,  
sealed cracks.**



▲ **New cold mix surface.**





**RATING 7**

**GOOD —**

**Routine sealing recommended**

Roads show first signs of aging, and they may have very slight raveling. Any longitudinal cracks are along paving joint. Transverse cracks may be approximately 10' or more apart. All cracks are 1/4" or less, with little or no crack erosion. Few if any patches, all in very good condition. Maintain a crack sealing program.

► **Tight and sealed transverse and longitudinal cracks. Maintain crack sealing program.**



► **Tight and sealed transverse and longitudinal cracks.**



► **Transverse cracks about 10' or more apart. Maintain crack sealing program.**





**RATING 6**

**GOOD —**  
**Consider preservative treatment**

Roads are in sound structural condition but show definite signs of aging. Seal-coating could extend their useful life. There may be slight surface raveling. Transverse cracks can be frequent, less than 10' apart. Cracks may be 1/4–1/2" and sealed or open. Pavement is generally sound adjacent to cracks. First signs of block cracking may be evident. May have slight or moderate bleeding or polishing. Patches are in good condition.

◀ **Slight surface raveling with tight cracks, less than 10' apart.**

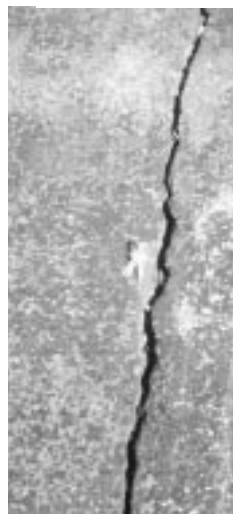
◀ **Transverse cracking less than 10' apart; cracks well-sealed.**



▼ **Large blocks, early signs of raveling and block cracking.**

▼ **Open crack, 1/2" wide; adjoining pavement sound.**

▼ **Moderate flushing.**



**RATING 5**

**FAIR —  
Preservative maintenance  
treatment required**

Roads are still in good structural condition but clearly need sealcoating or overlay. They may have moderate to severe surface raveling with significant loss of aggregate. First signs of longitudinal cracks near the edge. First signs of raveling along cracks. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Any patches or edge wedges are in good condition.

▼ Block cracking with open cracks.



► Moderate to severe raveling in wheel paths.



▼ Severe flushing.



▲ Wedges and patches extensive but in good condition.

Severe raveling with  
▼ extreme loss of aggregate.



Load cracking and slight  
▼ rutting in wheel path.



**RATING 4**

**FAIR —**  
**Structural improvement required**

Roads show first signs of needing strengthening by overlay. They have very severe surface raveling which should no longer be sealed. First longitudinal cracking in wheel path. Many transverse cracks and some may be raveling slightly. Over 50% of the surface may have block cracking. Patches are in fair condition. They may have rutting less than 1/2" deep or slight distortion.



◀ **Longitudinal cracking; early load-related distress in wheel path. Strengthening needed.**

▼ **Slight rutting; patch in good condition.**



▼ **Extensive block cracking. Blocks tight and sound.**  
◀ **Slight rutting in wheel path.**

**RATING 3**

**POOR—**

**Structural improvement required**

Roads must be strengthened with a structural overlay (2" or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting (1-2") and occasional potholes.

►  
**Many wide and raveled cracks indicate need for milling and overlay.**



►  
**2" ruts need mill and overlay.**



►  
**Open and raveled block cracks.**



**RATING 3**

**POOR** — (continued)

**Structural improvement required**

◀ **Alligator cracking.**  
Edge needs repair  
and drainage needs  
improvement prior  
to rehabilitation.

▼ **Distortion with patches**  
in poor condition. Repair  
and overlay.



**RATING 2**

**VERY POOR—  
Reconstruction required**

Roads are severely deteriorated and need reconstruction. Surface pulverization and additional base may be cost-effective. These roads have more than 25% alligator cracking, severe distortion or rutting, as well as potholes or extensive patches in poor condition.



►  
**Extensive alligator cracking. Pulverize and rebuild.**



▲ **Severe rutting. Strengthen base and reconstruct.**

▲ **Patches in poor condition, wheelpath rutting. Pulverize, strengthen and reconstruct.**



►  
**Severe frost damage. Reconstruct.**



**RATING 1**

**FAILED —  
Reconstruction required**

Roads have failed, showing severe distress and extensive loss of surface integrity.

◀  
**Potholes from frost damage. Reconstruct.**



◀  
**Potholes and severe alligator cracking. Failed pavement. Reconstruct.**



◀  
**Extensive loss of surface. Rebuild.**



# Practical advice on rating roads

## Inventory and field inspection

Most agencies routinely observe roadway conditions as a part of their normal work and travel. However, an actual inspection means looking at the entire roadway system as a whole and preparing a written summary of conditions. This inspection has many benefits over casual observations. It can be helpful to compare segments, and ratings decisions are likely to be more consistent because the roadway system is considered as a whole within a relatively short time.

An inspection also encourages a review of specific conditions important in roadway maintenance, such as drainage, adequate strength, and safety.

A simple written inventory is useful in making decisions where other people are involved. You do not have to trust your memory, and you can usually answer questions in more detail. Having a written record and objective information also improves your credibility with the public.

Finally, a written inventory is very useful in documenting changing roadway conditions. Without records over several years it is impossible to know if road conditions are improving, holding their own, or declining.

Annual budgets and long range planning are best done when based on actual needs as documented with a written inventory.

The Wisconsin DOT local road inventory (WISLR) is a valuable resource for managing your local roads. Adding PASER surface condition ratings is an important improvement.

## Averaging and comparing sections

For evaluation, divide the local road system into individual segments which are similar in construction and condition. Rural segments may vary from

1/2 mile to a mile long, while sections in urban areas will likely be 1-4 blocks long or more. If you are starting with the WISLR Inventory, the segments have already been established. You may want to review them for consistent road conditions.

Obviously, no roadway segment is entirely consistent. Also, surfaces in one section will not have all of the types of distress listed for any particular rating. They may have only one or two types. Therefore, some averaging is necessary.

The objective is to rate the condition that represents the majority of the roadway. Small or isolated conditions should not influence the rating. It is useful to note these special conditions on the inventory form so this information can be used in planning specific improvement projects. For example, some spot repairs may be required.

Occasionally surface conditions vary significantly within a segment. For example, short sections of good condition may be followed by sections of poor surface conditions. In these cases, it is best to rate the segment according to the worst conditions and note the variation on the form.

The overall purpose of condition rating is to be able to compare each

segment relative to all the other segments in your roadway system. On completion you should be able to look at any two pavement segments and find that the better surface has a higher rating.

Within a given rating, say 6, not all pavements will be exactly the same. However, they should all be considered to be in better condition than those with lower ratings, say 5. Sometimes it is helpful in rating a difficult segment to compare it to other previously rated segments. For example, if it is better than one you rated 5 and worse than a typical 7, then a rating of 6 is appropriate. Having all pavement segments rated in the proper relative order is most important and useful.

## Assessing drainage conditions

Moisture and poor pavement drainage are significant factors in pavement deterioration. Some assessment of drainage conditions during pavement rating is highly recommended. While you should review drainage in detail at the project level, at this stage simply include an overview drainage evaluation at the same time as you evaluate surface condition.



**Urban drainage.**  
**RATING:**  
**Excellent**

Good rural ditch and driveway culvert. Culvert end needs cleaning.

RATING: Good



Consider both pavement surface drainage and lateral drainage (ditches or storm sewers). Pavement should be able to quickly shed water off the surface into the lateral ditches. Ditches should be large and deep enough to drain the pavement and remove the surface water efficiently into adjacent waterways.

Look at the roadway crown and check for low surface areas that permit ponding. Paved surfaces should have approximately a 2% cross slope or crown across the roadway. This will provide approximately 3" of fall on a 12' traffic lane. Shoulders should have a greater slope to improve surface drainage.

A pavement's ability to carry heavy traffic loads depends on both the pavement materials (asphalt surfacing and granular base) and the strength of the underlying soils. Most soils lose strength when they are very wet. Therefore, it is important to provide drainage to the top layer of the subgrade supporting the pavement structure.

In rural areas, drainage is provided most economically by open ditches that allow soil moisture to drain laterally. As a rule of thumb, the bottom of the ditch ought to be at least one foot below the base course of the pavement in order to drain the soils. This means that minimum ditch depth should be about 2' below the center of the pavement. Deeper ditches, of course, are required to accommodate roadway culverts and maintain the flow line to adjacent drainage channels or streams.

You should also check culverts and storm drain systems. Storm drainage systems that are silted in, have a large accumulation of debris, or are in poor structural condition will also degrade pavement performance.

The T.I.C. publication, *Drainage Manual: Local Road Assessment and Improvement*, describes the elements of drainage systems, depicts them in detailed photographs, and explains how to rate their condition. Copies are available from the Transportation Information Center.

High shoulder and no ditch lead to pavement damage. Needs major ditch improvement for a short distance.

RATING: Fair



No drainage leads to failed pavement.

RATING: Poor



### **Planning annual maintenance and repair budgets**

We have found that relating a normal maintenance or rehabilitation procedure to the surface rating scheme helps local officials use the rating system. However, an individual surface rating should not automatically dictate the final maintenance or rehabilitation technique.

You should consider future traffic projections, original construction, and

pavement strength since these may dictate a more comprehensive rehabilitation than the rating suggests. On the other hand, it may be appropriate under special conditions to do nothing and let the pavement fully deteriorate, then rebuild when funds are available.

### **Summary**

Using local road funds most efficiently requires good planning and accurate identification of appropriate rehabili-

tation projects. Assessing roadway conditions is an essential first step in this process. This asphalt pavement surface condition rating procedure has proved effective in improving decision making and using highway funds more efficiently. It can be used directly by local officials and staff. It may be combined with additional testing and data collection in a more comprehensive pavement management system.

**Transportation  
Information  
Center  
Publications**

**Pavement Surface Evaluation and Rating (PASER) Manuals**

**Asphalt PASER Manual**, 2002, 28 pp.

**Brick and Block PASER Manual**, 2001, 8 pp.

**Concrete PASER Manual**, 2002, 28 pp.

**Gravel PASER Manual**, 2002, 20 pp.

**Sealcoat PASER Manual**, 2000, 16 pp.

**Unimproved Roads PASER Manual**, 2001, 12 pp.

**Drainage Manual**

Local Road Assessment and Improvement, 2000, 16 pp.

**SAFER Manual**

Safety Evaluation for Roadways, 1996, 40 pp.

**Flagger's Handbook** (pocket-sized guide), 1998, 22 pp.

**Work Zone Safety**, Guidelines for Construction, Maintenance, and Utility Operations, (pocket-sized guide), 1999, 55 pp.

**Wisconsin Transportation Bulletins**

- #1 Understanding and Using Asphalt
- #2 How Vehicle Loads Affect Pavement Performance
- #3 LCC—Life Cycle Cost Analysis
- #4 Road Drainage
- #5 Gravel Roads
- #6 Using Salt and Sand for Winter Road Maintenance
- #7 Signing for Local Roads
- #8 Using Weight Limits to Protect Local Roads
- #9 Pavement Markings
- #10 Seal Coating and Other Asphalt Surface Treatments
- #11 Compaction Improves Pavement Performance
- #12 Roadway Safety and Guardrail
- #13 Dust Control on Unpaved Roads
- #14 Mailbox Safety
- #15 Culverts-Proper Use and Installation
- #16 Geotextiles in Road Construction/Maintenance and Erosion Control
- #17 Managing Utility Cuts
- #18 Roadway Management and Tort Liability in Wisconsin
- #19 The Basics of a Good Road
- #20 Using Recovered Materials in Highway Construction
- #21 Setting Speed Limits on Local Roads

# PASER

**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
FEBRUARY 19, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2019-01	<b>Proposed Routine Changes to Chapter 29, “Motor Vehicles and Traffic” of the Bloomington City Code</b>	<b>Philip Allyn, PE, PTOE City Traffic Engineer</b>
<b>REQUEST:</b>	<b>Approval of proposed routine City of Bloomington Code modifications.</b>	
<i>Staff has implemented the routine changes proposed, evaluated the results, and determined that it is appropriate for the modifications to become permanent.</i>		

<b>STAFF RECOMMENDATION: Approval</b>
<p><b>Staff recommends the Transportation Commission pass the following motion recommending:</b></p> <p><b>A. That City Council Approve the proposed ordinance modifying Sections 144, 145(a) (d) and (e), 147(c), 149, 150, 151, 153(a), and 192.1(a) of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.</b></p>

**1. ATTACHMENTS:**

- a. Proposed Ordinances**
- b. Supporting City Code:**
  - i. Chapter 29: Section 8:** Emergency and Experimental Regulations
  - ii. Chapter 29: Section 114(a):** Spaces for Handicapped Persons and Related Parking Provisions
- c. Current City Code to be Modified as Shown:**
  - i. Chapter 29: Section 144:** Intersections and Crosswalks Controlled by Traffic Signal
  - ii. Chapter 29: Section 145(a) (d) & (e):** Stop Signs
  - iii. Chapter 29: Section 147(c):** Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter
  - iv. Chapter 29: Section 149:** Parking
  - v. Chapter 29: Section 150:** Parking Prohibited During Certain Hours on Certain Streets
  - vi. Chapter 29: Section 151:** Standing or Parking During Certain Hours on Certain Streets Prohibited
  - vii. Chapter 29: Section 153(a):** Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots
  - viii. Chapter 29: Section 192.1(a):** Specific Tow Away Zones

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

The Engineering Department Staff receive requests from time to time for various modifications to existing traffic regulations. In accordance with Chapter 29, Section 8, Staff contacts the petitioner, evaluates the request, contacts other potentially effected residents as needed, reviews applicable information/code/regulations, and if advantageous to the general public, incorporates a change on an Emergency and/or Experimental Basis. The modifications are reviewed by Staff several months after implementation, and either removed, modified, or when successful results are achieved, requested to

be implemented into City Code. Traffic regulation modifications installed on an Emergency and/or Experimental basis are only enforceable for 180 days unless City Code is modified with their inclusion. (See Sections 8 and 114(a).)

The following modifications are proposed by the attached Draft Resolution:

1. *Chapter 29: Section 144: Intersections and Crosswalks Controlled by Traffic Signal*

Modifications to Section 144 pertain to removing the intersections of Center and Front and Main and Front from the list of signalized intersections. Recent improvements to Front Street included the replacement of traffic signals at this intersection with all-way stop control. For additional information on this project, please see the Meeting Agenda Packet and Minutes from the June, 2018 Transportation Commission Meeting.

2. *Chapter 29: Section 145(a): Stop Signs*

The first modification to Section 145(a) pertains to creating an “all-way stop” condition at the intersection of Center and Front. Recent improvements to Front Street included the replacement of traffic signals at this intersection with all-way stop control. For additional information on this project, please see the Meeting Agenda Packet and Minutes from the June, 2018 Transportation Commission Meeting. This proposed Code modification make the all-way stop control at this intersection permanent.

The remaining modifications to Section 145(a) are clerical in nature and pertain to matching the format of the rest of the items in the list contained in this section. For the majority of the list, the north-south street is listed prior to the east-west street.

3. *Chapter 29: Section 145(d): Stop Signs*

The first modification to Section 145(d) reflects the street name change of Union 76 Service Road to Truckers Lane.

The second modification to Section 145(d) incorporates a change from a yield condition to a stop condition on Commerce at Gilmore.

The last modification to Section 145(d) installs stop control on Handle at Lutz, which is a new intersection.

4. *Chapter 29: Section 145(e): Stop Signs*

The modification to Section 145(e) incorporates a change from a yield condition to a stop condition on Commerce at Gilmore.

5. *Chapter 29: Section 147(c): Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter*

This modification to Section 147(c) establishes a 15-minute passenger and freight loading zone in front of the McLean County Museum. This loading zone is needed to allow museum staff and volunteers the ability to park temporarily to load and unload exhibit materials for use at offsite exhibits.

6. *Chapter 29: Section 149: Parking*

The modification to Section 149 on Front Street between Prairie and Gridley reflects a change to the limits of the No Parking to allow sight distance for vehicles exiting a parking lot.

The addition to Section 149 of a No Parking restriction on both sides of Glenbridge between Ballybunion and Ireland Grove updates the City Code to match a parking change requested and implemented a number of years ago. No complaints about the parking restriction have been received since its implementation.

The addition to Section 149 of a No Parking restriction on the west side of Glenbridge between Dunloe and Ballybunion is the result of a request by Dunraven Homeowner's Association. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received overwhelmingly favored restricting parking, and the request was granted. There have been no complaints since the change was implemented at the end of April, 2018.

The modification to Section 149 of a No Parking restriction on the east side of Park north of Phoenix is due to the removal of a driveway. The property adjacent to this section was purchased by IWU, the existing house torn down, and the curb-cut removed. At the request of the University, parking is now allowed to within 30' of Phoenix, which is the distance desired for sight distance at the intersection.

The modification to Section 149 of a No Parking restriction on the east side of Park at the drive to the United Methodist Office Building is due to the removal of a driveway. The United Methodist Office Building was demolished and the replacement building does not have an entrance onto Park Street.

The modifications to Section 149 of the No Parking restrictions on the south side of Westport Court west of Eastport Drive is the result of a request by a business owner on this street. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received favored restricting parking, and the request was granted. There have been no complaints since the change was implemented at the beginning of May, 2018.

7. *Chapter 29: Section 150: Parking Prohibited During Certain Hours on Certain Streets*

The modification to Section 150 reflects the addition of a No Parking restriction along both sides of South Oak Street between Stewart and Bissell as a result of a request by multiple residents of these blocks. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received favored restricting parking, and the request was granted. There were two complaints immediately after the change was implemented in mid-July, 2018. No additional complaints or comments have been received.

8. *Chapter 29: Section 151: Standing or Parking During Certain Hours on Certain Streets Prohibited*

The modification to Section 151 reflects the street name change of Union 76 Service Road to Truckers Lane.



9. *Chapter 29: Section 153(a): Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots*

Modifications related to Section 153(a) pertain to specific requests from residents for a marked and signed public on-street Handicap Parking Stall. For the parking stalls to be added, Staff reviewed the requested location, verified that the requestor had a valid special license plate(s), a special decal or card allowing them to park in a marked and signed Handicap Parking Stall, evaluated the site to determine the safest and most efficient location, and installed the necessary markings and signage. The installed spots are reviewed by Staff periodically after implementation and modified or removed as needed. The proposed Code modifications reflect new spots added, the modification/relocation of spots previously added, and the removal of spots no longer needed.

10. *Chapter 29: Section 192.1(a): Specific Tow Away Zones*

The modification to Section 192.1(a) specifies the addition of the No Parking restriction along both sides of South Oak Street between Stewart and Bissell as discussed in Item 8 above as a Tow Away Zone as requested by the residents.

**3. STAFF RECOMMENDATION:**

Staff recommends the Transportation Commission pass the following motion recommending:

- A. That City Council Approve the proposed ordinance modifying Sections 144, 145(a) (d) and (e), 147(c), 149, 150, 151, 153(a), and 192.1(a) of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.

Respectfully submitted,

Philip Allyn, PE, PTOE  
City Traffic Engineer

ORDINANCE NO. 2019-

AN ORDINANCE AMENDING BLOOMINGTON CITY CODE CHAPTER 29  
TO INCORPORATE VARIOUS ROUTINE CHANGES TO THE IN-PLACE TRAFFIC  
CONTROL DEVICES AND/OR REGULATIONS

BE IT ORDAINED by the City Council of the City of Bloomington, Illinois:

SECTION 1. Bloomington City Code Chapter 29, Section 144 shall be and the same is hereby amended by deleting the following:

Center – Front  
Main – Front

SECTION 2. Bloomington City Code Chapter 29, Section 145 (a) and (d), shall be and the same is hereby amended by adding the following:

- (a) Center – Front  
Clinton – Emerson  
Lee – Empire  
Lee – Front  
Morris – Washington
- (d) Commerce Stops for Gilmore  
Handle Stops for Lutz

SECTION 3. Bloomington City Code Chapter 29, Section 145 (a) and (e), shall be and the same is hereby amended by deleting the following:

- (a) Emerson – Clinton  
Empire – Lee  
Front – Lee  
Washington – Morris
- (e) Commerce Yields for Gilmore

SECTION 4. Bloomington City Code Chapter 29, Section 145 (d), shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Brad Stops for ~~Union 76 Service Road~~ Truckers Lane

SECTION 5. Bloomington City Code Chapter 29, Section 147 (c), shall be and the same is hereby amended by adding the following:

15 MINUTE TIME LIMIT: At All Times – Sunday Through Saturday  
Washington, on the north side, from Main to Center

SECTION 6. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by adding the following:

Glenbridge on both sides from Ballybunion to Ireland Grove  
Glenbridge on the west side from Dunloe to Ballybunion

SECTION 7. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by deleting the following:

Park on the east side from 20' north to 20' south of the drive to the United Methodist Office Building  
Westport on the south side from 70' – 100' west of the west line of Eastport  
Westport on the south side from 170' – 195' west of the west line of Eastport

SECTION 8. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Front on the south side from 54' west of Prairie to ~~60'~~ 116' east of Gridley  
Park on the east side from Phoenix to a point ~~90'~~ 30' north  
Westport on the south side from ~~375' – 500' west of Eastport~~ to 375' west

SECTION 9. Bloomington City Code Chapter 29, Section 150, shall be and the same is hereby amended by adding:

6:00 a.m. to 6:00 p.m. Except Saturdays and Sundays (Tow Away Zone)

Oak Street on both sides from Stewart to Bissell

SECTION 10. Bloomington City Code Chapter 29, Section 151, shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

~~Union 76 Service Road~~ Truckers Lane on both sides from Market north to the Dead End

SECTION 11. Bloomington City Code Chapter 29, Section 153 (a), shall be and the same is hereby amended by adding the following:

Madison on the west side in front of 1208 N. Madison  
Oak on the east side adjacent to 507 W. Elm

SECTION 12. Bloomington City Code Chapter 29, Section 192.1 (a), shall be and the same is hereby amended by adding the following:

Oak Street on both sides from Stewart to Bissell between 6:00 a.m. and 6:00 p.m., Monday through Friday

SECTION 13. Except as provided herein, the Bloomington City Code, 1960, as amended, shall remain in full force and effect.

SECTION 14. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 15. This Ordinance is enacted pursuant to the authority granted to the City as a home rule unit by Article VII, Section 6 of the 1970 Illinois Constitution.

SECTION 16. This Ordinance shall take effect ten (10) days after passage and approval.

PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

APPROVED:

TARI RENNER  
Mayor

ATTEST:

LESLIE YOCUM  
CITY CLERK

**Chapter 29 : Section 8 : Emergency and Experimental Regulations.**

(a) The City Traffic Engineer or Chief of Police is hereby empowered to make regulations necessary to make effective the provisions of the traffic ordinances of this City and to make and enforce temporary or experimental regulations to cover emergencies or special conditions. No such temporary or experimental regulations shall remain in effect for more than one hundred eighty (180) days. (Ordinance No. 1984-122)

(b) The City Traffic Engineer may test traffic control devices under actual conditions of traffic.

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## Chapter 29 : Section 114 : Spaces for Handicapped Persons and Related Parking Provisions.

(a) The City Traffic Engineer shall in his discretion designate certain on-street and off-street parking spaces in municipal parking lots as being reserved for use only by handicapped persons by posting each such parking space with an official sign which so reserves such parking space pursuant to the laws, rules and regulations which apply thereto. When these parking spaces are so signed, it shall be illegal for any person to park a vehicle in a parking space reserved in this manner for handicapped persons unless such vehicle has license plate(s) or decal or card. When not with a handicapped person, it shall be illegal for any person at any time to park any such licensed vehicle or any other vehicle with such licenses in a space designated as being reserved for handicapped persons or to use a handicapped person's decal or card to park any vehicle at any time in such a reserved space. Most of the designated parking spaces are identified in Section 153 of this Chapter. (Ordinance No. 1986-104)

(b) **Parking Spaces on Private Parking Lots.** Parking spaces on private parking lots may be reserved for use only by handicapped persons. Such spaces shall be marked for reserved use by handicapped persons by posting such parking space with a sign showing the International symbol of access for handicapped persons which so reserves each parking space. When these parking spaces are so signed, then it shall be illegal for any person to park a vehicle in a parking space reserved in this manner for handicapped persons unless such vehicle has license plate(s) indicating that the vehicle is registered to a handicapped person or a disabled veteran or unless a legal decal or card is being properly used indicating that such vehicle is then being used by a handicapped person who is qualified to have such license plate(s) or decal or card. It shall be illegal for any person to park any such licensed vehicle in a space on a private parking lot which is designated as being reserved for handicapped persons or to use a handicapped person's decal or card to park in such a reserved space when not with the handicapped person. (Ordinance No. 1998-6)

(c) The parking privileges granted by this Section are strictly limited to the person to whom the special license plate(s), special decal or card were issued and to qualified drivers of motor vehicles who are acting under his or her express direction while the handicapped person is present. (Ordinance No. 1986-104)

(d) A motor vehicle bearing license plate(s) issued to a handicapped person or to a disabled veteran or a special decal or card issued to a handicapped person or a motor vehicle registered in another jurisdiction upon which is displayed such license plate(s), a special decal or card issued by the other jurisdiction designating that the vehicle may be operated by or for a handicapped person shall be exempt when the handicapped person is present from any statute or ordinance imposing time limitations on parking, except time limitations of one-half hour or less on any street or highway zone or any parking lot or parking place which is owned, leased or owned and leased by a municipality or a municipal parking utility. All drivers and owners of such vehicles shall be subject to the laws which prohibit parking in zones in front of or near fire hydrants, driveways, public building entrances and exits, bus stops, loading areas and all other locations where parking is prohibited whether only by law(s) which prohibit parking at

specified types of locations at all times, during certain hours or times or for limited types of vehicles or also by sign(s) which prohibit such parking. Each such vehicle is also prohibited from parking when the motor vehicle constitutes a traffic hazard, and it shall be illegal for any person not to promptly move such vehicle at the instruction and request of a law enforcement officer to a legal location at the choice of the driver or to a location designated by the officer. (Ordinance No. 1986-104)

(e) Any persons or local authority owning or operating any public or private off-street parking facility in the City of Bloomington may, after notifying the Bloomington Police Department, remove or cause to be removed by towing to the nearest garage or other place of safety any vehicle parked within a space reserved for the use by handicapped persons which does not display handicapped registration plate(s) or the special decal or card as required by this Section. (Ordinance No. 1986-104)

(f) No person shall directly or indirectly permit any vehicle owned by such person to be used in any manner so as to violate any of the provisions of this Section and for the convenience of the user of this Section it is indicated that Section 191 of this Chapter is applicable to this Section. (Ordinance No. 1986-104)

(g) Any person found guilty of violating the provisions of this Section shall be fined \$250.00 in addition to any costs or charges connected with the removal, towing and/or storage of any motor vehicle authorized under this Section. (Ordinance No. 2006-19)

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**Chapter 29 : Section 144 : Intersections and Crosswalks Controlled by Traffic Signal.**

In accordance with Section 43 of this Ordinance, the following intersections and crosswalks are controlled at all times by traffic signals:

- Airport - Clearwater
- Airport - College
- Airport - Empire
- Airport Entrance - Empire Airport - General Electric
- Arcadia - Lincoln
- Bloomington High School Entrance - Locust
- Brickyard - Veterans
- Brown - Market
- Bunn - Oakland
- Caroline - Market
- Center - Chestnut
- Center - Emerson
- Center - Empire
- Center - Front
- Center - Locust
- Center - MacArthur
- Center - Market
- Center - Oakland
- Center - Olive
- Center - Washington
- Center - Wood
- Cira (east)/Haefele - Empire
- Cira (west) - Trinity at Empire
- Clinton - Empire
- Clinton - Grove
- Colton - Locust
- Clinton - Locust
- Clinton - Oakland
- Clinton - Washington
- Colton - Locust
- Commerce - Veterans
- East - Front
- East - Jefferson
- East - Market
- East - Monroe
- East - Washington
- Eastport - Empire
- Empire - Fire House #3
- Fairway - Eastland
- Fairway - Eastland west entrance
- Fairway - Empire
- Four Seasons - Oakland
- Franklin - Emerson
- Gettysburg/Williamsburg - Empire
- Hannah - Oakland
- Hershey - Eastland
- Hershey - Empire
- Hershey - Ft. Jesse
- Hershey - General Electric
- Hershey - Heartland
- Hershey - Ireland Grove
- Hershey - Lincoln

Delete "Center - Front"





Hershey - Oakland  
Hershey - Washington  
Hinshaw - Market  
IAA - Vernon  
I-55 Service Road - Market  
JC Parkway - Market  
King - Market  
K-Mart/Eastland Crossover - Empire  
Loop - Ireland Grove  
Madison - Front  
Madison - Jefferson  
Madison - Market  
Madison - Washington  
Main - Dunn  
Main - Emerson  
Main - Empire  
Main - Front  
Main - Hamilton/Sale Barn  
Main - Locust  
Main - MacArthur  
Main - Market  
Main - Oak Creek/Hilltop  
Main - Olive  
Main - Veterans (north ramp)/Dunn  
Main - Veterans (south ramp)  
Main - Washington  
Main - Wood  
Mercer - Hamilton  
Mercer - Veterans  
McLean - Washington  
Meijer Entrance - College  
Mitsubishi - Market  
Morris - Hamilton  
Morris - Market  
Morris - Veterans  
Morrisey - Hamilton  
Morrisey - Lafayette  
Mt. Vernon - Empire  
Prairie - Washington  
Prospect - Washington  
Regency - Oakland  
Regency - State Farm west entrance  
Road "F" - Hamilton  
Six Points at Fire House #5  
St. Joseph - Washington  
Susan - College  
Sweeney Drive at Hamilton Road  
Towanda - Empire  
Towanda - Fairway/Emerson  
Towanda - Jersey/IAA entrance  
Towanda - Post Office entrance  
Towanda - Towanda Service Road  
Towanda - Vernon (Town of Normal)  
Towanda - Washington  
Towanda Barnes - Empire  
Towanda Barnes - Ft. Jesse  
Townada Barnes - General Electric



Delete "Main - Front"

Towanda Barnes - Ireland Grove  
Towanda Barnes - Oakland  
Veterans - Clearwater  
Veterans - Eastland  
Veterans- Empire (Rt. 9) (east intersection, north intersection, central intersection, south intersection, est intersection)  
Veterans - Hamilton  
Veterans - Ireland Grove  
Veterans at Jackson  
Veterans at Jumer Drive/Von Maur  
Veterans - Lincoln  
Veterans - Morrissey (U.S. 150)  
Veterans - Oakland  
Veterans - Vernon - General Electric  
Veterans - Washington  
Walton - Market  
Washington - Regency  
White Oak - Martin Luther King  
Wylie - Market  
(Ordinance No. 2015-25)

Schedule V :

Section 145 : Stop Signs.

In accordance with Sections 44 and 45 of this Ordinance, all vehicles traveling on the following named streets must come to a complete stop before proceeding into or across said intersections:

(a) The following intersections are declared to be all-way stops, and all vehicles must come to a complete stop before proceeding into or across said intersections:

- Allin - Washington
- Airport - Ft. Jesse
- Bunn - Hamilton
- Bunn - Lafayette
- Bunn - Lincoln
- Center - Jefferson
- East/Albert - Olive
- Emerson - Clinton
- Empire - Lee
- Evergreen - Washington
- Front - Lee
- Hershey - Arrowhead
- Hershey - Clearwater
- Hershey - College
- Hershey - Ft. Jesse
- Hinshaw - Locust
- Lee - Locust
- Lee - Market
- Lee - Olive
- Lee - Washington
- Linden - Emerson
- Loop Drive - Old Ireland Grove Road
- Locust - Towanda
- Main - Jefferson
- Main - Monroe
- Main - Mulberry
- McLean - Grove
- Mercer - Ireland Grove
- Mercer - Lincoln
- Mercer - Oakland
- Mercer - Washington
- Miller Park at: T-intersection north of Pavilion and northeast of Zoo building
- Morris - MacArthur
- Morris - Oakland
- Morris - Wood
- Prospect - Eastland
- Washington - Morris  
(Ordinance No. 2018-29)

Add "Center - Front"

Change "Emerson - Clinton" to "Clinton - Emerson" and move to the proper place in alphabetical listing

Change "Empire - Lee" to "Lee - Empire" and move to the proper place in alphabetical listing

Change "Front - Lee" to "Lee - Front" and move to the proper place in alphabetical listing

Change "Washington - Morris" to "Morris - Washington" and move to the proper place in alphabetical listing

(b) The following intersections are declared three-way stops and all vehicles must come to a complete stop before proceeding into or across said intersections:

- Eastland/K-Mart Crossover (southbound) - north Empire Frontage Road
- Fairway (southbound) - north Empire Frontage Road
- Oakland (westbound) - Gridley
- (Ordinance No. 2005-111)

(c) All vehicles traveling upon the following named through streets must come to a complete stop before proceeding into or across the said intersections:

Allin Stops for MacArthur  
Allin Stops for Oakland  
Allin Stops for Wood  
Arrowhead Stops for Airport  
Arrowhead Stops for Holiday  
Arrowhead Stops for Royal Pointe  
Bissell Stops for Center  
Bissell Stops for Low  
Breezewood Stops for Woodrig  
Broadmoor Stops for Lincoln  
Broadmoor Stops for Oakland  
Carrington Stops for Fox Creek  
Clayton Stops for Grove  
Clayton Stops for Lincoln  
Clayton Stops for Oakland  
Colton Stops for Emerson  
Colton Stops for Empire  
Colton Stops for Washington  
Commerce Stops for Hamilton  
Cornelius Stops for Airport  
Crooked Creek Stops for Carrington  
Crooked Creek Stops for Fox Creek  
East Stops for Lincoln  
East Stops for Wood  
Eastport Stops for Arrowhead  
Eddy Stops for Oakland  
Erickson Stops for Olive  
Euclid Stops for Oakland  
Euclid Stops for Washington  
Fairway (southbound) Stops for north Empire Frontage Road  
Front Stops for Clinton  
Front Stops for Morris  
General Electric Stops for Towanda/Barnes  
Gettysburg Stops for Arrowhead  
Gridley Stops for Market  
Gridley Stops for Oakland  
Grove Stops for Allin  
Grove Stops for East  
Grove Stops for Lee  
Grove Stops for Madison  
Grove Stops for Mercer  
Grove Stops for Morris  
Grove Stops for Roosevelt  
IAA Drive Stops for Eastland/K-Mart Crossover  
JC Parkway Stops for Valley View  
Jefferson Stops for Allin  
Jefferson Stops for Clinton  
Jefferson Stops for Colton  
Jefferson Stops for Lee  
Jefferson Stops for McLean  
Jefferson Stops for Perrin  
Jumer Stops for Hershey  
Kickapoo Stops for Ireland Grove  
Kreitzer Stops for Oakland

Lafayette Stops for Center  
Lafayette Stops for Main  
Laesch Stops for Greenwood  
Laesch Stops for Morris  
Lee Stops for Division  
Lee Stops for Emerson  
Lee Stops for Oakland  
Leslie Stops for General Electric  
Lincoln Stops for Bunn  
Lincoln Stops for Main  
Lincoln Stops for Morrissey  
Linden Stops for Empire  
Linden Stops for Locust  
Livingston Stops for Locust  
Locust Stops for White Oak  
McGregor Stops for Oakland  
McLean Stops for Empire  
McLean Stops for Front  
McLean Stops for Locust  
McLean Stops for Oakland  
Mill Stops for Livingston  
Miller Stops for Alexander  
Miller Stops for Morris  
Monroe Stops for Allin  
Monroe Stops for Center  
Monroe Stops for Lee  
Monroe Stops for McLean  
Monroe Stops for Madison  
Monroe Stops for Morris  
Monroe Stops for Prairie  
Morris (northbound) Stops for Seminary  
Norma Stops for GE  
Normal Stops for Pamela  
North Pointe Stops for College  
North Pointe Stops for Ft. Jesse  
Oakland Stops for Fox Creek  
Oakland (westbound) Stops for Gridley  
Oakland Stops for Livingston  
Oakland Stops for Towanda-Barnes  
Olive Stops for Allin  
Olive Stops for Euclid  
Olive Stops for Lee  
Olive Stops for Morris  
Pamela Stops for Towanda Barnes  
Prairie Stops for Jefferson  
Prairie Stops for Locust  
Prairie Crossing Stops for 2100 E  
Prairie Crossing Stops for Kickapoo Creek  
Prospect Stops for Oakland  
Royal Pointe Stops for Clearwater  
Robinson Stops for Grove  
Robinson Stops for Oakland  
Robinson Stops for Washington  
Seminary (westbound) Stops for Cottage  
Springdale Stops for Breezewood  
Springfield Stops for Fox Creek  
Springfield Stops for Morris

State Stops for Grove  
 State Stops for Oakland  
 Trinity, Empire to Cornelius  
 Vale Stops for Grove  
 Vale Stops for Lincoln  
 Vale Stops for Oakland  
 Vale Stops for Washington  
 Western Stops for Locust  
 Western Stops for Market  
 Western Stops for Seminary  
 (Ordinance No. 2008-76)

(d) All vehicles traveling upon the following named streets must come to a complete stop before proceeding into or across the named intersections:

1050E Stops for Six Points  
 Access Stops for Beich  
 Addison Stops for Fort Jesse  
 Airline Stops for Eastport  
 Albert Stops for Grove  
 Allin Stops for Chestnut  
 Allin Stops for Front  
 Allin Stops for Seminary  
 Andover Stops for Lincoln  
 Anglers Lake Stops for Morrissey  
 Ann Stops for Airport  
 Arcadia Stops for Eldorado  
 Arcadia (southbound) Stops for Fairmont (north intersection)  
 Arcadia (northbound) Stops for Fairmont (south intersection)  
 Arcadia Stops for Ireland Grove  
 Arlene Stops for Lincoln  
 Ash Stops for Lafayette  
 Ashley Stops for Beich  
 Astoria Stops for Streid  
 Audie Murphy Stops for Empire  
 Auto Row Stops for G.E.  
 Bainbridge Stops for Rutherford  
 Baker Stops for Bunn  
 Baker Stops for Center  
 Ballyshannon Stops for Ireland Grove  
 Bancroft Stops for Arrowhead  
 Bancroft Stops for Slayton  
 Bardwell Stops for Springdale  
 Barker Stops for Miller  
 Barker Stops for Wood  
 Bayberry Stops for Washington  
 Bay Pointe (north) Stops for North Pointe  
 Bay View Stops for Ireland Grove  
 Baywood Stops for Towanda-Barnes  
 Baywood Stops for Woodbine  
 Beacon Circle (both intersections) Stops for North Pointe  
 Beacon Court Stops for North Pointe  
 Bear Creek Stops for Ireland Grove  
 Bedeker Stops for Carrington  
 Beechwood Stops for Maple  
 Beich Stops for Fox Creek  
 Beich Stops for Springfield

- Bell Stops for Bunn
- Bell Stops for Clayton
- Bell Stops for Hannah
- Bell Stops for Maizefield
- Bell Stops for McClun
- Bellefont Stops for Washington
- Belvedere Stops for Kickapoo Creek
- Bent Stops for Ireland Grove
- Berenz Stops for Lafayette
- Berenz Stops for Stewart
- Berry Stops for Monticello
- Berry Stops for Wisteria
- Bettis Stops for Wylie
- Bettis Stops for JC Parkway
- Beverly Stops for Lafayette
- Biasi Stops for College
- Bissell Stops for Bunn
- Bissell Stops for Clayton
- Bissell Stops for Clinton
- Bissell Stops for East
- Bissell Stops for Main
- Black Oak Stops for Ireland Grove
- Blackstone Stops for Hinshaw
- Blackstone Stops for Livingston
- Blackstone Stops for Morris
- Blackstone Stops for Western
- Bloomington Country Club Drive Stops for Towanda
- Blue Ash Stops for Fox Creek
- Bohmer Stops for Streid
- Bowen Stops for Dinsmore
- Brad Stops for Union 76 Service Road
- Bradley Stops for Rowe
- Brandywine Court (east-west) Stops for Washington
- Breckenridge Stops for Emerson
- Breckenwood Stops for Streid
- Breezewood Stops for Red Oak
- Broad Creek Stops for General Electric
- Brookshire Green Stops for Hershey
- Brompton Stops for Hershey
- Brown Stops for Washington
- Buchanan Stops for Bunn
- Buchanan Stops for Center
- Buchanan Stops for Clayton
- Buchanan Stops for Clinton
- Buchanan Stops for East
- Buchanan Stops for Main
- Buchanan Stops for Miller
- Buckeye Stops for Eldorado
- Buckeye Stops for Fairmont
- Bunn Stops for Springdale
- Butchers Lane Stops for Alexander
- Butchers Lane Stops for Morris
- Cabintown Stops for Fox Creek
- Cadwell Stops for Arrowhead
- Calhoun Stops for Seminary
- Camelot Stops for Washington
- Canterbury Stops for Fairway

Change "Brad Stops for Union 76 Service Road" to "Brad Stops for Truckers Lane"



- Canterbury Stops for Regency
- Capen Stops for Broadmoor
- Capen Stops for Lincoln
- Caroline Stops for Washington
- Castle Stops for Moore
- Castle Stops for Vale
- Castlebar Stops for Kickapoo Creek
- Castleton Stops for Hershey
- Catherine Stops for Locust
- Catherine Stops for Market
- Catherine Stops for Monroe
- Challis Stops for Arrowhead
- Challis Stops for Slayton
- Chelsea Stops for Oakland
- Cheshire Stops for Oakland
- Chestnut Stops for Colton
- Chestnut Stops for Eugene
- Chestnut Stops for Hinshaw
- Chestnut Stops for Lee
- Chestnut Stops for Linden
- Chestnut Stops for Livingston
- Chestnut Stops for Madison
- Chestnut Stops for McLean
- Chestnut Stops for Morris
- Chestnut Stops for Prairie
- Chestnut Stops for Western
- Chestnut Stops for White Oak
- Circle (north & south) Stops for Brown
- Circle Stops for Stillwell
- Clayton Stops for Front
- Clayton Stops for Jefferson
- Clayton Stops for Market
- Clayton Stops for Monroe
- Clayton Stops for Oakland
- Clayton Stops for Washington
- Clinton Stops for Bell
- Clinton Stops for Lincoln
- Clinton (northbound) Stops for Oakland
- Clinton Stops for Wood
- Clobertin Court Stops for Four Seasons
- Cloud Stops for McGregor
- Cloud Stops for Vale
- Conlor Stops for Springdale
- Cooper Stops for Heartland
- Cottage Stops for Forrest
- Cottage Stops for Graham
- Cottage Stops for Martin Luther King Dr.
- Cottage Stops for Perry
- Cottonwood Stops for Lafayette
- Country Club Stops for Towanda
- Country Stops for Morningside
- Country Lane Stops for Oakland
- Coventry Court Stops for Broadmoor
- Coventry Stops Country
- Creamery Stops for Harvest Pointe
- Crimson Stops for General Electric
- Crimson Stops for Wisteria

Insert "Commerce Stops for Gilmore"





Crista Ann Stops for Ireland Grove  
Crown Stops for Lincoln  
Croxtton Stops for Bunn  
Croxtton Stops for Hannah  
Croxtton Stops for McGregor  
Croxtton Stops for Vale  
Crystal Stops for Lafayette  
Crystal Stops for Oakland  
Cumbria Stops for Old Farm  
Currency Stops for Commerce  
Dallas Stops for Clearwater  
Danbury Stops for Cabintown  
Darrah Stops for Western  
Davis Stops for Monroe  
Davis Stops for Washington  
Dawes Stops for Linden  
Dean Stops for King  
Dee Farm Stops for Harvest Pointe  
DeGarmo Stops for Gailey  
DeGarmo Stops for Stone Mountain  
Delmar Stops for Fairway  
Derby (East) Stops for Baywood  
Derby (West) Stops for Baywood  
Devonshire Stops for Washington  
Division Stops for Adelaide  
Division Stops for Center  
Division Stops for Main  
Division Stops for University  
Dodge Stops for Broadmoor  
Dodge Stops for Country  
Dodge Stops for Hershey  
Dogwood Stops for Arrowhead  
Dogwood Stops for Mt. Vernon  
Douglas Stops for Evans  
Dover Stops for Gloucester  
Dover Stops for Ireland Grove  
Dry Sage Stops for Harvest Pointe  
Eagle Creek Stops for Airport  
Eagle Crest Stops for Airport  
East Stops for Beecher  
East Stops for Chestnut  
East Stops for Emerson  
East Stops for Empire  
East Stops for Lafayette  
East Stops for Locust  
East Stops for MacArthur  
East Stops for Oakland  
East Stops for Stewart  
East Stops for Walnut  
Eastgate Stops for Mercer  
Eastholme Stops for Emerson  
Eastholme Stops for Empire  
Eastholme Stops for Marion  
Eastport Stops for Clearwater  
Ebach Stops for Emerson  
Eddy Stops for Oakland  
Eddy Stops for White Eagle

Ekstam Stops for Pamela  
Eldorado Stops for Lincoln  
Eldorado Stops for Oakland  
Eldorado Stops for Prospect  
Eldorado (relocated) Stops for Prospect  
Eisenhower Stops for Jersey  
Elder Stops for Walnut  
Elm Stops for Bunn  
Elm Stops for Center  
Elm Stops for Lee  
Elm Stops for Livingston  
Elm Stops for Miller  
Elm Stops for Morris  
Elmwood Stops for Colton  
Emerald Crest Stops for Crooked Creek  
Empire Stops for Livingston  
Empire Stops for Mason  
Empire Stops for Morris  
Empire Stops for Western  
Empire Service Road (north) Crossover Stops for Eastland and K-Mart  
Empire Service Road (north) Stops for Fairway  
Empire Service Road (north) Stops for Towanda Service Road  
Empire Service Road (south) Crossover Stops for Eastland and K-Mart  
Empire Service Road (south) Stops for Fairway  
Erickson Stops for Indiana  
Ethell Stops for Emerson  
Essington Stops for Binghamton  
Essington Stops for Carrington  
Eugene Stops for Locust  
Eugene Stops for Walnut  
Evans Stops for Chestnut  
Evans Stops for Empire  
Evans Stops for Graham  
Evans Stops for Lincoln  
Evans Stops for Locust  
Evans Stops for Oakland  
Evans Stops for University  
Evans Stops for Walnut  
Ewing Stops for Seminary  
Ewing Park exit Stops for Ethell  
Fedor (East) Stops for Six Points  
Fedor (West) Stops for Six Points  
Fell Stops for Emerson  
Felton Stops for Robinson  
Ferryman Stops for Kickapoo Creek  
Fiddlestix Stops for Crooked Creek  
Fifer Stops for Market  
Finlen Stops for Kickapoo Creek  
Fleetwood Stops for Towanda  
Flag Tree Stops for Crooked Creek  
Florence Stops for Jackson  
Florence Stops for Taylor  
Folson Stops for Morris  
Forest Park Road (north entrance) Stops for Tanner  
Forrest Stops for Morris  
Forrest Stops for Western  
Fountain Lake Stops for Old Farm

Four Seasons (southbound) Stops for Four Seasons (Relocated)

Four Seasons Stops for Lincoln

Francesco Stops for Kickapoo Creek

Fremont Stops for Bunn

Fremont Stops for Clayton

Fremont Stops for Clinton

Front Stops for McClun

Front Stops for Robinson

Front Stops for State

Front Stops for Western

Fuller Stops for Beich

Gabby Stops for Ark

Gailey Stops for Stevenson

Gailey Stops for Radbourne

Garfield Stops for Bradley

Garfield Stops for Northway

Garling Stops for Vale

Gas Stops for Washington

Gerig Stops for Haeffele

Gettysburg Stops for Arrowhead

Gill Stops for Airport

Gina Stops for Norma

Ginger Creek Stops for Washington

Glasson Stops for Ireland Grove

Glenbridge Stops for Ireland Grove

Glenwood Stops for Arrowhead

Gloucester Stops for Hershey

Golden Stops for Vale

Goldenrod Stops for Laesch

Goose Creek Stops for Morris

Graham Stops for Fell

Graham Stops for Hinshaw

Graham Stops for Livingston

Graham Stops for Madison

Graham Stops for Mason

Graham Stops for McLean

Graham Stops for Morris

Graham Stops for Oak

Graham Stops for Park

Graham Stops for Roosevelt

Graham Stops for Western

Graham Stops for White Oak

Granada Stops for Olive

Grandview Stops for Hershey

Grandview Stops for Prospect

Gray Stops for Lee

Greenleaf Stops for Washington

Greenwood Stops for Hamilton

Greenwood (Southbound) Stops for Heidlott

Greenwood Stops for Morris

Greyhound Stops for Hamilton

Gridley Stops for Market

Gridley Stops for Washington

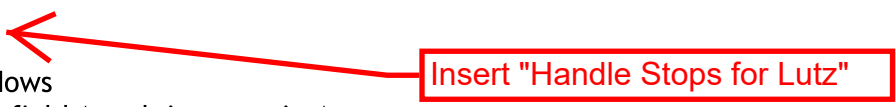
Grove Stops for Euclid

Grove Stops for Lumber

Grove Stops for Western

Guido Stops for Oakland

- Gunderson Stops for Carrington
- Hall Stops for Prospect
- Haney Stops for Morris
- Harbord Stops for Meadows
- Harbord Stops for Maizefield (north intersection)
- Harbor Pointe (north and south intersection) Stops for North Pointe
- Hardman Stops for Lafayette
- Harvest Stops for Old Farm
- Harwood Stops for Taylor
- Hayloft Stops for Old Farm
- Hedgewood Stops for College
- Heidloff Stops for Greenwood
- Helen Stops for Norma
- Herbert Stops for Mercer
- High (northbound) Stops for Lafayette
- Hillside Stops for Delmar
- Hillside Stops for Radliff
- Hilltop Mobile Home driveways Stops for Bunn
- Hinshaw Stops for Butchers Lane
- Hinshaw (northbound) Stops for Market
- Hinshaw Stops for Miller
- Hinshaw Stops for Wood
- Holiday Stops for Mt. Vernon
- Horenberger (northbound) Stops for Emerson
- Horenberger (southbound) Stops for Beecher
- Hoyt Stops for South Market Service Road
- Humanity Stops for Stockholm
- Huntington Stops for Airport
- IAA Service Drive Stops for IAA
- Illinois Stops for Erickson
- Illinois Stops for Euclid
- Imperial Stops for Towanda
- Independence (west intersection) Stops for Wellington
- Indiana Stops for Euclid
- Indianapolis Stops for Croxton
- Inglewood Stops for Fox Creek
- Inglewood Stops for G.E. Road
- Interlocken Stops for Eagle Crest
- Inverness Stops for Emerson
- Iowa Stops for Erickson
- Iowa Stops for Euclid
- Ireland Grove Stops for Brickyard
- Jackson Stops for Allin
- Jackson Stops for Clayton
- Jackson Stops for Clinton
- Jackson Stops for Denver
- Jackson Stops for East
- Jackson Stops for Evans
- Jackson Stops for Gridley
- Jackson Stops for Kreitzer
- Jackson Stops for Livingston
- Jackson Stops for Mason
- Jackson Stops for McClun
- Jackson Stops for Mercer
- Jackson Stops for Morris
- Jackson Stops for State
- Jackson Stops for Vale



Insert "Handle Stops for Lutz"

Jefferson Stops for Allin  
Jefferson Stops for Colton  
Jefferson Stops for Davis  
Jefferson Stops for Perrin  
Jefferson Stops for Towanda  
Joseph Stops for Brigham  
Julie Stops for Lafayette  
Julie Stops for Lincoln  
Juniper Stops for Six Points  
Juniper Stops for Woodhavens  
Kaisner Stops for Ft. Jesse  
Keaton Stops for G.E. Road  
Kell Stops for Ireland Grove  
Kelsey Stops for Center  
Kelsey Stops for East  
Kelsey (eastbound) Stops for Franklin  
Kelsey Stops for Main  
Kelsey Stops for Roosevelt  
Kenneth Stops for Clearwater  
Kentucky Alley Stops for Center  
Kentucky Alley Stops for Main  
Keybridge Stops for Ireland Grove  
Knollbrook Stops for Fox Creek  
Koch Stops for Bissell  
Koch (northbound) Stops for Lincoln  
Koch Stops for Stewart  
Kreitzer Stops for Cloud  
Kurt Stops for IAA  
Kurt Stops for Towanda  
Lake Stops for Springfield  
Lake Stops for Summitt  
Lake (southbound) Stops for Tanner  
Lake Fork Stops for Morris  
Lake Ridge Stops for Fox Creek  
Lake Shore Stops for Ft. Jesse  
Lake Shore (both intersections) Stops for North Pointe  
Lake Trail Stops for Martin Luther King Drive  
Lamon Stops for Gettysburg  
Lamon Stops for Hershey  
Leadville Stops for Springdale  
Lee Stops for MacArthur  
Lee Stops for Wood  
Leland Stops for Oakland  
Leland Stops for Taylor  
Leslie Stops for Pamela  
Lincoln Stops for Center  
Lincoln Stops for Madison  
Linden Stops for Woodruff  
Linwood Stops for Lafayette  
Lisa Stops for Airport  
Livingston Stops for MacArthur  
Livingston Stops for Market  
Livingston Stops for Miller  
Livingston Stops for Oakland  
Livingston Stops for Wood  
Lone Oak Stops for Binghamton  
Lone Oak Stops for Carrington

Longden Stops for Hollycrest  
Longden Stops for Six Points  
Longfield Stops for Kickapoo Creek  
Longwood Stops for Woodbine  
Longwood Stops for Armstrong  
Low Stops for MacArthur  
Low Stops for Miller  
Low (Southbound) Stops for Taylor  
Low Stops for Wood  
Lumber Stops for Locust  
Lumber Stops for Oakland  
Lumber Stops for Olive  
Lyon Stops for Brock  
MacArthur Stops for Bunn  
MacArthur Stops for Livingston  
Madison Stops for Bissell  
Madison Stops for Chestnut  
Madison Stops for Empire  
Madison Stops for Locust  
Madison Stops for MacArthur  
Madison Stops for Miller  
Madison Stops for Olive  
Madison Stops for Stewart  
Madison Stops for Wood  
Magoun Stops for Olive  
Maizefield Stops for McGregor  
Maizefield (north intersection) Stops for Meadows  
Maizefield (south) Stops for Harbord  
Maloney Stops for Williamsburg  
Maloney Stops for Prospect  
Manor Circle Stops for Hershey  
Maple Stops for Bell  
Marion Stops for Colton  
Marion Stops for Linden  
Marion Stops for State  
Market Stops for Evans  
Mary Ellen Way Stops for Emerson  
Marzel Stops for Mercer  
Mason Stops for Bissell  
Mason Stops for Chestnut  
Mason (northbound) Stops for Division  
Mason Stops for Front  
Mason Stops for Grove  
Mason Stops for Jefferson  
Mason Stops for Locust  
Mason Stops for MacArthur  
Mason Stops for Market  
Mason Stops for Mill  
Mason Stops for Miller  
Mason Stops for Monroe  
Mason Stops for Oakland  
Mason Stops for Olive  
Mason Stops for Seminary  
Mason Stops for Washington  
Mason Stops for Wood  
Mayflower Stops for Pierce  
Mays Stops for Towanda

Maysel Stops for Four Seasons  
McGraw Stops for Eldorado  
McKay Stops for Six Points  
McLean Stops for University  
McNiff Stops for Streid  
Meadowbrook Stops for Magnolia  
Mecherle Stops for Delmar  
Mecherle Stops for Radliff  
Mercer Stops for Ireland Grove  
Mid America Stops for Main  
Mill Stops for Allin  
Mill Stops for Evans  
Mill Stops for Gridley  
Mill Stops for Madison  
Mill Stops for McLean  
Mill Stops for Morris  
Mill Stops for Roosevelt  
Mill Creek Stops for Clearwater  
Miller Stops for Bunn  
Miller Stops for Center  
Miller Stops for Clayton  
Miller Stops for Clinton  
Miller Stops for East  
Miller Stops for north-south drive in Irvin Apts.  
Miller (eastbound) Stops for Lee  
Miller Stops for Main  
Miller Stops for Summit  
Miller Stops for Wright  
Miller Park - east entrance/exit Stops for Summit  
Mirium Stops for Airport  
Mission Stops for Gridley  
Mission Stops for MacArthur  
Mockingbird Stops for Hershey  
Mockingbird Stops for Morningside  
Monroe Stops for Colton  
Monroe Stops for Hinshaw  
Moore Stops for Grove  
Moore Stops for Jackson  
Moore Stops for Oakland  
Moore Stops for Washington  
Morningside Stops for Broadmoor  
Morningside Stops for Hershey  
Morris Stops for Locust  
Mt. Vernon Stops for Arrowhead  
Mulberry Stops for Allin  
Mulberry Stops for Catherine  
Mulberry Stops for Center  
Mulberry Stops for Evans  
Mulberry Stops for Hinshaw  
Mulberry Stops for Mason  
Mulberry Stops for Morris  
Mulberry Stops for Roosevelt  
Mulberry Stops for Western  
Mulberry Stops for White Oak  
Niccolls Stops for East  
Niccolls Stops for Main  
Niccolls Stops for Wright

Northcrest Stops for North Country Club Place  
Northport Stops for Empire  
Northway Stops for Rowe  
Northwood Stops for Hedgewood  
Norton Stops for Rave  
Norton Stops for Watertown  
Oak Stops for Bissell  
Oak Stops for Chestnut  
Oak Stops for Empire  
Oak Stops for Jackson  
Oak Stops for Locust  
Oak Stops for MacArthur  
Oak Stops for Mill  
Oak Stops for Miller  
Oak Stops for Mulberry  
Oak Stops for Seminary  
Oak Stops for Taylor  
Oak Stops for Washington  
Oak Stops for Wood  
Oakbrook Stops for Clearwater  
Oak Creek Plaza Stop for Tracy  
Oak Park Stops for Martin Luther King Drive  
O'Connell Stops for Croxton  
O'Connell Stops for Maizefield  
O'Hara Stops for Mason  
Old Farm Road Stops for Oakland  
Old Jamestown Stops for Airport Road  
Olive Stops for Allin  
Olive Stops for Center  
Olive Stops for Clayton  
Olive Stops for Clinton  
Olive Stops for Denver  
Olive Stops for Evans  
Olive Stops for Gridley  
Olive Stops for Lee  
Olive Stops for McClun  
Olive Stops for McLean  
Olive Stops for Mercer  
Olive Stops for Robinson  
Olive Stops for State  
Orchard Stops for Wildwood  
Owens Stops for Vale  
Pacific Stops for Vermont/Reading  
Packard Stops for Magoun  
Packard Stops for Oakland  
Packard Stops for Olive  
Pancake Stops for Miller  
Park Stops for Empire  
Park Stops fir Walnut  
Park Place Stops for Martin Luther King, Jr.  
Park Ridge Stops for Ft. Jesse  
Parkshores Stops for Martin Luther King, Jr.  
Parkshores Stops for Cottage  
Parmon Stops for Benjamin  
Parmon Stops for Lincoln  
Parmon Stops for Pierce  
Partner Stops for Miller



Peach Stops for Dogwood  
Pebblebrook Stops for Fox Creek  
Perrin Stops for Country Club  
Perrin Stops for Washington  
Perry Stops for Hinshaw  
Perry Stops for Livingston  
Perry Stops for Morris  
Perry - (northwest corner) Stops for Western  
Pheasant Run Stops for Broadmoor  
Piney Run Stops for Carrington  
Phoenix Stops for Fell  
Pierce Stops for Mercer  
Pinehurst Stops for Arrowhead  
Powell Stops for Stone Mountain  
Prairie Stops for Empire  
Prairie Stops for Jackson  
Prairie (northbound) Stops for Olive  
Prenzler Stops for Eddy  
Providence Stops for Airport  
Pump House Stops Harvest Pointe  
Radliff Stops for Fairway  
Radliff Stops for Robinhood  
Radliff Stops for Rowe  
Rainbow Stops for Hershey  
Rathmore Stops for Francesco  
Rave Stops for Townda-Barnes  
Red Autumn Stops for Harvest Pointe  
Red Oak Stops for Springdale  
Reeves (northbound) Stops for Olive  
Revenue Stops for Mitsubishi  
Rexel Stops for Ft. Jesse  
Ridge Creek Stops for Fox Creek  
Ridge Crest Stops for Airport  
Ridge Road Stops for Hershey  
Ridge Road Stops for Prospect  
Riverwoods Stops for Lay  
Robert Stops for Brigham  
Robinhood Stops for Fairway  
Robinhood Stops for Towanda  
Robinson Stops for Jefferson  
Robinson Stops for Locust  
Rocky Ford Stops for Morris  
Rosney Stops for Emerson  
Rosney Stops for Marion  
Roosevelt Stops for Chestnut  
Roosevelt Stops for Empire  
Roosevelt Stops for MacArthur  
Roosevelt Stops for Olive  
Roosevelt Stops for Stewart  
Ross Stops for Four Seasons  
Rowe Stops for Delmar  
Rowe Stops for IAA  
Rowe Stops for Towanda  
Rocksbury Stops for Binghamton  
Royal Stops for Airport  
Rust Stops for Regency  
Rust Stops for Washington

Ruth Stops for Washington  
Rutledge Stops for Arrowhead  
Salem Stops for Mt. Vernon  
Sandburg Stops for Arrowhead  
Savanna Stops for Fox Creek  
Savanna Stops for Grey Fox  
Scogin Creek Stops for Ridge Creek  
Scarborough Stops for Binghamton  
Scarborough Stops for Carrington  
Scott Stops for Mason  
Scott Stops for Oak  
Seminary Stops for Roosevelt  
Sesame Stops for Washington  
Seville Stops for Olive  
Shaumessey Stops for Ireland Grove  
Sheridan (westbound) Stops for Stillwell  
Sherman Stops for Seminary  
Shorewood Stops for North Pointe  
Silverton Stops for Six Points  
Six Points Stops for Morris  
Slayton Stops for Eastport  
Smokey Stops for Airport  
Springdale Stops for Breezewood  
Staghorne Stops 2100 E  
Starlight Stops for Clearwater  
State Stops for Emerson  
State Stops for Locust  
Stephanie Stops for Longwood  
Stern Stops for Prospect  
Stewart Stops for Center  
Stillwell Stops for Market  
Stillwell Stops for Washington  
Stockholm Stops for Miller  
Stockholm Stops for Oakland  
Stockholm, eastbound Stops for Stockholm, north-south section  
Stonehedges Stops for Fox Creek  
Stone Mill Stops for Harvest Pointe  
Stonehouse Stops for Harvest Pointe  
Stone Mountain Stops for College  
Stone Mountain Stops for Radbourne  
Stortz Stops for Empire  
Stratford Stops for Broadmoor  
Strawgrass Stops for Harvest Pointe  
St. Joseph Stops for Eastland  
Summerview Stops for Valley Brook  
Summit Stops for Lake  
Summit Stops for MacArthur  
Summit Stops for Wood  
Sunset (east & west) Stops for Emerson  
Sunshine Stops for Clearwater  
Swan Lake Stops for Old Farm  
Sweetbriar Stops for Butcher  
Szarek Stops for Six Points  
Tanner Stops for Morris  
Tanner Stops for Springfield  
Taylor Stops for Allin  
Taylor Stops for Clayton

Taylor Stops for Denver  
Taylor Stops for Evans  
Taylor Stops for Gridley  
Taylor Stops for Kreitzer  
Taylor Stops for Mason  
Taylor Stops for McClun  
Taylor Stops for McLean  
Taylor Stops for Mercer  
Taylor Stops for Moore  
Taylor Stops for Morris  
Taylor Stops for Robinson  
Taylor Stops for State  
Taylor Stops for Vale  
Thornwood Stops for Airport  
Teal Stops for Old Farm  
Tiehack Stops for Jumer  
Timberwolf Stops for Scottsdale  
Tipton Stops for Caroline  
Towanda Service Road (southbound) Stops for Empire Service Road (north)  
Towanda Service Road Stops for Empire  
Townley Stops for Arrowhead  
Todd Stops for Gettysburg  
Tullamore Stops for Ireland Grove  
Union Stops for Oak  
University Stops for Clinton  
University Stops for Park  
University Stops for Whites Place  
Valley Brook Stops for Ft. Jesse  
Valley View Stops for Wylie  
Van Schoick Stops for Springfield  
Ventor/Boardwalk Stops for Park Place  
Vic Stops for Towanda-Barnes Road  
Vic Stops for Detroit  
Vladimir Stops for Rainbow  
Wall Stops for Lee  
Wall Stops for Madison  
Walnut Stops for Colton  
Walnut Stops for Hinshaw  
Walnut Stops for Livingston  
Walnut Stops for Madison  
Walnut Stops for Mason  
Walnut Stops for McLean  
Walnut Stops for Morris  
Walnut Stops for Oak  
Walnut Stops for Prairie  
Walnut Stops for Roosevelt  
Walnut Stops for Western  
Waterford Estates Stops for Oakland  
Watford Stops for Oakland  
Weathervane Stops for Old Farm  
Wedgewood Stops for Foxtail  
Wedgewood Stops for Hedgewood  
Wedgewood Stops for Oakwood  
Weldon Stops for Oakland  
Weldon (northbound) Stops for Olive  
Wellington Stops for Hershey  
Western Stops for MacArthur

Western Stops for Mill  
 Western Stops for Miller  
 Western Stops for Oakland  
 Western Stops for Olive  
 Western Stops for Taylor  
 Western Stops for Washington  
 Westgate Stops for Interstate  
 Westport Stops for Eastport  
 White Eagle Stops for Streid  
 White Stone Stops for Springdale  
 Whites Place Stops for Emerson  
 Whites Place Stops for Empire  
 Wildflower Stops for Laesch  
 Wildwood Stops for Holiday  
 Wildwood Stops for Mt. Vernon  
 Willard Stops for Jackson  
 Willard Stops for Taylor  
 Williamsburg Stops for Eastland  
 Williamsburg Stops for Washington  
 Willow Creek Stops for 2100 E  
 Wilson Stops for Lafayette  
 Windham Hills Stops for General Electric  
 Windmill Stops for Old Farm  
 Wine Way Stops for Norma  
 Wisteria Stops for Airport  
 Witten Woods Stops for Morris  
 Wood Stops for Bunn  
 Wood Stops for Clayton  
 Woodbine Stops for General Electric  
 Woodbridge (northbound) Stops for Lincoln  
 Woodbury Stops for Miller  
 Woodfield Stops for College  
 Woodhavens Stops for Persimmon  
 Woodhavens Stops for Six Points  
 Wright Stops for Lincoln  
 Wright Stops for Stewart  
 Wright Stops for Wood  
 Yorktown Stops for Hershey  
 (Ordinance No. 2018-29)

(e) All vehicles traveling upon the following streets must yield the right-of-way as provided in this Ordinance before passing into or across the said intersections as provided in Section 43:

Allin - northbound Yields for Front  
 Amber Yields for Hillsboro  
 Amber Yields for Interlocken  
 Anabelle Yields for Escalade  
 Bainbridge Yields for Rocksbury  
 Bandecon (west intersection) Yields for Clearwater  
 Bandecon (east intersection) Yields for Clearwater  
 Bay Point (south intersection) Yields for North Pointe  
 Bear Creek Yields for Crossgate  
 Beyer Yields for Hinshaw  
 Blarney Stone Yields for Fox Ridge  
 Blarney Stone (northbound) Yields for Huntington  
 Boardwalk (eastbound) Yields for Park Place  
 Brennan Yields for Crimson

- Brighton Yields for Royal Pointe
- Brittany Yields for Chesapeake
- Bronco Yields for Oakland
- Buckingham Yields for Royal Pointe
- Carl Yields for Wellington
- Carney Yields for Longwood
- Case Yields for Reading
- Cashel Yields for Cave Creek
- Cecil Yields for Elmwood
- Chelsea Yields for Cumbria
- Chesapeake Yields for Eagle Crest
- Chesterfield Yields for Royal Pointe
- Christopher Yields for Arrowhead
- Cinnamon Yields for Wisteria
- Cobblestone (southbound) Yields for Southfork
- Commerce Yields for Gilmore
- Congress Yields for Barker
- Congress Yields for Livingston
- Conley Yields for McGregor
- Conley Yields for Meadowbrook
- Cornelius Yields for Ekstam
- Crimson Yields for Wisteria
- Crossgate Yields for Plantation
- Currant Yields for Wisteria
- Currie Yields for Longwood
- Cygnets Yields for Eddy
- Detroit Yields for Oakland
- Drake Yields for Eddy
- Durham Yields for Cumbria
- Dutchess Yields for Royal Pointe
- Eastland/K-Mart Crossover (northbound right turn) Yields for North Empire Service Rd.
- Elizabeth Yields for Royal Pointe
- Elm Yields for Mason
- Elm Yields for Oak
- Foxridge Yields for Graystone
- Franklin (southbound) Yields for Beecher
- Fullerton Yields for Riverwoods
- Garlington Yields for Hershey
- Gill Yields for turning trucks in turn around area
- Gray Yields for Oak
- Grant (northbound) Yields for Olive
- Greenfield (westbound) Yields for Park Ridge
- Hackberry Yields for Wisteria
- Hayes Yields for Gabby
- Hearthstone (eastbound) Yields for Keystone
- Hinshaw (northbound) Yields for Forrest
- Hodgehaven (north intersection) Yields for Kolby
- Hodgehaven (south intersection) Yields for Kolby
- Holder Way (east) Yields for Clearwater
- Holder Way (west) Yields for Clearwater
- Huntington Yields for Keystone
- Huntington (westbound) Yields for Park Ridge
- Independence (east intersection) Yields for Wellington
- Jackson Yields for Seville
- Kara Yields for Kolby
- Ketchum (northbound) Yields for Arrowhead
- Kleggstone (north intersection) Yields for Kolby

Delete "Commerce Yields for Gilmore"



Kleggstone (south intersection) Yields for Kolby  
Lake Street (westbound) Yields for Lake Drive  
Lake Pointe Yields for North Pointe  
Lake Shore (south intersection) Yields for North Pointe  
Lake Trail Yields for Oak Park  
Lavender Yields for Woodbine  
Leafy Yields for Crimson  
Lexis Yields for Eddy  
Lisa Yields for Kenneth  
Long Core Yields for Eagle Creek  
Maizefield (south intersection) Yields for Meadows  
Marvin Gardens Yields for Pacific  
Matlock Yields for Cumbria  
McGregor Yields for Lafayette  
Meadowbrook Yields for Lafayette  
Meadowbrook Yields for McGregor  
Mill Creek (southbound) Yields for Arrowhead  
Mill Creek Yields for Rainbow  
Minks Yields for Eddy  
Navajo (southbound) Yields for Arrowhead  
North Country Club Yields for Country Club Place  
Oakbrook Yields for Rainbow  
Oak Park Yields for Christian Louis  
Olympia Yields for Oakland  
Park Yields for Beecher  
Parker (eastbound) Yields for Park Place  
Peppertree Yields for Chesapeake  
Polo Yields for Royal Pointe  
Powers Yields for Castleman  
Privet Yields for Wisteria  
Rader Yields for Cornelius  
Raspberry Yields for Woodbine  
Ravenwood (north & south intersections) Yields for Park Ridge  
Red Stone (northbound) Yields for Huntington  
Reed Yields for Royal Pointe  
Remi Yields for Royal Pointe  
Ridgeport Yields for Rainbow  
Rock Garden Yields for Eddy  
Rocksbury Yields for Carrington  
Rosewood Yields for Eddy  
Rounds Yields for Royal Pointe  
Sable Oaks Yields for Saddlebrook  
Sarah Anne Yields for Rave  
Sarah Anne Yields for Connie Kay  
Scofield Yields for Watford  
Sesame Yields for Wellington  
Shire (westbound) Yields for Park Place  
Stark Yields for Eddy  
Stonehurst (eastbound) Yields for Keystone  
Stone Mountain Yields for Southfork  
Strawberry Yields for Longwood  
Sun Pointe Yields for North Pointe  
Swarthmore Yields for Royal Pointe  
Taylor Yields for Moore  
Tokio Yields for Hinshaw  
Towanda southbound left turn Yields for Empire  
Treesdale Yields for Spahn

Trumpet Yields for Crimson  
 Tyler Trail Yields for Fullerton  
 Van Schoick (westbound) Yields for Lake Drive  
 Vermont Yields for Pacific  
 Veterans - right turn Yields for Mercer  
 Veterans - right turn Yields for Morris  
 Viney Yields for Crimson  
 Washington (eastbound right turn) Yields for Euclid  
 Waterford Yields for Castlemain  
 Weaver Yields for Longwood  
 Wedgewood Yields for Berrywood  
 Wedgewood Yields for Oakwood  
 Windsong Yields for Longwood  
 Yotzonot Yields for Eastport  
 (Ordinance No. 2015-25)

(f) All vehicles proceeding in the direction indicated below must yield to pedestrians before proceeding into or across the following park crosswalks:

In Miller Park:

Eastbound on drive in front of Pavillion at "T"  
 On east-west drive at pedestrian crossing northwest of monument  
 On north-south drive at pedestrian crossing west of the Band Shell  
 Southbound on drive in front of Zoo Building and crossing from parking lot  
 (Ordinance No. 1996-38)

(g) All vehicles exiting from the following driveways shall come to a complete stop before entering the named streets:

Abraham Lincoln Parking Lot Stops for East  
 Aspen Stops for Airport  
 Bloomington Nursing & Rehabilitation Center Stops for Calhoun  
 Bloomington Police Dept. Drive Stops for East  
 Brookridge Park exit Stops for Ireland Grove  
 Burrell Motorsports Drive Stops for Brigham  
 Butler Parking Lot drive Stops for Madison  
 CCHS drive Stops for Airport  
 City Hall drives Stop for East  
 Country Club Stops for Towanda  
 Cultural District Drive Stops for Locust  
 Developmentally Disabled Housing drive Stops for Jackson  
 Developmentally Disabled Housing drive Stops for Oakland  
 Doral Stops for Lafayette  
 Doral Stops for Lincoln  
 Eastland driveways Stop for Eastland  
 Eastland driveways Stop for south Empire Service Rd.  
 Eastland driveways Stop for St. Joseph  
 Forest Park drives Stop for Morris  
 Forest Park drives Stop for Springfield  
 Funk Upper Limits drives Stop for Washington  
 Gas Station Dr. Stops for Maysel  
 Grandview Estates drive Stops for Alexander  
 Grieder Landscaping westernmost drive Stops for General Electric  
 Hilltop Mobile Home Park drive Stops for Bunn  
 Highland Park Golf Course Drive Stops for Center  
 Holton Homes drive Stops for Market  
 Hundman Do-It-Center Stops for Hamilton

Inglewood Stops for Wine  
Jewel drive Stops for Mercer  
K-Mart drive Stops for IAA drive  
K-Mart drive Stops for north Empire Service Road  
Krispy Kreme Stops for Washington  
Krispy Kreme Stops for Prospect  
Kroger entrance Stops for Four Seasons  
Kroger entrance Stops for Oakland  
Lakewood Plaza drives Stop for Clearwater  
Maple Grove Trailer Court drives Stop for Alexander  
Meadow Ridge Road Stops for Morris  
Mercantile Bank drive Stops for Eastland  
Miller Park drives Stop for Morris  
Miller Park drives Stop for Summit  
Miller Park drives Stop for Tanner  
Miller Park drives Stop for Wood  
North Main Parking Lot Stops for East  
North Point School Drives Stops for College  
Parkway Plaza drive Stops for College  
Parkway Plaza drive Stops for Jumer Drive  
Pepper Ridge School drives Stop for Danbury  
Prairie Vista drives Stop for Sale Barn  
Reeveston Stops for Maple Hill  
Second Presbyterian Church Stops for Prairie  
Southeast Water Tower Drives Stop for Hamilton  
St. Joseph Hospital drives Stop for Eastland  
State Farm Parking Lot drive Stops for Oakland  
State Farm driveways Stop for Arcadia  
State Farm driveways Stop for Ireland Grove  
State Farm driveways Stop for Hamilton  
State Farm Corporate drives Stop for Regency  
State Farm Corporate drives Stop for Rust  
St. Joseph Hospital drives Stop for Eastland  
Stevenson School - 2 western most drives Stop for Arrowhead  
Towanda Plaza entrance Stops for Towanda  
Towanda Plaza exit Stops for Empire  
Vladimir Stops for Rainbow  
Wegeng Stops for Streid  
Wilder Stops for Streid  
(Ordinance No. 2015-25)



Schedule VII :Section 147 : Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter.

## (a) Passenger Loading Zones:

No person shall stop, stand, or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers in any of the following places marked as a passenger loading zone during the hours when the following regulations are effective and then only for a period not to exceed the time limits as hereinafter provided:

15 MINUTE TIME LIMIT: At All Times - Sunday through Saturday.

Center, on the east side, from 30' to 50' south of the south line of Market  
 Chestnut, on the south side from Mason, 130' east of the east line of Mason  
 Front, on the south side, Lee to Madison  
 Grove, on the south side, from 20' to 40' east of the east line of East  
 Jackson, on the north side from 20' to 50' east of Oak  
 Jefferson, on the south side, from Evans to a point 250' west  
 MacArthur, on the north side, from 30' to 165' east of the east line of Main  
 Madison, on the west side, from 20' to 75' north of the north line of Elm  
 Main, on the west side, from Scott to Graham  
 Market, on the north side, from 30' to 50' east of the east line of Center  
 Market, on the north side, from 65' to 85' west of the west line of Mason  
 Miller Park, on the west side of drive adjacent to the Zoo for a distance of 70'  
 Olive, on the north side, from 110' to 150' west of the west line of Allin  
 Taylor, on the south side, from 20' to 50' east of Mason  
 Washington, on the north side, from 20' to 60' west of the west line of East  
 Washington, on the north side, from Oak to a point 115' east  
 Western, on the west side, from 20' to 120' south of Locust  
 Wood, on the south side, from 110' west to 190', west of the west line of Gridley  
 (Ordinance No. 2015-25)

8:00 a.m. - 12:00 noon -- 6:00 p.m. - 9:00 p.m.

Washington, on the north side from 20' to 64' west of the west line of Mason  
 (Ordinance No. 1989-54)

8:00 a.m. - 5:00 p.m. -- Monday - Friday

Washington on the south side from 35' to 95' east of the east line of Lee  
 (Ordinance No. 2005-111)

11:00 a.m. - 11:00 p.m.

Washington on the south side from 20' to 45' east of the east line of Allin  
 (Ordinance No. 1998-11)

9:00 a.m. - 6:00 p.m.

Bell, on the north side, from 50' to 75' west of the west line of Hannah  
 (Ordinance No. 1989-111)

2:30 p.m. - 3:30 p.m.

Roosevelt, east side, from Locust to a point 175' north

At All Times

Main, east side, from 20' north to 68' north of the north line of Chestnut  
Roosevelt, west side, from Walnut to a point 300' north  
Woodhill Towers (see Exhibit A)  
(Ordinance No. 2004-39)

Weekdays

Livingston on the west side, from 20' to 120' north the north line of Walnut  
Mason, west side, Jackson to Mill  
Roosevelt, west side, from Walnut to a point 300' north  
(Ordinance No. 2004-39)

(b) Freight Loading Zones. No person shall stop, stand or park a vehicle any purpose or period of time other than for the expeditious unloading and delivery or pickup and loading of materials in any of the following places marked as a freight loading zone during the hours when the following regulations applicable to such zones are effective and then only for a period not to exceed the time limits as hereinafter provided in this Section:

30 MINUTE TIME LIMIT (Available to commercial vehicles only):

6:00 a.m. to 4:00 p.m. -- Monday through Friday

Alley (north-south), bounded by East, Locust, Prairie and Mulberry, on the west side, from Locust to a point 110' south  
Center, on the east side, from 30' to 50' north of the north line of Front  
Center, on the east side, from 39' south to 112' south of the south line of Olive  
Center, on the east side, from 130' to 150' north of Monroe  
Center, on the west side, from 45' to 85' north of the north line of Kentucky Alley  
Currency, on the north side, from 82' to 20' east of the east line of Finance  
Jefferson, on the south side, from 20' to 109' east of the east line of East  
Jefferson, on the south side, from 20' to 89' east of the east line of Main  
Jefferson, on the south side, from 30' west to 47' west of the west line of East  
Main, on the east side, from 30' south to 68' south of the south line of West Mulberry extended east to the east line of Main  
Main, on the east side, from 50' south to 98' south of the south line of Market  
Main, on the east side, first space north of the north line of Washington  
Main, on the east side, from 255' to 300' south of Olive  
Market, on the north side, from 24' to 65' west of the west line of East  
Monroe, on the north side, from 30' east to 88' east of the east line of Center  
Olive, on the south side, from 85' to 117' west of East  
Prairie, on the west side, from 30' to 80' north of the north line of Grove in the parkway  
Washington, on the south side, from 30' west to 77' west of the west line of Madison  
(Ordinance No. 2008-64)

AT ALL TIMES

Front, on the north side

Add:  
**15 MINUTE TIME LIMIT: At All Times - Sunday Through Saturday**  
**Washington, on the north side, from Main to Center**

(c) Passenger and Freight Loading Zones. No person shall stop, stand or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers or the expeditious unloading and delivery or pickup and loading of materials in any of the following places marked as a passenger and freight loading zone during the hours when the following regulations applicable to such zones are effective and then only for a period not to exceed the time limits as hereinafter provided:

AT ALL TIMES SUNDAY THROUGH SATURDAY

Jefferson, on the north side, from 51' west to 98' west of the west line of Center  
McLean, on the east side, from Washington to Jefferson  
(Ordinance No. 1993-112)

8:00 a.m. - 5:00 p.m.

Washington, on the south side, from 40' to 60' west of the west line of East  
(Ordinance No. 2007-45)

8:30 a.m. - 5:00 p.m.

Washington on the north side 84' to 130' east of east line of Gridley  
Washington, on the north side, from 40' to 82' west of the west line of Madison  
Washington on the north side from 22' to 52' west of the west line of McLean  
(Ordinance No. 1998-58)

6:00 a.m. - 5:00 p.m.

Mason on the west side from 75' to 155' south of the south line of Chestnut  
(Ordinance No. 2003-47)

Schedule IX :Section 149 : Parking.

Prohibited at all times on certain streets. In accordance with Section 125 and when signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts of streets:

Airport on both sides from Empire to north corporate limits  
 Albert on both sides from Olive to Grove  
 Alley (north-south) bounded by Center, Stewart, Madison and east-west alley on both sides  
 Alley (east-west) bounded by Chestnut, Walnut, Clinton & north-south alley  
 Alley (north-south) bounded by Clinton, Empire, Evans & Chestnut on both sides  
 Alley (east-west) on both sides from 400 S. Madison to the east end  
 Alley (east-west) on both sides bounded by Olive, Erickson, Illinois and Euclid  
 Alley (east-west) bounded by Hinshaw, Chestnut, Livingston, Locust on both sides  
 Alley (east-west) bounded by Locust, Western, Mulberry and Hinshaw on the north side adjacent to Western Avenue Community Center building  
 Alley (east-west) bounded by Hannah, Oakland, Maple and Bell  
 Alley (north-south) bounded by Fell, University, Clinton & Emerson on both sides  
 Alley (east-west & north-south) north of Emerson between White Pl. & Clinton Blvd. except 2 spaces on east side at north end of alley  
 Alley (east-west) north of Miller - between Barker and Livingston, on both sides  
 Alley (east-west) bounded by Hinshaw, Miller, Barker & Wood on both sides  
 Alley (east-west) bounded by Morris, Olive, Western and Grove on both sides  
 Alley (east-west) bounded by Western, Olive, Grove, west end on both sides  
 Alley (north-south) between Charles and James  
 Alley (north-south) bounded by East, Graham, Prairie and Empire on the west side from Graham to 100' south  
 Alley immediately east of East from Market to Douglas  
 Alley (north-south) between East, Locust, Prairie and Mulberry on the west side  
 Alley (north-south) bounded by Locust, Evans, Chestnut & Clinton on the east side from the east-west alley south to Locust  
 Alley (north-south) bounded by Main, Chestnut, Locust and East on both sides  
 Alley (north-south) bounded by Main, Jefferson, Center and Monroe on both sides  
 Alley (north-south) bounded by Oak, Hickory, Koch and Bissell on the west side  
 Allin on the east side from Jefferson to a point 120' north  
 Allin on the east side from Front to Norfolk & Western Railroad  
 Allin on the east side from Seminary to a point 60' north of Seminary  
 Allin on the east side from 80' north to 100' south of Taylor  
 Allin on the west side from Division to Seminary  
 Allin on the west side from Wood to Walnut  
 Anglers Lake on both sides from Morrissey to east end  
 Arcadia on both sides from Eldorado to Fairmont south  
 Arcadia on both sides from Lincoln to Ireland Grove  
 Arcadia on the east side from Fairmont south to Lincoln  
 Arcadia on the west side from Lincoln to 280' north  
 Arcadia on the west side from 10' north to 10' south of the driveway to 2714 McGraw  
 Ash on both sides from Lafayette to Baker  
 Auto Row Drive on both sides from G.E. Road to north end  
 Baker, on the south side, from Evans to 60' west  
 Baker on the south side from Main to Center  
 Barker on the east side from 80' to 130' south of south line at Miller  
 Beecher on the north side from East to McLean  
 Beecher on the north side from Main to East  
 Beecher on the south side from 70' west of the west line of East to 80' east of the east line of East

Beecher on the south side from the west line of Franklin to 20' east of the east line at Franklin  
 Beecher on the south side from 220' to 280' east of Main  
 Beich on the west side from Beich Candy Plant drive to a point 600' south  
 Beich on both sides from Springfield to Beich (north-south)  
 Bell on the north side from Hannah to 60' east  
 Bell on the north side from Hannah to 50' west  
 Bell on the north side from Maple to Maizefield  
 Bell on the north side from McClun to 50' east  
 Bell on the south side from Indianapolis to Maple  
 Bettis on both sides JC Parkway to Wylie  
 Biasi on both sides from College to a point 125' south  
 Bissell on the north side from Low to East  
 Bissell on the south side from 160' to 210' west of the west line of Koch  
 Bissell on the south side from Center to a point 50' west  
 Bradley on the east side from Riley to Rowe  
 Briarwood on the east side from Dawes to north corporate limits  
 Brickyard on both sides from Ireland Grove Road to north end  
 Brigham School Road on the north side from the crosswalk west of Joseph to a point 30' east  
 Brigham School Road on the south side from Joseph to a point 30' west of crosswalk  
 Brigham School Road on both sides from Main to Robert  
 Broadmoor on the east side from Oakland to Lincoln  
 Brock on the north side from Market to a point 200' west  
 Brock on the south side from Market to a point 650' west  
 Brock on the west side from General Telephone Company's drive to a point 75' north  
 Bronco on the west side from Oakland to south property line of 405 Bronco  
 Buchanan on the south side between Center and East  
 Buckeye on the north side from 300' east of Eldorado to Fairmont  
 Bunn on the east side from Oakland to 250' south  
 Bunn on the west side from Buchanan to Lincoln  
 Butcher's Lane on both sides from Alexander to Cornflower  
 Cabintown on both sides to and including the cul-de-sac exception on the west side from the cul-de-sac to a point 385' south  
 Calhoun on the east side from Seminary to the Dead End  
 Canterbury on both sides from Fairway to 400' west  
 Caroline on both sides from Market to Washington  
 Castleton on both sides from Hershey to a point 250' east  
 Catherine on the west side from 20' north to 20' south of the public alley between Mulberry and Locust  
 Cecil on the east side from Towanda to Elmwood  
 Center on both sides from Division to Locust  
 Center both sides from Kentucky Alley to Veterans  
 Center on the east side from 105' to 125' north of Market  
 Center on the east side from south line of Market 90' south  
 Center on the east side from Monroe to a point 110' north  
 Center on the east side from Mulberry to 65' north  
 Center on the west side from 200' south of Locust to Market  
 Chancellor on the east side, from 415' to 490' north of Eastland  
 Charles on the south side  
 Chestnut - 600 Block East - Alley to Walnut also alley from Clinton to this alley  
 Chestnut on the north side from Center to 100' east of East Street  
 Chestnut on the north side from Hinshaw to White Oak  
 Chestnut on the north side from Madison to a point 55' east  
 Chestnut on the north side from Main to Center  
 Chestnut between Prairie and McLean on the north side from 30' east to 20' west of the crosswalk to Franklin Park near the center of the block  
 Chestnut on the north side from Popular to Morris  
 Chestnut on the south side from East to 50' west  
 Chestnut on the south side from Eugene to a point 50' west

Chestnut on the south side from east line of Madison to west line of Madison  
Chestnut on the south side from 50' to 90' west of Main  
Chestnut on the south side from Morris to Lumber  
Chestnut on the south side from Prairie to East  
Chestnut between Prairie and McLean on the south side from 30' west to 20' east of the crosswalk to Franklin Park near the center of the block  
Circle on the north side from Darrah to Caroline  
Clayton on the west side from Oakland to Lincoln  
Clayton on the east side from Jefferson to a point 50' south  
Clearwater on both sides from Kim to Airport  
Clearwater on both sides from Veterans to a point 120' east of the east line of Oakbrook  
Clearwater on the north side from 138' east of the east line to 100' west of west line of Ridgeport  
Clinton on both sides from Oakland to Chestnut  
Clinton on the east side from north line of Emerson to 70' north  
Clinton on the east side from 70' north of Empire to Chestnut  
Clinton on the east side from Oakland to Bell  
Clinton on the west side from Empire to 180' south of Graham  
Clinton on the west side from Lincoln to Bissell  
Clobertin on the south side from Four Seasons to and around the cul-de-sac  
Cloud on the north side from 250' west of Vale to Florence  
College on both sides from Airport to west corporate limits  
Colton on both sides from Empire to 175' south  
Colton on both sides from Locust to 175' north  
Colton on the east side from Washington to Jefferson  
Colton on the east side from 75' south of the south line of Elmwood to 50' north of the north line of Elmwood  
Colton on the west side from Empire to Emerson  
Commerce, on both sides, north end to Hamilton  
Cornelius on both sides from Airport to East Corporate limits  
Cornelius on both sides from Lockenvitz to Ekstam  
Cottage on the east side from Martin Luther King, Jr. to 1300' south  
Cottage on the west side from Seminary to the north corporate limits  
Crimson on the east side from General Electric to Viney  
Croxtton on the north side from Bunn to 45' east of Indianapolis  
Croxtton on the north side from Hannah to O'Connell  
Croxtton on the north side from McGregor to Ryan  
Croxtton on the south side from Bunn to the east line of Indianapolis  
Croxtton on the south side from U.S. 150 to McGregor  
Danbury on both sides from Fox Creek to Binghampton  
Davis on the east side from Monroe to Jefferson  
Dawes on the north side from Linden to Norbloom  
Denver on the east side from Grove to 200' south  
Denver on the west side from Grove to Oakland  
Dickerson on both sides from Hamilton to south end  
Dinsmore on both sides from Market to Washington  
Division on the south side from Adelaide to Main, except from a point 100' east of Allin to 65' west of Mason  
Division on the north side from underpass to Adelaide  
Dogwood on the west side from Lawndale to Mt. Vernon  
Douglas on the north side from Prairie to McLean  
Douglas on the south side from Clinton to McLean  
Dunn on both sides from Lafayette to Main  
Eagle Crest from Airport to a point 150' east  
East on the west side from Beecher to Kelsey  
East on both sides on Crossover from Douglas to Locust  
East on both sides from Oakland to 50' north of Norfolk & Western Railroad  
East on both sides from Olive to Mulberry  
East on the east side from the north line at Emerson to a point 53' north  
East on the east side from Graham to Empire

East on the east side from Mulberry to Graham  
 East on the east side from Oakland to MacArthur  
 East on the east side from the south line of University north to the north side of University  
 East on the east side from Walnut to Empire  
 East on the west side 100' north of Kelsey to Beecher  
 East on the west side from Olive to MacArthur  
 East of the west side from Stewart to a point 105' south  
 East on the west side from University to Graham  
 Eastland on both sides from Fairway to Castleton  
 Eastport on the east side from Empire to Arrowhead  
 Eastport on the west side from Empire to 100' north of Westport  
 Eddy on the west side from Oakland to White Eagle Road  
 Eisenhower on the east side from Jersey to a point 55' south  
 Eisenhower on the north side from the Dead End to a point 100' west  
 Eisenhower on the west and south side from Jersey to dead end  
 Ekstam on the west side from Pamela to Gerig  
 Eldorado on both sides from Lincoln to Oakland  
 Eldorado (north) on both sides from Prospect to 315' west  
 Eldorado on both sides from Stern south 1550' to Curve  
 Elm on the north side from Center to Main  
 Elm on the north side from the west line of Center, 30' west  
 Elm on the south side from 95' to 115' west of the west line of Main  
 Elmwood on the north side between 1206 & 1208 Elmwood  
 Elmwood on the north side from Colton to a point 50' east  
 Elmwood on the north side from Cecil to Towanda  
 Elmwood - alley north both sides from Towanda to Colton  
 Emerson on both sides from Franklin to 160' west of Center  
 Emerson on the north side from 110' east to 80' west of Ethell  
 Emerson on the north side from Linden to a point 100' west  
 Emerson on the north side from Linden to a point 275' east  
 Emerson on the north side from Allin to 160' west of Center  
 Emerson on the north side from Sunset west to State  
 Emerson on the north side from Towanda to State  
 Emerson on the south side from Center to a point 180' west  
 Emerson on the south side from Clinton to Linden  
 Emerson on the south side from Foley to Mary Ellen  
 Emerson on the south side from Franklin to a point 110' east of Horenberger  
 Emerson on the south side from Allin to 50' east of Lee  
 Emerson on the south side from Linden to a point 255' east  
 Emerson on the south side from Towanda to a point 150' west  
 Emerson on the south side from Towanda to Ebach  
 Emerson on the south side from 850' west of Towanda to 1080' west of Towanda  
 Empire on both sides from Colton to the east corporate limits  
 Empire on both sides from Main to East  
 Empire on both sides from Morris to Popular  
 Empire on the north side from Center to a point 65' west  
 Empire on the north side from Clinton to a point 110' west  
 Empire on the north side from Colton to Clinton  
 Empire on the north side from Park to 150' east  
 Empire on the north side from State to 200' east  
 Empire on the north side from Towanda to 150' west  
 Empire on the south side from Clinton to 200' east of Clinton  
 Erickson on the west side from Olive to 60' south  
 Euclid on both sides Washington to Oakland  
 Evans on the east side from Mulberry to Locust  
 Evans on the east side from Stewart to Lincoln  
 Evans on the east side from Washington to Jefferson

- Evans on the west side from Market to Jefferson
- Evans on the west side from Washington to Bell
- Fairmont on both sides from Arcadia north to Arcadia south
- Fairway from Regency to 300' north of Robinhood
- Fairway on both sides from Towanda to Radliff
- Fell on the east side from Empire to Division
- Felton on the south side from Clinton to Robinson
- Fillmore on both sides from Center to Main
- Four Seasons on both sides from Oakland to a point 150' north
- Four Seasons on both sides from Lincoln to 175' north
- Four Seasons on both sides from Oakland south to relocated Four Seasons
- Four Seasons on the east side from relocated Four Seasons south to and including the cul-de-sac
- Fox Creek on both sides from Oakland to Veterans
- Fox Creek on both sides from Stonehedges to south corporate limits
- Fox Creek on the north side from 30' west of Crooked Creek to 73' east of Crooked Creek
- Fox Creek on the north side from 770' east of Knollbrook to 78' west of Pebblebrook
- Fox Creek on the north side from Oakland to a point 45' west
- Fox Creek on the north side from 400' to 450' west of Pebblebrook
- Fox Creek on the south side from Oakland to Stonehedges
- Franklin on both sides from Emerson to a point 95' south
- Franklin on the east side from Emerson to a point 60' north
- Franklin on both sides from the north line of vacated Kelsey to a point 30' south
- Franklin on both sides from the south line of vacated Division to a point 30' south
- Franklin on the west side from 125' to 175' north of Beecher
- Fremont on the south side from Clayton to Clinton
- Front on the north side from Allin to GM&O Bridge
- Front on the north side from East to a point 50' east
- Front on the north side from Evans to a point 30' west
- Front on the north side from Gridley to a point 50' east
- Front on the north side from Gridley to a point 50' west
- Front on the north side from 80' to 110' east of the east line at McLean
- Front on the south side from the drive to 403 E. Front to a point 25' east
- Front on the south side from Allin to 135' east
- Front on the south side from Main to East
- Front on the south side from 54' west of Prairie to 60' east of Gridley
- Front on the south side from Robinson to 52' west
- Front on the south side from State to 150' west
- Front on the south side from Western to GM&O R.R. Bridge
- Ft. Jesse on both sides from east corporate limits to west corporate limits
- General Electric on both sides from Veterans to Towanda-Barnes
- Gerig on both sides from Ekstam to Haeffele
- Gettysburg on both sides from Lamon to Empire
- Gettysburg on the east side from Lamon to Arrowhead
- Gill on the north side from 1150' to 1230' west of the west line of Airport
- Gill on the south side from Airport west to and including Turn Around Area
- Gilmore on both sides from Morrissey to Commerce
- Goose Creek on both sides from Morris to west end
- Graham on both sides from Center to Main
- Graham on the north side from East to Roosevelt
- Graham on the south side from Park to 60' east
- Gray on the north side from Madison to Madison
- Greenwood on both sides from Morris to south corporate limits
- Greyhound on the east side from Hamilton to south end
- Gridley on the east side from Front to Washington
- Gridley on the east side from 85' to 115' north of Market
- Gridley on the east side from Wood to Jackson
- Gridley on the west side from Douglas to Washington

Change "...60' east..." to "...116' east..."

Insert "Glenbridge on both sides from Ballybunion to Ireland Grove"

Insert "Glenbridge on the west side from Dunloe to Ballybunion"



Gridley on the west side from Oakland to Front  
 Gridley on the west side from Wood to Mission  
 Grove on both sides from 105' east of Clinton to 105' west of Clinton  
 Grove on both sides of north-south jog (known as 1200 block West Grove)  
 Grove on both sides from 40' west of McLean to 40' east of McLean  
 Grove on the north side from Euclid to Lumber  
 Grove on the north side from Gridley to 115' east  
 Grove on the north side from Mason to Lee  
 Grove on the north side from McClun to a point 85' east  
 Grove on the north side from Prairie to Gridley  
 Grove on the south side from Gridley to a point 100' east  
 Grove on the south side from Mercer to a point 100' west  
 Grove on the south side from Robinson to Kreitzer  
 Grove on the south and west sides from 470' to 545' east of Magoun  
 Grove on the south side from Vale to a point 40' east  
 Guido on both sides from Oakland to and around the cul-de-sac  
 Haeffele on both sides Empire to beginning of private section north of Gerig  
 Hall on the north side from Prospect to Williamsburg  
 Hamilton on both sides from Commerce to Mercer  
 Hamilton on both sides from Veterans to Bunn  
 Hamilton on both sides from Morrissey to East End  
 Hannah on both sides from Bell to Oakland  
 Hannah on both sides from Croxton to Bell  
 Harbord on the east side from Oakland to Maizefield north  
 Harbord on the west side from Croxton to Maizefield north  
 Harvest Pointe on both sides from Empire to Dee Farm  
 Heartland on the north side from Hershey to the east end, including cul-de-sac  
 Heartland on the south side from Hershey to a point 475' east  
 Heartland on the south side from 725' east of Hershey to cul-de-sac  
 Heatherhill on both sides except in front of 706, 708, 710, 712  
 Hershey on both sides from College to Garlington  
 Hershey on both sides from Ft. Jesse Road to Rainbow  
 Hershey on both sides from Oakland to Hamilton  
 Hershey on both sides from Empire to Yorktown  
 Hershey on the east side from Empire to Rainbow  
 Hershey on the east side from 85' north to 60' south of Wellington Way  
 Hershey on the west side from a point 80' south of Arrowhead to a point 250' north of Arrowhead  
 Hershey on the west side from  
     Empire to Lamon  
 Hershey on the west side from Oakland to Washington  
 Hinshaw on both sides from Market to Monroe  
 Hinshaw on both sides from Market to Mulberry  
 Hinshaw on both sides from Sheridan to Half  
 Hinshaw on the east side from Chestnut to Blackstone  
 Hinshaw on the east side from Mulberry to 50' north  
 Hinshaw on the west side from the north line of O'Neil Park to Chestnut  
 Hinshaw on the west side from Sheridan to Monroe  
 Holiday on both sides from 550' north of Arrowhead to Dead End  
 Holiday on both sides from Mt. Vernon to a point 250' south of Wildwood  
 Holton on the west side from Monroe to Market  
 Horenberger on the west side from Emerson to Beecher  
 Hoyt on both sides from Brock to south end  
 IAA on both sides from Vernon to North Empire Frontage Road  
 Illinois on the north side from 60' to 95' east of the east line of Erickson  
 Illinois on the north side from 65' to 105' west of the west line of Erickson  
 Illinois on the north side from 230' to 285' west of the west line of Erickson  
 Illinois on the north side from 450' to 490' west of the west line of Erickson

Indianapolis on both sides from the turn around to a point 50' south  
 Indianapolis on the west side from Oakland to Croxton  
 Interstate Dr. on both sides from Market north to north end of public road  
 Ireland Grove on both sides from Mercer to Loop Dr.  
 Ireland Grove on both sides from Veterans to east corporate limits  
 Ireland Grove around cul-de-sac at west end west of Brickyard  
 IWU Area - See Exhibit "D"  
 Jackson on both sides from Veterans to a point 100' west  
 Jackson on the north side from Clinton to a point 150' east  
 Jackson on the north side from Gridley to Prairie  
 Jackson on the north side from Mercer to a point 60' west  
 Jackson on the north side from 100' west of Morris to Lee  
 Jackson on the north side from State to Denver  
 Jackson on the south side from Clinton to a point 110' west  
 Jackson on the south side from East to Prairie  
 James on the north side from the east end to a point 50' west  
 James on the south side from Clinton to the east end  
 JC Parkway on both sides from Market to Valley View  
 Jefferson on both sides from Clinton to 50' east  
 Jefferson on the north side from East to Prairie  
 Jefferson on the north side from 275' to 333' west of Towanda  
 Jefferson on the south side from Clinton to 70' west  
 Jefferson on the south side from 465' to 504' east of Colton  
 Jefferson on the south side from East 70' east  
 Jefferson on the south side from 104' to 120' east of Main  
 Jefferson on the south side from 110' to 135' west of McLean  
 Jefferson on the south side from 180' to 200' west of McLean  
 Jefferson on the north side from Madison to a point 90' west  
 Jefferson on the south side from Madison to Roosevelt  
 Jefferson on the south side from Morris to a point 60' east  
 Jefferson on the south side from Oak to Lee  
 Jefferson on both sides from Allin to a point 30' east  
 Jumer Drive on both sides from Veterans to Hershey  
 Kelsey on the north side from Lee to Oak  
 Kelsey on the south side from Fell west to Dead End  
 Kelsey on the south side from Main to Franklin  
 Kentucky Alley on the south side from the east line of Center to a point 30' east  
 Kentucky Alley on the south side from Main to a point 55' west  
 Kickapoo Creek on both sides from Ireland Grove to north corporate limits  
 Kirkwood on the north side from Conway (west) to Moss Creek  
 Koch on the east side from Stewart to the cul-de-sac  
 Kreitzer on the west side from Grove to a point 47' south  
 Kreitzer on the east side between the two drives to 406 S. Kreitzer  
 Kurt on the north side from Towanda to IAA  
 Laesch on the south side from Morris to Greenwood  
 Lafayette on both sides between Main and Center  
 Lake on the south side from Springfield to Lake  
 Lake Ridge on the west side from Martin Luther King to a point 70' south  
 Lee on the east side from Division to Walnut  
 Lee on the east side from 98' to 114' south of the south line of Front  
 Lee on the east side from Jefferson to a point 40' south  
 Lee on the east side from Jefferson to Market  
 Lee on the east side from Locust to 132' north  
 Lee on the east side from 60' north to 95' south of Olive  
 Lee on the west side Emerson to a point 30' south  
 Lee on the west side from Front to 130' south  
 Lee on the west side from Locust to Chestnut

Lee on the west side from Market to a point 30' south  
Lee on the west side from Market to a point 45' north  
Lee on the west side from Monroe to Washington  
Lee on the west side from Oakland to a point 50' north  
Lee on the west side from 95' north to 65' south of Olive  
Lee on the west side from Washington to 100' north  
Lee on both sides Taylor to Grove  
Lincoln on both sides from Mercer to Hershey  
Lincoln on the north side from Evans to Main  
Lincoln on the south side from Birchwood to Mercer  
Lincoln on the south side from Center to Main  
Lincoln on the south side from Morrissey to 230' east of Morrissey  
Linden on both sides from 300' south of Emerson to north corporate limits  
Linden on the east side from Locust to 300' south of Emerson  
Linden on the west side from Emerson to a point 270' south  
Linden on the west side from Empire to a point 50' north  
Linden on the west side from Empire to a point 140' south  
Lisa on both sides from Airport to a point 50' west  
Livingston on the west side from Blackstone to Walnut  
Locust on both sides from Morris to Allin  
Locust on both sides from Oak to Prairie  
Locust on both sides from Western to a point 30' east  
Locust on the north side from Clinton to 250' west  
Locust on the north side from 100' east to 30' west of Hinshaw  
Locust on the north side just west of Linden  
Locust on the north side from the west line of McLean to 125' west  
Locust on the north side from 80' west of Robinson to Towanda  
Locust on the north side from Western to Hinshaw  
Locust on the south side from Allin to a point 35' east  
Locust on the north side from Allin to a point 40' east  
Locust on the south side from Morris to a point 30' west  
Locust on the south side from Prairie to Towanda  
Locust on the south side from Western to a point 75' west  
Low on both sides from Lake to a point 90' north  
Lumber at the south end south of Chestnut  
Lumber on both sides from Oakland to a point 175' south of Jackson  
Lumber on the east side from Front to a point 50' east  
Lumber on the west side from Grove to Olive  
MacArthur on both sides from Madison to Gridley  
MacArthur on both sides from Oakland to 150' east of Livingston  
MacArthur on the north side from 170' to 205' west of the west line of Bunn  
MacArthur on the north side from 150' east of Livingston to Morris  
MacArthur on the north side from Oakland/MacArthur Crossover to a point 200' west  
MacArthur on the north side from Morris to Madison  
MacArthur on the south side from Allin to a point 80' west  
MacArthur on the south side from Lee to a point 80' west  
MacArthur on the south side from Summit to a point 40' west  
MacArthur on the south side from west line of Western to a point 36' wide  
Madison on both sides from northwest crossover to southwest crossover  
Madison on the east side from Chestnut to Walnut  
Madison on the east side from 110' to 450' north of the north line of Mall  
Madison on the east side from Mulberry to Locust  
Madison on the east side from Kentucky Alley to 50' south  
Madison on the east side from Wood to Miller  
Madison on the west side from Lafayette to a point 60' north  
Madison on the west side from 285' to 355' south of Olive  
Madison on the west side from 105' to 225' south of the south line of Olive

Magoun on the west side from the south line of Raymond School to Olive  
 Magoun on the east side from Olive to a point 90' south  
 Main on both sides from the south corporate limits to Miller  
 Main on both sides from 100' south of Wood to Grove  
 Main on the east side from 205' south of Beecher to Division  
 Main on the east side from 68' to 200' north of Chestnut  
 Main on the east side from Chestnut to a point 65' south  
 Main on the east side from Empire to 60' north  
 Main on the east side from 40' south of the south line of Graham to 42' north of the north line of Graham  
 Main on the east side from Miller to Wood  
 Main on the east side from Niccolls to Oakland  
 Main on the east side from 35' to 80' south of the south line of Union  
 Main on the east side from University to a point 90' south  
 Main on the east side, from 20' south to 42.5' south of the south line of Walnut  
 Main on the east side from Union to a point 60' north  
 Main on the east side from 75' to 125' south of Union  
 Main on the east side from 70' to 120' north of University  
 Main on the west side from Chestnut to 200' north  
 Main on the west side from Chestnut Street to a point 30' south  
 Main on the west side from Division to Seminary  
 Main on the west side from Locust to 30' north  
 Main on the west side from Scott to Empire  
 Main on the west side from Thompson to 56' north  
 Main on the west side from Union to 70' north  
 Main on the west side from Union to 50' south  
 Main on the west side from Walnut to a point 65' south  
 Maizefield on the north side from Harbord to Meadows  
 Maizefield on the south side from Harbord (south) to Meadows  
 Maizefield on the west side from O'Connell to Harbord  
 Maloney on both sides from Prospect to Williamsburg  
 Maple on the east side from Bell to Oakland  
 Maple on the west side from Oakland to a point 40' south  
 Maple on the west side between the drives to 1211 E. Oakland and 603 S. Maple  
 Maple Hill on both sides from Wylie to north corporate limits  
 Marion on the north side from Rosney to Colton  
 Market on both sides from 150' west of west line of Lee to Center  
 Market on both sides from Morris to Catherine  
 Market on both sides from Stillwell to west corporate limits  
 Market on the north side from Allin to a point 55' west  
 Market on the south side from 80' west of Allin to 60' east of Allin  
 Market on the north side from Catherine to a point 65' east  
 Market on the north side from Catherine to Howard  
 Market on the north side from Clinton to Robinson  
 Market on the north side from East to Douglas  
 Market on the north side from 180' east to 180' west of Hinshaw  
 Market on the north side from Lee to 120' west  
 Market on the north side from Mason to 80' east  
 Market on the north side from Morris to a point 150' west of Western  
 Market on the north side from Prairie to Gridley  
 Market on the south side from 10' east to 10' west of the District 87 drive  
 Market on the south side from East to Prairie  
 Market on the south side from 60' to 120' east of Prairie  
 Market on the south side from Gridley to Clinton  
 Market on the south side from Lee to 150' west  
 Market on the south side from Mason to 90' west  
 Market on the south side from Morris to a point 220' west of Western  
 Market on the south side from Stillwell to 180' east of Hinshaw

Martin Luther King, Jr. on both sides from Market to Cottage  
 Mason on the east side from 225' to 280' south of Bissell  
 Mason on the east side from Market to Mulberry  
 Mason on the east side from Seminary to 75' south  
 Mason on the east side from 20' north to 20' south of the alley south of Seminary  
 Mason on the west side from Chestnut to a point 75' south  
 Mason on the west side from Grove to 90' south  
 Mason on the west side from Jackson to Mill  
 Mason on the west side from Market to Monroe  
 Mason on the west side from Seminary to 500' south  
 Maysel on the north side from Four Seasons to the west end  
 McClun on the east side from Oakland to a point 128' north  
 McClun on the east side from a point 35' north of Taylor's north right-of-way line to Taylor  
 McClun on the both sides from Washington to Grove  
 McClun on the west side from Grove to Bell  
 McGraw on the south side from Eldorado to Arcadia  
 McGraw on the north side from the easternmost drive to 2708 west to Eldorado  
 McGregor on the east side from Croxton to Cloud  
 McGregor on the west side from Croxton (south) to Croxton (north)  
 McLean on the east side from Empire to 40' south  
 McLean on the east side from 55' south of Monroe to 40' north of Monroe  
 McLean on the east side from Oakland to Washington  
 McLean on the west side from 40' north of Grove to 40' south of Grove  
 McLean on the west side from Locust to University  
 McLean on the west side from Walnut to Graham  
 McLean on the west side from Washington to Front  
 Meadows on the east side from Oakland to Maizefield  
 Mecherle on the east side from Robinhood to Delmar  
 Mercer on both sides from Benjamin to Lincoln  
 Mercer on both sides from Castle to Washington  
 Mercer on both sides from Lincoln to Herbert  
 Mercer on both sides from Marzel to Hamilton  
 Mercer on the east side from Herbert to Marzel  
 Mercer on the west side from Washington to a point 100' north  
 Mill on the north side from 40' east of Mason to Allin  
 Mill on the south side from Morris to a point 50' west  
 Mill on the south side from Evans to a point 40' west  
 Miller on the north side from Center to Madison  
 Miller on the south side from Center to Main  
 Miller on the south side from Wright to the cemetery entrance  
 Miller Park - See Exhibit "C"  
 Mirium on both sides from Airport to a point 50' west  
 Mission on the west & south sides from Gridley to MacArthur  
 Monroe on both sides from Hinshaw to Holton  
 Monroe on the north side from Clinton to 244' east of the east line of East Street  
 Monroe on the south side from Center to a point 70' west  
 Monroe on the south side from Livingston to Holton  
 Monroe on the south side from Madison to Oak  
 Monroe on the south side from Mason to Allin  
 Monroe on the south side from Mason to Morris  
 Morningside on the north side from Hershey to a point 65' west  
 Morris on the east side from 100' south of Locust to Locust  
 Morris on both sides from Locust to Chestnut  
 Morris on both sides from Market to south corporate limits  
 Morris on the west side from Forrest to Seminary  
 Morrissey on both sides from Croxton to south city limits  
 Mount Vernon on the east side from Lawndale to Empire

Mount Vernon on the west side from Empire to Dogwood  
 Mount Vernon on the west side from Wildwood to a point 50' south  
 Mulberry on both sides from 40' east to 30' west of Hinshaw  
 Mulberry on both sides from northeast crossover to Main  
 Mulberry to the east line of East north of Mulberry  
 Mulberry on the north side from Lee to Allin  
 Mulberry on the north side from Main to McLean  
 Mulberry on the north side from the northwest crossover to 120' east of Roosevelt  
 Mulberry on the south side from Allin to Howard  
 Mulberry on the south side from the east line of East south of Mulberry to the east line of East north of Mulberry  
 Mulberry on the south side from Madison to Lee  
 Mulberry on the south side from Prairie to McLean  
 Norbloom on the east side from Dawes to north corporate limits  
 North Country Club from north end of Island at Country Club to south end of Island at Country Club Place on west side  
 North Empire Frontage Road on both sides from Towanda Service Road to IAA  
 North Empire Frontage Road on the north side from Mt. Vernon to east end  
 Oak on the west side from Front to Seminary  
 Oakbrook on the west side from Clearwater to Rainbow  
 Oakbrook Ct. on the north side from Oakbrook Dr. west to and including around the cul-de-sac  
 Oak Creek on the north side from Main to 275' east of Tracy  
 Oak Creek on the south side from Main to Tracy  
 Oakland on both sides from Fox Creek to a point 750' north  
 Oakland on both sides from Magoun to Livingston  
 Oakland on both sides from Moore to east corporate limits  
 Oakland on the north side from Euclid to Magoun  
 Oakland on the north side from Morris to 100' east of State  
 Oakland on the north side from 95' east of Woodland to 75' west of Woodland  
 Oakland on the south side from Allin to a point 80' east  
 Oakland on the south side from Livingston to Morris  
 Oakland on the south side from Madison to 160' east of Leland  
 Oakland on the south side from the west line of Mason south to west line of Mason north  
 Oakland on the south side from Morris to a point 90' east  
 Oakland on the south side from west line of Oakland School to Vale  
 Oakland on the south side from 370' to 430' east of the east line of Vale  
 Oakland on the south side from Vale to a point 40' east  
 Oakland Court on both sides from the east-west alley to a point 15' south  
 O'Connel on both sides from Maizefield to Croxton  
 O'Hara on the north side from Allin to 100' east  
 Old Jamestown on both sides from Airport to Auburn  
 Olive on the north side from Euclid to a point 70' east  
 Olive on the north side from Euclid west to G.M.&O. RR  
 Olive on the north side from Gridley to a point 130' west  
 Olive on the north side from drive to Lincoln Towers to a point 15' west  
 Olive on the north side from Madison to Albert  
 Olive on the north side from the west line of Madison to a point 30' west  
 Olive on the north side from Reeves to 40' east of east line of Morris  
 Olive on the north side from Roosevelt to a point 35' west  
 Olive on the north side from 90' to 105' east of the east line of Roosevelt  
 Olive on the south side from Erickson to 90' west  
 Olive on the south side from 65' to 165' east of the east line of Erickson  
 Olive on the south side from 230' to 270' east of the east line of Erickson  
 Olive on the south side from 215' to 255' west of the west line of Erickson  
 Olive on the south side from 450' to 495' west of the west line of Erickson  
 Olive on the south side from Euclid to a point 40' east  
 Olive on the south side from 50' west of Lumber to 140' west of Western

- Olive on the south side from Morris to Center
- Olive on the south side from Morris to East
- Olive on the south side from Prairie to Gridley
- Olive on the south side from west line of Raymond School to 75' east of Magoun
- Packard on the north side from Magoun to a point 85' east
- Packard on the south side from Magoun to a point 40' east
- Packard on the south side from Reeves to Lumber
- Pamela on the north side from Towanda Barnes to Ekstam
- Pamela on the south side from Towanda Barnes to 130' east of Norma
- Park on the east side from Beecher to a point 40' south
- Park on the east side from Graham to Empire
- Park on the east side from Phoenix to a point 90' north
- Park on the east side from 20' north to 20' south of the drive to the United Methodist Office Building
- Park on the east side from 90' south to 182' north of University
- Park on the west side from Beecher to University
- Park on the west side from 90' to 130' south of the south line of University
- Park Place on west side of one way inset area between Martin Luther King and University
- Patterson on the east side from the north line of Oakland to 205' north
- Patterson on the west side from Oakland to East Gate
- Peach on the north side from Rutledge to Dogwood
- Perrin on the east side from Washington to Country Club
- Phoenix on the north side from 135' to 155' west of the west line of Fell
- Phoenix on the north side from 200' to 220' east of Park
- Phoenix on the south side from Fell to Park
- Prairie Lane on the south side from the east end to a point 12' west
- Prairie on the east side from 85' north of Walnut to Grove
- Prairie on the west side from Empire to Walnut
- Prairie on the west side from Jackson a point 75' south
- Prairie on the east side from Jackson to a point 50' south
- Prairie on the west side from Jackson south to alley
- Prairie on the west side from Market to a point 40' south
- Prairie on the west side from 50' north to 50' south of Monroe
- Prairie on the west side from Olive to Jackson
- Prairie Crossing on both sides from 2100 E to west corporate limits
- Prospect on both sides from Oakland to Empire
- Radliff on the east side from Robinhood to Sherwood
- Rainbow on both sides from Hershey to a point 180' east
- Rainbow on the north side from Oakbrook to Hershey
- Rainbow on the south side from 50' west to 50' east of Anchor
- Rainbow on the south side from 50' west to 50' east of Carraway
- Rainbow on the south side from 50' west to 50' east of Moonstone
- Rainbow on the south side from 50' west to 50' east of Oakbrook
- Rainbow on the south side from 50' west to 50' east of Ridgeport
- Rave on the north side from Towanda Barnes to the east property line of 3710 Rave
- Regency on both sides from Fairway to Oakland
- Ridgeport on the west side from 3' south of the driveway to 1508 Ridgeport north to Rainbow
- Riley on the south side from Mecherle to Bradley
- Robinhood on the south side from Towanda to Mecherle
- Robinson on the east side from Taylor to Washington
- Robinson on the west side from point 80' south of property line of Felton to Oakland
- Robinson on the west side from Taylor to Oakland
- Robinson on the west side from Olive south to alley
- Robinson on the west side from Washington south one-half block to the alley
- Roosevelt on the east side 13' north & south of Daily Pantagraph loading dock
- Roosevelt on the east side from Market to 130' south
- Roosevelt on the east side from Olive to 90' north
- Roosevelt on the west side from Graham to Union

Modify "...Phoenix to a point 90' north" to  
"...Phoenix to a point 30' north"

Delete "Park on the east side from 20' north to 20' south of the drive to the United Methodist Office Building"

Roosevelt on the west side from Locust to Empire  
Roosevelt on the west side from Olive north to and including the cul de sac  
Roosevelt on the west side from Water to a point 250' north  
Royal Pointe on both sides from Empire to a point 50' north of Reed  
Rust on both sides from Regency to Washington  
Rutledge on the west side from Arrowhead to Peach  
Sale Barn on both sides from Morris to Main  
Sandburg on the west side from Arrowhead to Lamon  
Scott on the south side from Center to Main  
Seminary on the north side from Mason to Calhoun  
Seminary on the south side from Western to Mason  
Seville on the east side from Oakland to Jackson  
Seville on the west side from Jackson to Granada  
Seville on the west side from Oakland to 110' north  
Six Points from Morris east to Dead End  
South Empire Frontage Road on both sides from Fairway to Veterans Frontage Road  
Springfield on both sides from Morris to Fox Creek  
State on the east side from 30' south of the south line of Front to Washington  
State on the west side from Empire to 150' north  
State on the west side from Washington to Oakland  
Stewart on the north side from Center to Main  
Stewart on the south side from Center to Wilson  
Stewart on both sides Madison to Center  
Stillwell on the west side from Market to Sheridan  
Stone Mountain from Southfork to Degarmo  
St. Joseph on both sides from Washington to Eastland  
Summit on the east side from Lake to a point 190' north of Lake  
Summit on the west side from Wood south to Lake  
Szarek on the west side from Six Points to 100' south  
Tanner on the south side from Springfield to a point 240' west  
Taylor on the south side from Clinton to Robinson  
Taylor on the south side from Denver to State  
Taylor on the south side from 75' to 125' east of Low  
Thompson on the north side from Main to Center  
Timberwolf on both sides from Scottsdale to North End  
Tipton on the north side from Circle to Caroline  
Todd on the north side from Gettysburg to and including the west cul-de-sac  
Todd on the south side from Gettysburg to and including the east cul-de-sac  
Towanda on both sides from Washington to north corporate limits  
Tracy left side of one-way circle drive at south end  
Trinity on both sides Empire to Cornelius  
Union on the south side from Center to Main  
University on the north side from 20' east to 20' west of the north-south alley located between Clinton and Whites Place  
University on the north side from Main to East  
University on the north side from Whites Place to a point 35' west  
University on the south side from Park to McLean  
University on the south side from Whites Place to Clinton  
Urban on the south side from Tracy to east end  
Vale on the east side from Washington to Lincoln  
Valley View on both sides from Wylie to West End  
Veterans Parkway on both sides from north corporate limits to south corporate limits  
Walnut on the north side from 60' west of Center to Main  
Walnut on the north side from East to a point 85' west  
Walnut on the north side from Hinshaw to Livingston  
Walnut on the south side from Center to a point 50' west  
Walnut on the south side from 20' east of the east line of East to 20' west of the west line of East



Walnut on the south side from 90' west of East to East  
 Walnut on the south side from 65' to 115' east of the east line of Main  
 Washington on both sides from Mercer to Bayberry  
 Washington on the north side from Center to Main  
 Washington on the north side from Colton to 50' east of McClun  
 Washington on the north side 140' east of Brown to west corporate limits  
 Washington on the north side from Evans to 120' east of Kreitzer  
 Washington on the north side from Main to a point 40' west of East  
 Washington on the north side from Mercer to 300' west  
 Washington on the north side from 50' east to 25' west of Stillwell  
 Washington on the north side from Western to the Southern Pacific Railroad  
 Washington on the south side from Bayberry to Evergreen  
 Washington on the south side from Clayton to Mercer  
 Washington on the south side from Euclid to a point 135' west  
 Washington on the south side from Gridley to 50' east  
 Washington on the south side from 134' east of Gridley to McLean  
 Washington on the south side from Madison 100' westerly  
 Washington on the south side from Morris to 65' west  
 Washington on the south side from Morris to 35' east  
 Washington on the south side from Stillwell to Western  
 Western on both sides from Forrest to Seminary  
 Western on the east side from Mulberry to Chestnut  
 Western on the east side from 50' south of Penn Central Railroad to Washington  
 Western on the east side from Perry to 24' north  
 Western on the west side from Chestnut to Seminary  
 Western on the west side from Front to Olive  
 Western on the west side from Front to Washington  
 Western on the west side from Mulberry to Market  
 Westgate on both sides Interstate Dr. to Wal-Mart parking lot  
 Westport on the south side from 70' - 100' west of the west line of Eastport  
 Westport on the north side from Eastport west to and including the cul-de-sac  
 Westport on the south side from 170' to 195' west of Eastport  
 Westport on the south side from 375' to 500' west of Eastport  
 White Eagle on both sides from Streid to Saddlebrook  
 White Oak on both sides from Market to the north corporate limits  
 White's Place on both sides from Empire to 60' north  
 White's Place across north Dead End  
 Willard on the east side from the alley south of Grove to Grove  
 Willedrob on the north side to and around the cul-de-sac  
 Williamsburg on the east side from Hall to north end  
 Williamsburg on the west side from Eastland to a point 50' south  
 Williamsburg on the west side from 30' north to 30' south of the drive to 206 N. Williamsburg  
 Williamsburg on the west side from 470' to 510' south of Eastland  
 Wood on both sides from Center to Main  
 Wood on the north side from Center to Madison  
 Wood on the north side from Main to Gridley  
 Wood on the north side from 90' east of the east line of Lee to 65' west of the west line of Lee  
 Wood on the south side from Gridley to 70' west  
 Wood on the south side from Morris to Center  
 Wood on the south side from Pancake to Morris  
 Woodruff on the south side from Kenyon to Colton  
 Wright on both sides from 50' north to 50' south of Miller  
 Wylie on both sides from Market to the north corporate limits  
 (Ordinance No. 2018-29)

Delete "Westport on the south side from 70' - 100' west of the west line of Eastport"

Delete "Westport on the south side from 170' - 195' west of Eastport"

Change "Westport on the south side from 375' - 500' west of Eastport" to "Westport on the south side from Eastport to 375' west"

**Section 150 : Parking Prohibited During Certain Hours on Certain Streets.**

In accordance with Section 126, and when signs are erected giving notice thereof, no person shall park a vehicle between the hours specified herein on the specified days upon any of the streets or parts of streets as follows:

Alternate Side Parking -- 3:00 a.m. to 5:00 a.m.

In an area commencing in the center of Gridley at the south line of Olive Street; thence north along the center line of Gridley Street to the north line of Douglas Street; thence west along the north line of Douglas Street to the east line of East Street; thence north along the east line of East Street to the north line of Locust Street; thence west along the north line of Locust Street to the west line of U.S. 51 southbound; thence south along the west line of U.S. 51 southbound to the north line of Monroe Street; thence west along the north line of Monroe Street to the west line of Roosevelt Avenue; thence south along the west line of Roosevelt Avenue to the north line of Grove Street; thence south along the east line of Roosevelt Avenue to the north line of Olive Street; thence east along the north line of Olive Street to the east line of Madison Street; thence east along the south line of Olive Street to the point of beginning with the following exceptions;

- (1) Jefferson Street between Prairie Street and Gridley Street. In the area described above, vehicles are allowed to park during this period on the west side and north sides of the streets on Mondays, Wednesdays, Fridays and Sundays and on the east and south sides of the streets on Tuesdays, Thursdays, Saturdays and Sundays.
- (2) Main Street between Market Street and Mulberry Street. In the area described above, vehicles are allowed to park during this period on the west side of the street on Mondays, Wednesdays, Thursdays, Fridays, Saturdays, and Sundays and on the east side of the street on Tuesdays and Sundays.
- (3) Washington Street between Center Street and Main Street. In the area described above, vehicles are allowed to park during this period on the south side of the street on Tuesdays and Sundays.  
(Ordinance No. 2012-57)

7 days a week -- 3:00 a.m. - 5:00 a.m.

Jefferson on both sides Main to Center (Tow Away Zone on Saturday and Sunday)  
Main on both sides Front to Jefferson (Tow Away Zone on Saturday and Sunday)  
Hall on the south side from Prospect to 535 feet east  
Jefferson, both sides, Main to Center (Tow Away Zone, Saturday and Sunday)  
Washington on the south side from Caroline to west corporate limits  
Washington on both sides from Morris to ICG Railroad  
(Ordinance No. 2015-25)

3:00 p.m. to 4:00 p.m. on School Days When Children are Present

Grove on the north side from State to  
(Ordinance No. 2015-25)

**Insert:**  
**6:00 a.m. to 6:00 p.m. Except Saturdays and Sundays (Tow Away Zone)**  
**Oak Street on both sides from Stewart to Bissell**

7:00 a.m. to 6:00 p.m.

Grove on the south side from McClun to Denver

5:00 p.m. to 8:00 a.m.

Mission on the north side from Gridley to 340' west (Ordinance No. 2003-47)

6:00 p.m. to 6:00 a.m.

MacArthur on the south side from Center to Main

6:00 p.m. to 8:00 p.m.

Parking Lot on southeast corner of Hinshaw at Market  
(Ordinance No. 2005-111)

Tuesday -- 6:00 a.m. - 3:00 p.m.

Oakland Court on both sides from 250' to 300' north of the north line of Oakland  
(Ordinance No. 1994-116)

Except 8:00 a.m. to 12:30 p.m. Sundays

Four Season on the east side from 40' to 160' north of Clobertin  
Lincoln on the north side between Capen and Broadmoor  
(Ordinance No. 2002-101)

Except 4:00 p.m. - 8:00 p.m. - Saturday; 6:00 a.m. - Noon Sunday.

Locust on both sides from Western to Morris  
(Ordinance No. 1997-4)

6:00 a.m. to 4:00 p.m.

Fillmore on the south side from Center to Main  
Main on the west side from Fillmore to Graham  
(Ordinance No. 1990-97)

10:00 p.m. to 6:00 a.m.

Atwood Wayside Parking Lot  
Currency on both sides from Commerce to southwest end  
Finance on both sides from Currency to south end  
(Ordinance No. 2005-111)

24 Hour Restriction

Albert on the west side from Grove to Olive  
East Street on the east side from Monroe to Market  
Oakland on the south side from Seville to Regency  
(Ordinance No. 1984-157)

Schedule XI :

Section 151 : Standing or Parking During Certain Hours on Certain Streets Prohibited.

In accordance with Section 127(a) and when signs are erected giving notice thereof, no person shall stand, or park, a vehicle between the hours specified herein of any day except Sunday and public holidays within the district or upon any of the streets or parts of streets as follows:

9:00 a.m. to 4:00 p.m.

Parkshores on the east side from east-west section north to Martin Luther King Drive (Ordinance No. 1995-61)

AT ALL TIMES

- Black Oak Blvd on both sides from Ireland Grove to Jackpine
- Breezewood on both sides from Woodrig to 150' north of Springdale
- College on the north side from the easternmost drive to North Pointe School to a point 100' east
- Hannah on the west side from Croxton to 150' north, including parkway
- Hershey on the east side from Empire to Clearwater
- Main on the east side from 113' to 240' north of Chestnut Street
- Main on the west side from Fillmore to Graham
- Oakland on the south side from 30' east of Lee to 75' east of Lee
- Rowe on the north side from IAA Drive to Delmar
- Union 76 Service Road on both sides from Market north to the Dead End
- Washington on the north side from McLean to Evans  
(Ordinance No. 2008-64)

Change "Union 76 Service Road..." to "Truckers Lane..."

7 days a week

- Miller on the south side from Center to Main
- Washington on the south side from Caroline to Euclid
- Washington on the south side from 10' east to 110' west of the Cemetery Entrance located west of Caroline Street
- Washington on the south side from Nords Road to 300' east of Emerson
- Washington on the south side from 1160' to 1270' east of Emerson
- Washington on the south side from 2050' to 2285' east of Emerson  
(Ordinance No. 2001-4)

Schedule XIII :Section 153 : Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots.

The provisions of Section 114 of this Chapter relating to parking with special license plates, a decal or card apply to the use of the following parking spaces as well as other spaces which comply with the provisions of Section 114. The listed parking spaces are hereby recognized and approved as having been properly designated and reserved for the use of handicapped persons and as having been inspected and approved for enforcement on private property by representatives of the City including specifically the Bloomington Police Department.

## (a) On-Street Parking Spaces:

Allin on the east side 40' to 60' south of Walnut  
 Baker on the south side in front of 303 E. Baker  
 Baker on the south side in front of 307 E. Baker  
 Beecher on the south side from 40' to 60' west of the west line of East  
 Beecher on the south side from 60' to 80' west of the west line of Franklin  
 Beecher on the south side from 105' to 125' west of the west line of Park  
 Bell on the north side from 50' to 95' east of the east line of Clinton  
 Catherine on the west side in front of 504 Catherine  
 Center on the east side from 87' to 107' north of Mulberry  
 Center on the east side from 20' to 40' north of the north line of Washington  
 Center on the east side from 20' to 60' north of the north line of Market  
 Center on the west side from 90' to 110' north of the north line of Washington  
 Chestnut on the north side in front of 412 E. Chestnut  
 Chestnut on the south side from 130' to 150', west of the west line of East  
 Chestnut on the south side from 30' to 50' west of Main  
 Clayton on the west side adjacent to 611 E. Front  
 College on the west side from 110' to 130' south of the south line of Scott  
 Colton on the east side - 3 spaces adjacent to stadium entrance  
 Douglas on the south side from 20' to 44' east of East  
 Douglas on the south side in front of 805 East Douglas  
 East on the west side in front of 1409 South East  
 East on the east side from 20' to 40' south of the south line of University  
 Eisenhower on the east side across the street from 209 Eisenhower  
 Eisenhower on the east side from 256' to 276' south of Jersey  
 Elmwood on the north side in front of 1210 Elmwood  
 Evans on the east side from 42' to 62' south of the south line of Mill  
 Evans on the east side from 30' to 70' south of the south line of Oakland  
 Folsom on the north side in front of 1019 W. Folsom  
 Franklin on the west side from 30' to 50' north of the north line of Emerson  
 Grove on the north side in front of 817 W. Grove  
 Grove on the north side in front of 925 W. Grove  
 Grove on the south side in front of 534 W. Grove  
 Grove on the south side from 29' to 54' west of the west line of Albert  
 Grove on the south side in front of 817 E. Grove  
 Grove on the south side in front of 906 W. Grove  
 Jackson on the north side from 30' to 50' east of the east line of East  
 Jackson on the south side in front of 808 W. Jackson  
 Jefferson on the north side in front of 514 E. Jefferson  
 Jefferson on the north side in front of 818 1/2 E. Jefferson  
 Jefferson on the north side in front of 917 W. Jefferson  
 Jefferson on the north side from 20' to 60' west of the west line of Roosevelt  
 Jefferson on the south side from 180' to 200' east of the east line of Clinton

Jefferson on the south side from 4' to 24' east of the drive to 824 W. Jefferson  
 Lee on the east side from 28' to 48' north of the north line of Front  
 Lee on the east side from 20' to 40' north of the north line of Mill  
 Lee on the east side in front of 609 N. Lee  
 Lee on the east side in front of 522 S. Lee  
 Madison on the west side in front of 1011 South Madison  
 Madison on the east side from 30' to 70' south of south line at Oakland  
 Main on the east side, the first diagonal parking space south of Jefferson  
 Main on the east side from 30' to 50' south of the south line of Market  
 Main on the west side from 20' to 40' north of the north line of Union  
 Main on the west side from 32' to 52' south of the south line of Washington  
 Main on the west side in the first diagonal space south of Mulberry  
 Market on the north side from 65' to 85' west of East  
 Market on the south side from 20' to 80' east of the east line of Center  
 Market on the south side in front of 819 East Market  
 Market on the south side in front of 821 E. Market  
 Mason in the cul-de-sac at south end south of Division  
 Mason on the east side from 30' to 50' south of the south line of Jefferson  
 Mason on the east side from 87' to 107' south of Locust  
 Mason on the west side from 20' to 40' south of Wood  
 Mason on the west side from 50' to 70' north of MacArthur  
 McLean on the east side in front of 705 N. McLean  
 Mill on the south side in front of 404 W. Mill  
 Mill on the north side in front of 811 W. Mill  
 Monroe on the north side in front of 801 W. Monroe  
 Monroe on the north side in front of 807 W. Monroe  
 Monroe on the north side from 20' to 40' west of the west line of Roosevelt  
 Monroe on the north side from 21' to 41' west of the west right of way line of Center  
 Monroe on the south side from 30' to 50' east of the east line of East  
 Monroe on the south side from 140' to 180' west of the west line of Clinton  
 Monroe on the south side from 30' to 50' east of Main  
 Monroe on the south side in front of 603 East Monroe  
 Oak on the east side from 160' to 180' north of Jefferson  
 Oak on the east side in front of 1223 N. Oak  
 Oak on the east side adjacent to 508 W. Elm  
 Olive on the north side in front of 812 1/2 E. Olive  
 Olive on the north side in front of 1008 E. Olive  
 Packard on the north side in front of 107 W. Packard  
 Park on the west side from 30' to 50' north of the north line of Graham  
 Park on the east side from 70' to 90' south of the south line of Phoenix  
 Roosevelt on the west side from 30' to 70' north of the north line of Jefferson  
 Scott on the north side in front of 1101 N. Roosevelt  
 Scott on the north side from 20' to 60' west of the west line of Main  
 Stewart on the north side, across from 103 E. Stewart  
 Tracy on the east side in front of 2004 Tracy  
 University on the north side from 30' to 50' east of the east line of Park Walnut on the north side  
 from 30' to 50' east of the east line of Livingston  
 University on the south side from 30' to 50' west of the west line of East  
 Walnut on the south side from 20' to 40' east of the east line of Hinshaw  
 Walnut on the south side from 55' to 75' east of the east line of Lee  
 Walnut on the south side in front of 406 N. Walnut  
 Walnut on the south side in front of 1404 W. Washington  
 Walnut on the south side from 70' to 90' east of the east line of McLean  
 Washington on the north side from 138' to 158' of the east line of Stillwell  
 Washington on the south side from 20' to 40' west of the west right-of-way line of East  
 Washington on the north side from 20' to 40' west of the west right-of-way line of Madison  
 Washington on the north side from 53' to 73' east of the east line of Stillwell

Add "Madison on the west side in front of 1208 N. Madison"

Add "Oak on the east side adjacent to 507 W. Elm"

Washington on the south side from 20' to 40' east of the east line of Roosevelt  
Washington on the south side from 30' to 70' west of the west line of Lee  
Washington on the south side in front of 908 W. Washington  
(Ordinance No. 2018-29)

### Section 192.1 : Specific Tow Away Zones.

(a) At the times herein specified and when signs are erected giving notice of the illegal parking and of the towing zone, no person shall directly or indirectly (Sec. 191) park or permit a vehicle owned by him/her to be parked at the locations on the streets hereinafter described and any vehicle so parked may be towed from these locations as provided in this Article:

Alley (north-south) bounded by East, Locust, Prairie and Mulberry, on the west side from Locust to a point 110' south between 6:00 a.m. and 4:00 p.m., Monday through Friday

Beecher on the north side from Franklin to Main

Beecher on the south side from 50' west of the west line of East to 40' east of the east line of East

Beecher on the south side from 65' west of the west line of Franklin to 20' east of the east line of Franklin

Beecher on the south side from the east line of Main to a point 20' east

Center Street, on the west side, from 45' to 85' north of the north line of Kentucky Alley between 6:00 a.m. and 4:00 p.m., Monday through Friday

Center Street, on the east side, from 39' south to 112' south of the south line of Olive Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Center Street on the east side from 105' to 125' north of the north line of Market Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Chestnut Street, on the south side, from 50' to 90' west of the west line of Main Street

Chestnut Street, on the south side from 110' to 150' west of the west line of East Street

Chestnut Street, on the south side, from Mason Street to 130' east of the east line of Mason Street

Chestnut Street between Prairie and McLean on the north side 60' east and west from the midpoint of the crosswalk to Franklin Park near the center of the block

Douglas Street, on the north side, from 150' west to 173' west of the west line of Prairie Street between 6:00 a.m. and 4:00 p.m. Monday through Friday

East on the east side from the north line of Beecher to a point 20' north

East on the east side from the north line of Emerson to a point 53' north

East on the east side from 290' north of Emerson to 42' north of the south line of Kelsey

East on the east side from the south line of Emerson to a point 30' south

East on the east side from the north line of Graham to a point 20' north

East on the east side from 365' north of Kelsey to north corporate limits

East on the west side from Division to a point 38'south

East on the west side from Emerson to Beecher

East on the west side from the south line of Graham to a point 20' south

Emerson on the north side from 250' west of the west line of Fell to Franklin



Franklin on both sides from the north line of vacated Kelsey to a point 30' north

Franklin on both sides from the south line of vacated Division to a point 30' south

Franklin Avenue, on the east side from Beecher to a point 20' north

Franklin Avenue, on the west side from the Crosswalk north of Emerson to a point 20' south

Front Street, on the north side, from 31' to 68' east of the east line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, on the north side, from 20' west to 107' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, on the north side, from 43' east to 80' east of the east line of Madison Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, 300 block west, south side, on dates when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Front, on both sides from Lee to Mason. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Gill on the south side from turn around area west of Airport Road to Airport Road

Graham on the south side from 30' west of the west line of East to 20' east of the east line of East

Graham on the south side from the east line of Main to a point 20' east

Grove Street, on the south side, from 20' to 40' east of the east line of East Street

Grove, on the south side from Lee to Mason. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

IWU Area - See Exhibit "D"

Jackson Street, on the south side, from 20' to 120' west of the west line of Mason Street between 8:00 a.m. and 5:00 p.m., Monday through Friday

Jefferson Street, on the north side, from 51' west to 98' west of the west line of Center Street

Jefferson Street, on the south side, from 20' to 170' west of the west line of Evans Street

Jefferson Street, on the south side from 30' to 52' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Jefferson Street, on the south side, from 45' west to 64' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Lee, on the west side, from Front to Grove in the south half of the block. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Lee Street, 500 block between Market and Mulberry, east and west side, 24 hours a day, seven days a week, except for the east side of Lee Street from Mulberry Street to a point 80 feet south between the hours of 8:00 a.m. and 6:00 p.m. which continues to have a 2 hour time limit. Vehicles displaying permits issued pursuant to Section 192.2 of this chapter are exempt from towing.

Lee on the east side from Mulberry to a point 36' south

Lee on the west side from Mulberry to a point 36' south

Lee on the west side from Mulberry to a point 36' north

Lee on the east side from Mulberry to a point 54' north

Livingston Street, on the west side, from 20' to 120' north of the north line of Walnut Street

MacArthur Street, on the north side, from 170' to 205' west of the west line of Bunn Street

Madison Street, on the west side, from 250' to 310' north of the north line of Wood Street

Madison Street, on the west side, from MacArthur Avenue to 130' south of the south line of MacArthur Avenue between 8:00 a.m. and 5:00 p.m.

Main Street, on the east side, from 20' north to 68' north of the north line of Chestnut Street

Main Street on the east side from 40' south of the south line of Graham to 42' north of the north line of Graham

Main Street, on the east, from 30' south to 68' south of the south line of West Mulberry Street extended east to the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Main Street on the east side, from 50' south to 98' south of the south line of Market Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Main Street on the east side, from 35' to 80' south of the south line of Union

Main Street, 500 block north, on the east side, the seven regular parking spaces north of the handicapped parking space and the two "freight loading" spaces north of those seven spaces on dates when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Market Street, on the north side, from 30' to 50' east of the east line of Center Street

Market Street, on the north side, from 69' west to 92' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Market Street, on the north side, from 65' to 85' west of the west line of East Street

Mason Street, on the west side, from 75' to 155' south of the south line of Chestnut Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Mason, on both sides, from Front to Grove. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Mason, in the cul-de-sac south of Division

Insert: "Oak Street on both sides from Stewart to Bissell between 6:00 a.m. and 6:00 p.m., Monday through Friday"

Monroe Street, on the north side, from 30' east to 50' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Monroe Street, on the south side, from 75' east to 94' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday.

Monroe Street, on the north side, from 30' east to 48' east of the east line of Center Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Olive Street, on the south side, from 88' to 158' west of the west line of Prairie Street

Parking Lot on southeast corner of Hinshaw at Market between 6:00 p.m. to 8:00 a.m.

Prairie Street, on the west side, from 30' to 80' north of the north line of Grove Street in the parkway

Roosevelt Street, on the west side from 100' to 200' north of the north line of Walnut Street

Roosevelt Street, on the east side, from Locust Street to a point 175' north between 2:30 p.m. and 3:30 p.m.

Roosevelt Street, on the west side from Grove to a point 110' south from 7:00 a.m. to 6:00 p.m. seven days a week. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Sale Barn Road - Main Street to Timberlake

State Street, on the east side, from Washington Street to a point 200' south

Truckers Lane, on both sides, Market to the north end

Valley View on both sides, from Wylie to west end

Washington on the south side from 20' to 45' east of the east line of Allin between 11:00 a.m. and 11:00 p.m.

Washington Street, on the north side, from 20' to 61' west of the west line of Madison Street, between 8:30 a.m. and 5:00 p.m.

Washington Street, on the east side, from 20' to 64' west of the west line of Mason Street, between 8:00 a.m. and Noon and 6:00 p.m. - 9:00 p.m.

Washington Street, on the south side, from 30' west to 77' west of the west line of Madison Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Washington Street, 100 block west, on the south side, on dated when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Wood Street, on the south side, from 110' to 190' west of the west line of Gridley Street

Woodhill Towers as indicated in Exhibit A  
(Ordinance No. 2012-56)

**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
February 19, 2019**

<b>CASE NUMBER:</b>	<b>SUBJECT:</b>	<b>ORIGINATING FROM:</b>
<b>TC-2018-07</b>	<b>Review of Preliminary DRAFT Complete Street Implementation Study by the MCRPC</b>	<b>Philip Allyn, PE, PTOE City Traffic Engineer</b>
<b>REQUEST:</b>	<b>Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Street Implementation Study being completed by the McLean County Regional Planning Commission.</b>	

<b>STAFF RECOMMENDATION: Approval</b>
<b>Staff requests review and approval of the developed Commission Response Letter with regard to the preliminary DRAFT of the McLean County Complete Street Implementation Study being completed by the McLean County Regional Planning Commission (MCRPC).</b>

**1. ATTACHMENTS:**

- a. See previous packet and attachments from Study discussions at December, 2018 Commission Meeting
- b. DRAFT Response Letter

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

The McLean County Regional Planning Commission (the Metropolitan Planning Organization, or MPO, within which the City falls) is leading an effort to develop a plan for the implementation of Complete Streets in McLean County. This effort stemmed from action items identified in the Long-Range Transportation Plan and the study is being completed with the services of Hoyle Consulting Group led by Ms. Cynthia Hoyle.

The purpose of this study is to further define Complete Streets in Bloomington-Normal and prioritize segments for implementation in conjunction with transit-supportive development goals. It is anticipated that having this completed document increases the likelihood of successful grant applications for funding for Complete Streets projects included in the document.

At the December, 2018 Transportation Commission meeting, the Commission provided feedback on the preliminary version of a Complete Streets Implementation Plan being prepared by the McLean County Regional Planning Commission (MCRPC).

Staff has compiled the feedback received at this Commission Meeting and prepared the attached draft response letter for review and approval to send to the appropriate MCRPC personnel.

**3. STAFF RECOMMENDATION:**

Staff recommends the Transportation Commission pass the following motion:

Approve the proposed response letter regarding the Preliminary Draft Study and direct Staff to issue the letter to the appropriate MCRPC personnel.

Respectfully submitted,

Philip Allyn, PE, PTOE  
City Traffic Engineer

February 20, 2019

Ms. Vasudha Gadhiraju  
Executive Director  
McLean County Regional Planning Commission  
115 E. Washington St., Suite M103  
Bloomington, IL 61701

Subject: Preliminary Complete Streets Implementation Study

Dear Ms. Gadhiraju:

Thank you for providing the opportunity for review and comment by the City of Bloomington on your recently developed preliminary Complete Streets Implementation Plan. The City Transportation Commission discussed this study at their December, 2018 meeting. In attendance at this meeting was Ms. Jennifer Sicks from your office, who was willing to help provide background information pertaining to the study and respond to a number of questions from the Commissioners. Please extend my thanks and appreciation to Ms. Sicks for being a helpful participant in our discussion.

At this time, the Commission has the following comments:

1. Projects on IAA Drive and Front Street have been recently completed or are close to completion. These projects should be replaced by other potential projects in the City. In addition, it was noted that the recommendation of a side path was incorrectly associated with IAA Drive when it should be associated with Veteran's Parkway and extends further north and south than just IAA Drive.
2. Transit is key for Complete Streets; however, it's also important that people be able to get to the transit routes. If we are not limited in the number of projects, could the study include additional projects that are not on transit corridors and have a ranking system of high, medium, and low priority? The transit corridor projects could be bumped to a higher priority category and supporting projects to get people to the transit routes could be a lower priority. Parameters could be added such as distance to a bike lane or path to help identify these additional projects. The travel propensity model could also be applied to other modes such as trail use.

By adding these additional parameters and increasing the number of total projects, it would alleviate concerns raised with regard to this implementation plan limiting the City's ability to pursue grants or other funding for worthwhile projects that greatly help meet Complete Streets goals but aren't included in the plan. For example, a street may be located on a significant route in the City Bicycle Master Plan calling for the addition of bicycle accommodations and/or

have a high number of pedestrians warranting increased sidewalk widths or the construction of new sidewalks where there are currently none. With the current criteria and methodology, these projects would not be considered a priority or included in the plan if they did not contain a transit route and thus the study could not be used to help obtaining funding for these projects.

3. There is concern that this formal implementation plan by the MCRPC will commit the City to focusing work and money only on the projects identified in the plan and will make it difficult to pursue other projects that may have similar or higher value to the City for other reasons. Please add language to the study indicating that these projects are suggestions for the City and Town and not requirements.
4. As additional projects are reviewed for inclusion in later drafts of the study, please coordinate with City Staff on projects currently underway or planned for the near future. This will help not target projects nearly complete, as well as help provide staff with recommendations while projects are still in the planning stages.

Building Complete Streets for the benefit of all residents of Bloomington-Normal is important. We look forward to you working with you as this study is further refined.

On behalf of the City of Bloomington Transportation Commission as Staff Liaison,

Philip S. Allyn, PE, PTOE  
City Traffic Engineer

cc: Jim Karch, Director of Public Works  
Kevin Kothe, City Engineer  
File