
City Of Glendale

Glendale, MO

Citywide Parking Assessment

April 17, 2026

Prepared for:



424 N. Sappington Road
Glendale, MO 63122-4763

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1.0 Introduction

I. Area Overview

Because of numerous complaints concerning the safety and logistics of street parking on residential city streets, the City of Glendale requested a detailed assessment of on-street parking within its city limits. Situated in the Central St. Louis County Region, Glendale lies approximately 10 miles southwest of downtown St. Louis and boasts a population of 6,100 residents as of 2024 in a 1.2 square mile area.

This study focuses on the needs of on-street parking along city roads and recommendations on the city’s parking ordinance. **Figure 1** reflects the existing city parking ordinance. Note: No parking is allowed on Manchester Road, North Sappington Road, Kirkham Avenue, and portions of Hawbrook Avenue, North Berry Road, and East Essex Avenue. Private streets within the City were not studied.

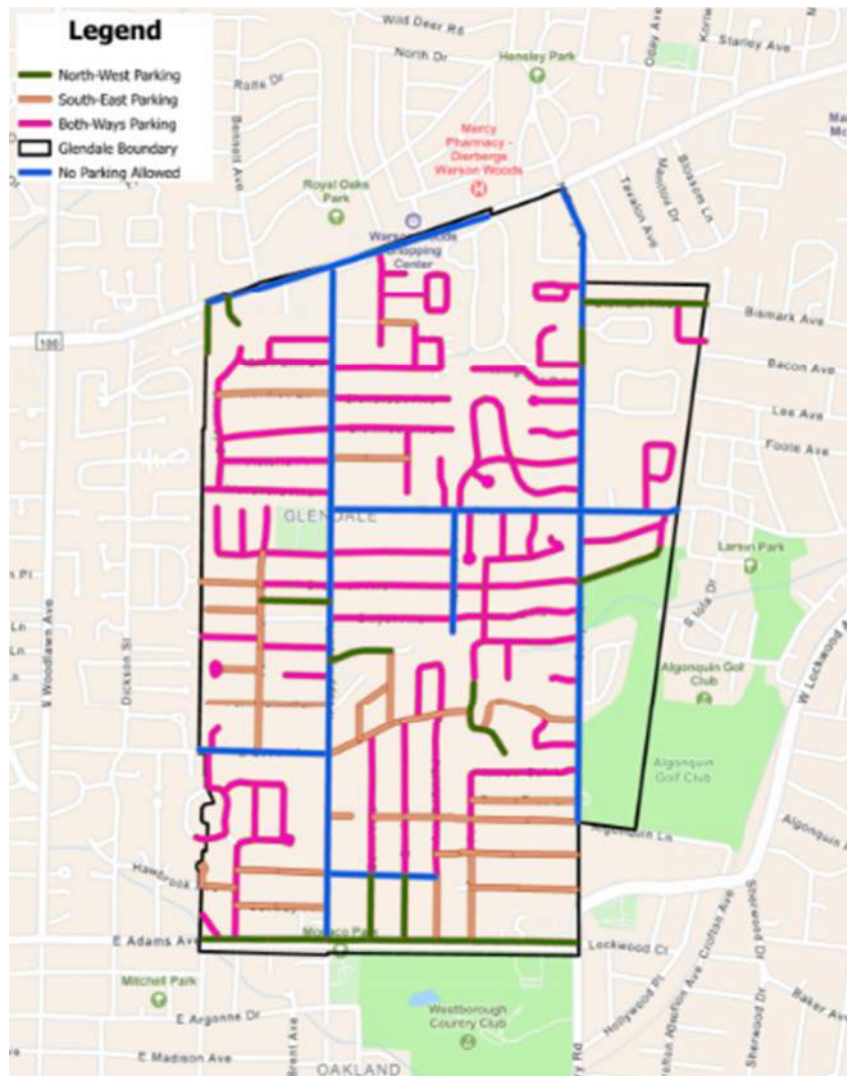


Figure 1- Existing City Parking Ordinance

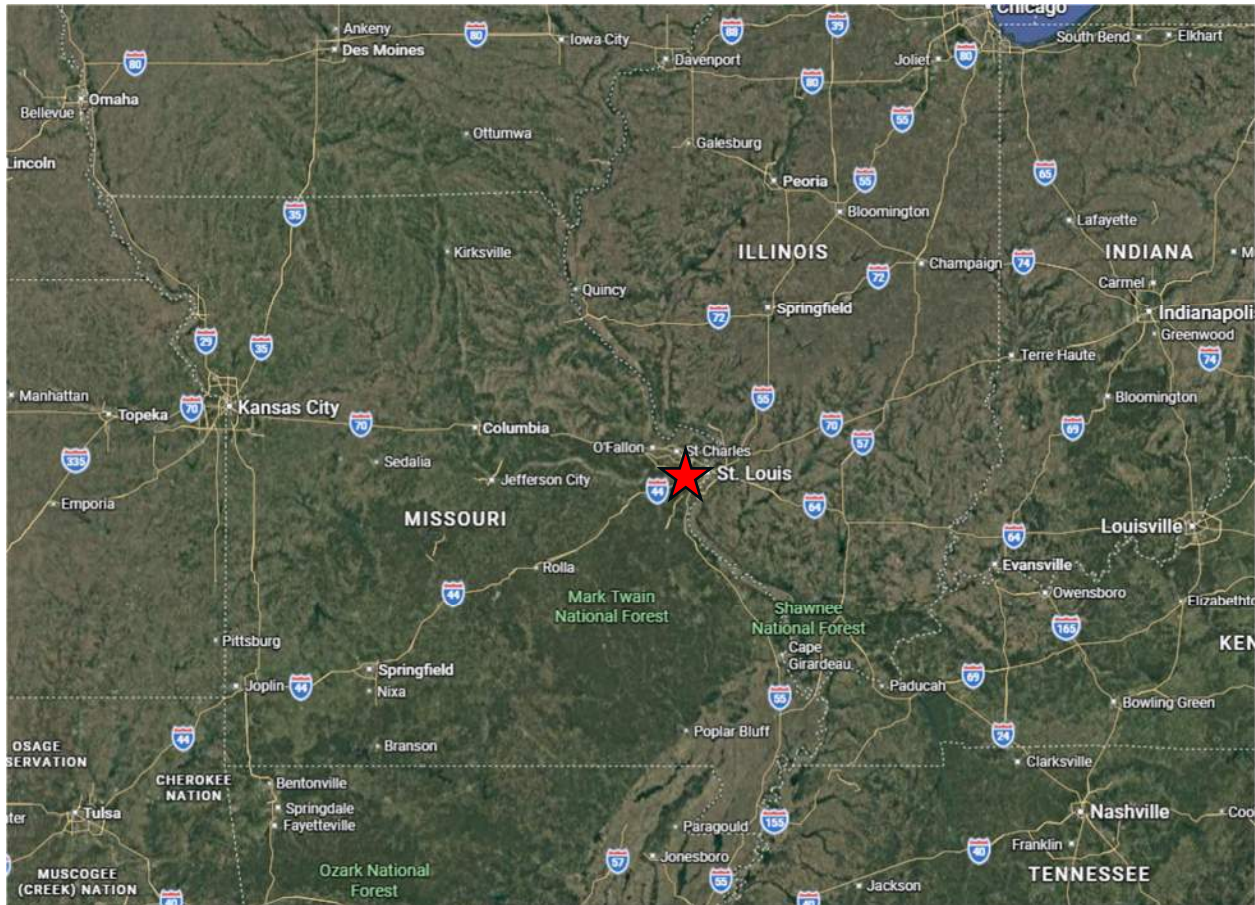


Figure 2 – Glendale Vicinity Map

II. Need for Study

The City of Glendale is reassessing the need for on-street parking along its local roadway network. This evaluation is being conducted in response to concerns from roadway users regarding safety and operational challenges associated with on-street parking, particularly on residential streets with parking permitted on both sides. These conditions can effectively narrow the traveled way, creating maneuverability issues for larger vehicles such as delivery trucks, emergency vehicles, and service vehicles.

The study includes all street segments where on-street parking is permitted per City ordinance, as well as locations where signage allows parking, even if not explicitly identified in the ordinance. Potential improvements considered as part of this study include restricting parking to one side of the street and evaluating the feasibility of converting selected streets to one-way operations. The objective is to identify sustainable solutions that accommodate on-street parking while maintaining safe and efficient roadway operations.

The study area also includes select major roadways, such as Berry Road (minor arterial), North Sappington Road and Kirkham Avenue (major collectors), and Lockwood Avenue and East

Essex Avenue (minor collectors). Portions of these roadways currently permit on-street parking and were therefore included in the evaluation.

In total, the study area encompasses more than 4,500 **on-street parking spaces**, including both one-sided and two-sided parking configurations (1,040 one-sided for segments, and 3,550 for both-sided segments). Streets with two-sided parking typically range from **22 to 24 feet in width, with some streets going up to 26 feet in width**, while streets with one-sided parking range from **16 to 24 feet in width**.

Field observations indicate that, particularly along streets with two-sided parking, vehicles experience difficulty maneuvering due to the reduced effective roadway width. Even at widths of 24 feet, the available maneuvering space is limited, which may contribute to potential safety concerns.

Additionally, during data collection, it was observed that pedestrians frequently utilize the roadway as a walking path due to the absence of sidewalks or curbs along many segments. Although operating speeds are generally low and drivers appear to comply with posted speed limits, this condition presents safety challenges, particularly for pedestrians with special needs.

It should be noted that minimal traffic data was available for this study. The availability of such data would enhance the understanding of current roadway usage and support more robust future traffic projections and multimodal assessments.

III. Objective

The primary objective of this study is to evaluate the relationship between parking demand (utilized spaces) and parking supply (available spaces). Additionally, the study assesses the feasibility of modified roadway cross-sections and operational strategies to improve on-street parking conditions without compromising roadway safety, accessibility, and overall user experience.

IV. Methodology

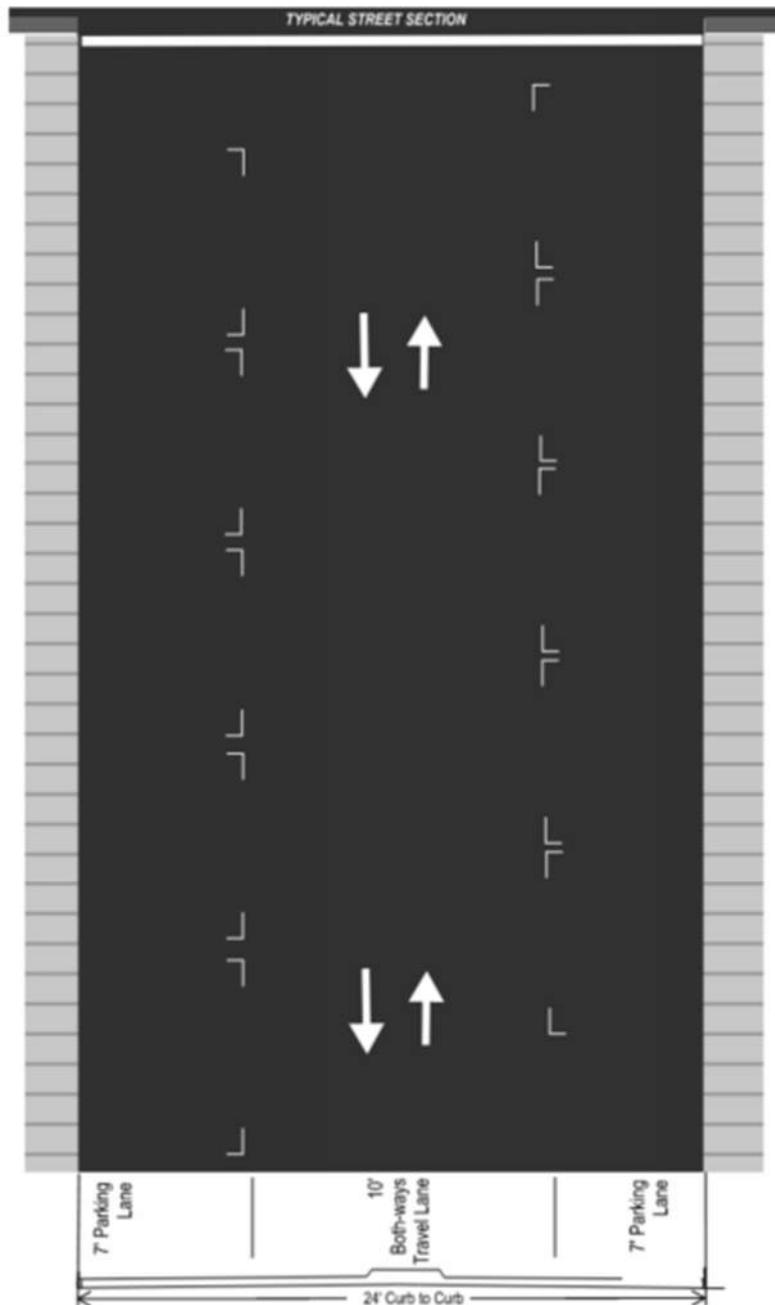
City streets vary in length and parking regulations; therefore, it was necessary to divide the study area into segments to ensure consistency in the analysis. Streets with on-street parking were divided into segments of approximately **600 feet** in length. Shorter streets, generally 600 feet or less, were analyzed as a single segment.

Streets with varying parking regulations were also subdivided accordingly. For example, if a street allows parking on both sides for a portion of its length and one-sided parking along another portion, or if the permitted parking side changes along the corridor, those sections were analyzed as separate segments. All segmentation was based on the applicable City ordinance and existing posted parking regulations to accurately reflect allowed parking conditions.

2.0 Existing Conditions Assessment

I. Typical Roadway Section

The posted speed limit along the studied section, as well as the functional classification of City of Glendale roadways, were factors in reviewing options for an improved roadway typical section. **Table 1 in Section 2.II provides a summary of posted speed limits on major routes throughout the city.**



All other streets within the City not previously identified are classified as **local roadways** in accordance with the Missouri Department of Transportation functional classification criteria.

The typical roadway cross-section for local streets in the City of Glendale is illustrated in **Figure 3**. Local streets generally consist of a single shared travel lane accommodating both directions of traffic, with on-street parking permitted on both sides. Each parking lane is approximately **7 feet in width**, while the central travel lane is approximately **10 feet in width**.

In most cases, pedestrian accommodations such as sidewalks or designated walking paths are not provided along these local roadways. However, field observations indicate a notable level of pedestrian activity along these streets. This highlights a potential need for improved pedestrian infrastructure to enhance safety and accessibility within the local street network.

Figure 3 - Existing Street Typical Section

II. Traffic Data

The City of Glendale provided the existing street widths to be utilized for this assessment, while AADT data was obtained from the MoDOT 2025 AADT map. It should be noted that peak-hour traffic turning movement data were not available for the existing conditions assessment.

Roadway Segment	ADT	Posted Speed Limit
Berry Rd.	8,092	30 mph
Kirkham Ave.	3,284	25 mph
Sappington Rd.	5,968	25 mph
Lockwood Ave. (East of Sappington Rd.)	9,111	30 mph
Lockwood Ave. (Between Sappington Rd. and Holmes Ave.)	11,644	30 mph
Lockwood Ave. (West of Holmes Ave.)	13,011	30 mph
Essex Ave.	1,600	20 mph

Table 1 – Existing Traffic and Speed Data

III. Parking Conditions

On March 3rd, 5th, 6th, 8th, 10th, and 14th, HR Green staff conducted a comprehensive existing parking assessment along the City streets. To facilitate a more organized and interpretable analysis, the study area was divided into segments of approximately 600 feet in length, or to the nearest intersecting roadway. This approach resulted in a total of approximately 200 street segments, each identified based on City ordinance and/or existing roadway signage, and each analyzed independently.

Parking restrictions were carefully considered during the field data collection effort. For segments where parking is permitted on both sides of the street, parked vehicles were recorded for both directions. Data collection was conducted at multiple times throughout the day, with staff documenting the number of vehicles occupying on-street parking spaces within each segment. Observed parking demand was then compared to the estimated parking supply for each segment.

As no marked parking spaces are provided along the curb, parking supply was estimated by assuming an average of **25 feet per parked vehicle**. This estimate also accounted for driveway spacing, with an assumed **20-foot driveway every 100 feet**, reducing the effective available parking length. Based on this methodology, a comprehensive dataset representing parking utilization throughout the day was developed to evaluate the use of more than **4,500 parking spaces** within the study area.

Of the total estimated parking supply, approximately **1,040 spaces** are located along streets with one-sided parking, while approximately **3,550 spaces** are located along streets where parking is permitted on both sides. A detailed breakdown of parking supply by segment is provided in **Appendix A**.

Table 2 illustrates the utilization of on-street parking within the highest-demand areas of the City.

>80% Occupancy
60 to 80% Occupancy
40 to 60% Occupancy
<40% Occupancy

Table 2- City Parking Demand

City Street Segment and Limit	Available Parking	Used Parking	% Used
Alexandra Avenue from West City Limit to 840-844 Alexandra	40	7	18%
Alexandra Avenue from 840-844 Alexandra to Sappington	41	9	22%
Berry Wood Drive from Southridge to Berry	41	6	15%
Bismark Avenue from Berry to 745-741 Bismark	18	6	33%
Chelsea Avenue from Sappington to 952-1004 Chelsea	39	19	49%
Chelsea Avenue from 952-1004 Chelsea to Idlewild	39	8	21%
Edwin Avenue from E Essex to 748-756 Edwin	12	9	75%
Edwin Avenue from 225-245 Edwin to E Essex	27	8	30%
Edwin Avenue from Beverly to 225-245 Edwin	27	7	26%
Elm Avenue from Hawbrook to Beverly	38	8	21%
Elm Avenue from Beverly to 245-253 Elm	27	8	30%
Elm Avenue from 245-253 Elm to E Essex	27	8	30%
Flynn Forest Lane from Berry to Dead End	39	6	15%
Nolan Drive SE	26	9	35%
Parkland Avenue from 234-246 Parkland to East Essex	36	7	19%
Queen Anne Place from Glenway to 848 Queen Anne	35	10	29%

Southridge Drive from 10-12 Berry Wood to Berry	29	7	24%

The observed trends indicate that **weekend periods experience the highest parking utilization**, which may be attributed to occasional events and increased local activity. Parking occupancy varies by location, with only one segment exhibiting moderate to high utilization - **Edwin Avenue between East Essex Avenue and 756 Edwin Avenue**.

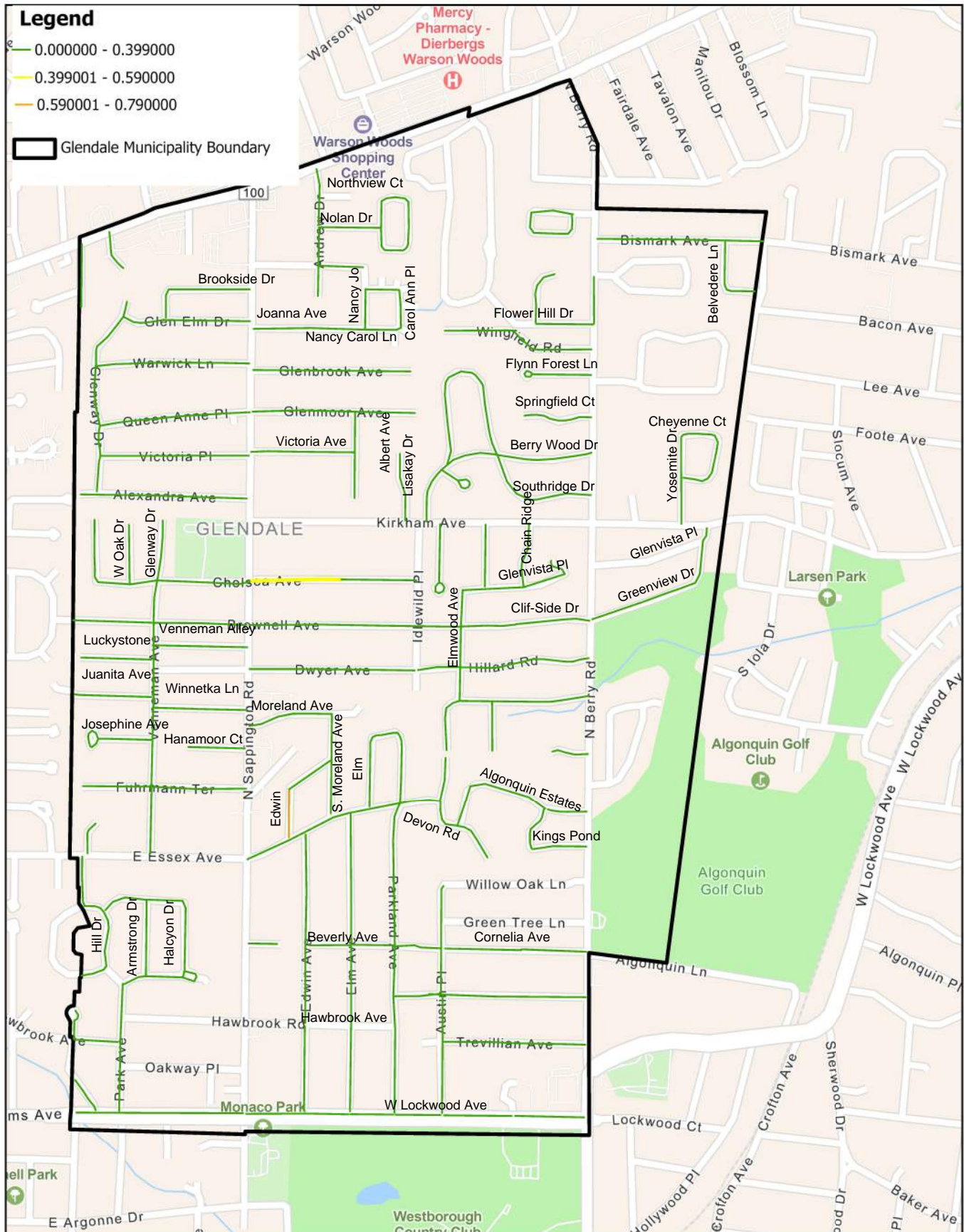
It should be noted that the study area was divided into segments of approximately **600 feet**; therefore, while parking may be available within a given segment, users may perceive spaces located farther from their destination as less convenient.

Overall, the **majority of studied roadways exhibit parking utilization rates below 40 percent** during both weekdays and weekends. This indicates that a substantial portion of the available curb space is underutilized and could potentially be repurposed to support other needs, such as improved vehicle maneuverability or multimodal accommodations.

Although most parking spaces are unmarked, allowing parking on both sides of the street—even in the absence of pavement markings—can create operational challenges. In particular, when vehicles are parked directly opposite one another, the effective travel width is reduced, which can reduce maneuverability for larger vehicles and may introduce safety concerns.

No street segment recorded parking utilization exceeding **80 percent capacity**. This is likely attributable to the residential nature of the study area where most properties have driveways, thereby reducing reliance on on-street parking.

Exhibit 1 on the following page shows the city parking usage.



Note: Private streets within the City Limits of Glendale were excluded from this study.

IV. Field Observations

A site visit was conducted on March 30, 2026, to assess parking operations and roadway conditions in the vicinity of the school during periods of school activity. The field review focused on the following elements:

- On-street parking demand and restrictions during school pickup and dismissal periods
- Impacts of school-related activity on traffic congestion and maneuverability
- Pedestrian volumes and pedestrian behavior relative to available sidewalk facilities
- Sight distance conditions on narrow local streets
- Evaluation of potential operational changes, including one-way street conversions and one-sided on-street parking

Field observations indicated that a significant number of caretakers utilize surrounding residential streets for short-term parking while waiting for school dismissal. Most streets adjacent to the school permit on-street parking on one side only during school pickup and drop off periods, as shown in **Figure 5**.



Figure 4 - Parking Limitation During School Hours Sign

Several streets were observed to allow parking in close proximity to intersections. This condition contributes to increased congestion during school pickup times, as drivers experience limited maneuvering space when navigating narrow streets with reduced corner clearances. Vehicles parking near intersections further restrict sight lines and turning movements, exacerbating operational deficiencies during peak school activity.

On-street parking demand was observed to be highest during school pickup periods and weekend afternoons. Comparatively, lower parking occupancy was recorded during nighttime conditions. During school dismissal, the maximum on-street parking utilization observed on a nearby street reached up to eight vehicles. **Figure 5** illustrates the on-street parking usage patterns during the school pickup period.



Figure 5 - Parking Usage on Alexandra Avenue during School Pickup

Streets with limited sight distance were observed to present discomfort for drivers and pose an increased risk of traffic conflicts. Reduced visibility along narrow streets may contribute to higher crash potential, particularly during peak activity periods associated with school operations.

Converting selected streets with limited sight distance to one-way operation may improve safety by reducing opposing traffic conflicts and increasing user comfort. Victoria Avenue was identified as an example of a roadway with constrained sight distance where operational modifications could potentially enhance safety and traffic flow.

The field review identified that streets with curb-to-curb widths of less than approximately 24 feet experience reduced vehicular maneuverability when on-street parking is permitted on both sides. On these narrower streets, vehicle passing movements become difficult, particularly when parked vehicles are directly opposite one another. This condition negatively affects traffic circulation and user comfort, especially during periods of increased parking demand.

Pedestrian activity was observed throughout the study area. Due to the absence of sidewalks on several streets, pedestrians frequently walk within the roadway. During off-school hours, pedestrian activity primarily consisted of recreational uses such as dog walking and jogging.

During school dismissal periods, a noticeable increase in child pedestrians was observed, with many students walking from the school toward nearby residential areas, sometimes unaccompanied. Following school hours, continued child presence was observed on streets such as Hill Drive, highlighting the importance of roadway conditions that safely accommodate pedestrian activity.

3.0 Recommendations and Considerations

This section presents recommended roadway, parking, and circulation modifications for the Glendale Street network based on observed parking utilization, prevailing travel patterns, and safety considerations. These recommendations are informed by field observations conducted during peak periods, when parking demand and pedestrian activity are some of the highest. Collectively, the proposed measures aim to improve operational efficiency, pedestrian safety, emergency access, and overall neighborhood livability while maintaining an adequate on-street parking supply.

While the report highlights some of the recommendations and considerations, refer to the full list of on-street parking and traffic circulation recommendations and considerations in **Appendix B**.

I. Recommendations

As documented in the Field Observations section, only two streets within the Glendale Street network exhibited on-street parking utilization exceeding 40 percent of available spaces during overnights and weekend afternoons. While many streets technically allow two-sided on-street parking, actual operations during peak school activity frequently function as one-sided parking corridors due to vehicle maneuvering constraints. Even under these constrained conditions, a substantial number of the parking spaces remained unused.

These findings indicate that the existing parking supply exceeds observed demand and that selective reconfiguration of parking and travel lanes can be implemented without negatively affecting parking availability.

One-Sided Parking

It is recommended that one-sided on-street parking generally be implemented throughout the Glendale Street network, unless specific conditions indicate retaining two-sided parking. One-sided parking offers improved roadway functionality by increasing available travel width, reducing vehicle conflicts, and improving access for emergency vehicles, delivery vehicles, and school-related traffic.

Public feedback should be incorporated when determining which side of the street is designated for parking. In general, on streets with one-sided parking, it is preferable to locate parking on the side of the street corresponding to traffic entering from a busier or higher-volume roadway, as this improves visibility, predictability, and driver comfort.

Recommendations on Low Volume Dead End Streets

Based on field measurements, roadway geometry (noting that rolled curb widths are excluded from curb-to-curb measurements), and lower traffic volumes, the following streets are suitable for retaining two-way traffic with two-sided parking:

- Clif-Side Court
- Hanamoor Court
- Hill Drive (North of E. Essex Avenue)
- Flower Hill Court
- Flynn Forest Lane
- Gramercy Place
- Northview Court
- Springfield Court

One-Way Traffic Operations

One-way traffic operation may significantly improve pedestrian safety, particularly on streets where residents frequently walk within the roadway due to limited sidewalk paths. The following streets are recommended for one-way operation, with benefits including reduced vehicle conflicts, accommodating on-street pedestrian paths, and simpler crossings:

- Austin Place – W. Lockwood Avenue to Cornelia Avenue
- Belvedere Lane
- Berry Oaks Lane Loop
- Berry Wood Drive Loop
- Carol Ann Place (Joanna Avenue and Nancy Carol Lane Loop)
- Cornelia Avenue and Trevillian Avenue
- Edwin Avenue – E. Essex Avenue to S. Moreland Avenue
- Elm Avenue – Parkland Avenue Loop (North of E. Essex Avenue)
- Elm Avenue – W. Lockwood Avenue to Hawbrook Avenue
- Fuhrmann Terrace – Venneman Avenue to Sappington Road
- Hill Drive Neighborhood – Armstrong Drive, Northarm Drive, Southarm Drive, Halcyon Drive
- Josephine Avenue Loop
- Luther Court Loop
- Nolan Drive Loop

- Victoria Avenue – Sappington Road to Albert Avenue
- Yosemite Drive – Cheyenne Court Loop

No Parking

To address severe width constraints, sight distance issues, and safety concerns, the following segments are recommended for **on-street parking to be completely restricted**:

- Algonquin Estates Road – Kings Pond Road to N. Berry Road
- Beverly Avenue – Edwin Avenue to Austin Place
- Devon Road – East Essex Avenue to Algonquin Estates Road
- East Essex Avenue – Elm Avenue to Devon Road
- Elmwood Avenue – Clif-Side Drive to Glenvista Place
- Hill Drive – 53 Hill Drive to 11 Hill Drive
- Joanna Avenue – 80' West of the Northern Intersection of Joanna Avenue and Nancy Jo Place to the Northern Intersection of Joanna Avenue and Nancy Jo Place; Nancy Jo Place – Northern Intersection of Joanna Avenue and Nancy Jo Place to the Southern Intersection of Nancy Jo Place and Joanna Avenue

These restrictions would reduce bottlenecks, improve sight distance, allow for dedicated pedestrian paths, and enhance emergency and service vehicle access.

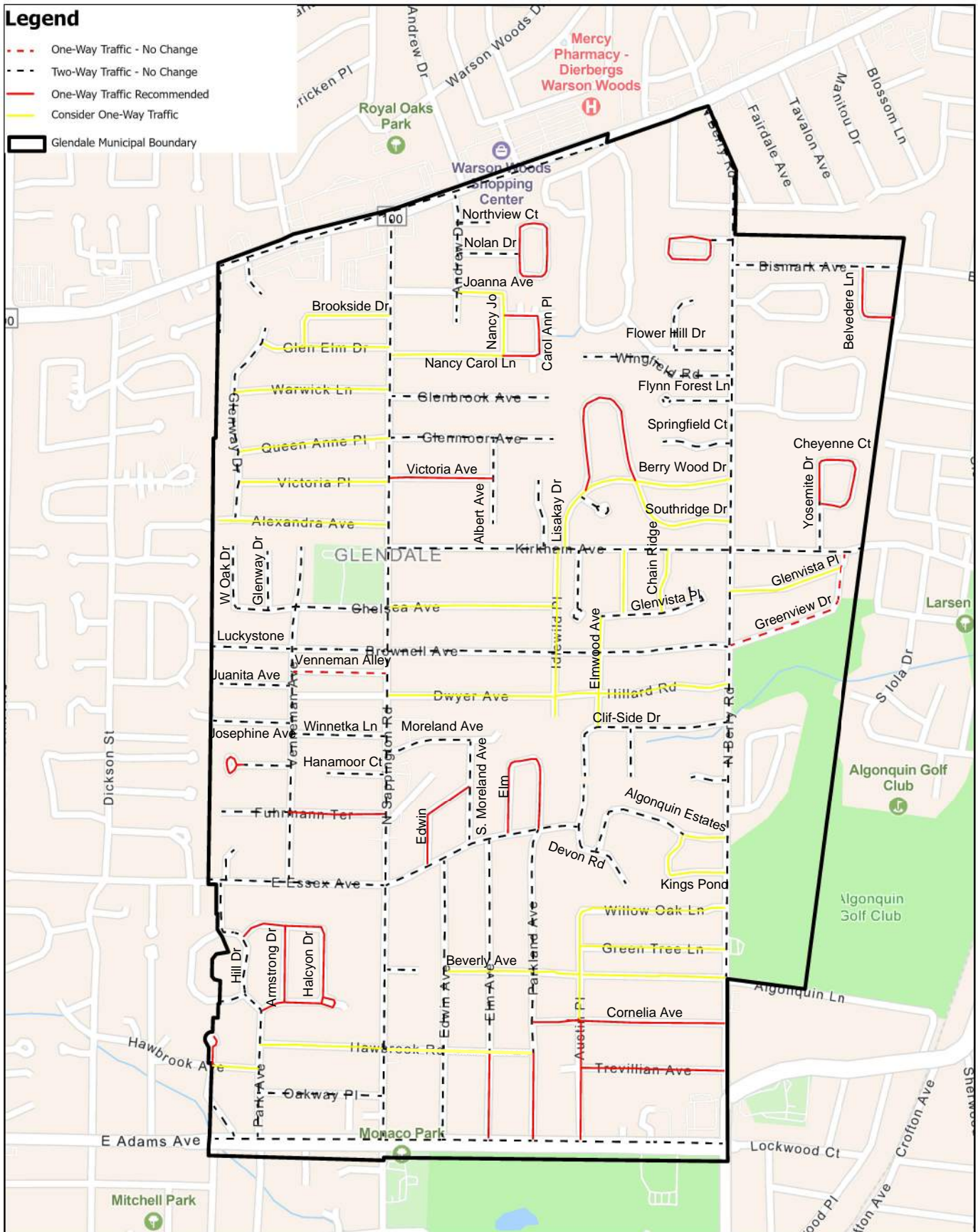
II. Considerations

The following street segments are recommended for **additional analysis and community engagement** to assess the feasibility and anticipated impacts of one-way operation:

- Alexandra Avenue, Brookside Drive, Glen Elm Drive, Warwick Lane, Queen Anne Place, Victoria Place
- Algonquin Estates Road – Kings Pond Road to N. Berry Road; Kings Pond Road
- Austin Place, Green Tree Lane, Willow Oak Lane – Cornelia Avenue to N. Berry Road
- Beverly Avenue – Edwin Avenue to N. Berry Road
- Chelsea Avenue – N. Sappington Road to Idlewild Lane
- Dwyer Avenue, Hillard Road – N. Sappington Road to N. Berry Road
- Glenvista Place – East of N. Sappington Road
- Hawbrook Road and Oakway Place
- Idlewild Lane, Elmwood Avenue, Chain Ridge Road
- Nancy Carol Lane, Nancy Jo Place, Joanna Avenue – N. Sappington Road to Andrew Drive
- Southridge Drive and Berry Wood Drive – Kirkham Avenue to N. Berry Road

Legend

- - - One-Way Traffic - No Change
- - - Two-Way Traffic - No Change
- One-Way Traffic Recommended
- Consider One-Way Traffic
- ▭ Glendale Municipal Boundary



Note: Private streets within Glendale's City Limits were excluded from this exhibit

Traffic Circulation Recommendations

Dedicated On-Street Pedestrian Paths

With the proposed conversion of select streets to one-sided parking or one-way operation, opportunities may exist to reallocate excess pavement width to better accommodate pedestrians. Reclaimed roadway space could support the installation of pedestrian paths, improving pedestrian comfort and encouraging greater non-motorized use of the street network.

Where feasible, pedestrian paths would be:

- Physically separated from travel lanes by on-street parking.
- Delineated with clear pavement markings distinguishing travel lanes, parking areas, and pedestrian space.

To reinforce separation and prevent vehicle encroachment, the use of rubber wheel stops, or low-profile parking stops (**Figure 9**) is recommended.

Preliminary assessment indicates that select corridors could accommodate pedestrian walking paths with a minimum width of approximately 4 feet while maintaining acceptable vehicular operations. **Figures 10, 11, and 12** illustrate conceptual cross-sections demonstrating these potential layouts.

Intersection Improvement Consideration

A mini roundabout at the intersection of Southridge Drive and Berry Wood Drive should be considered as a potential traffic calming and safety enhancement. A mini roundabout could reduce vehicle speeds, simplify priority movements, and improve safety for pedestrians and cyclists while maintaining efficient traffic flow.



Figure 6 - Rubber Wheel Stop

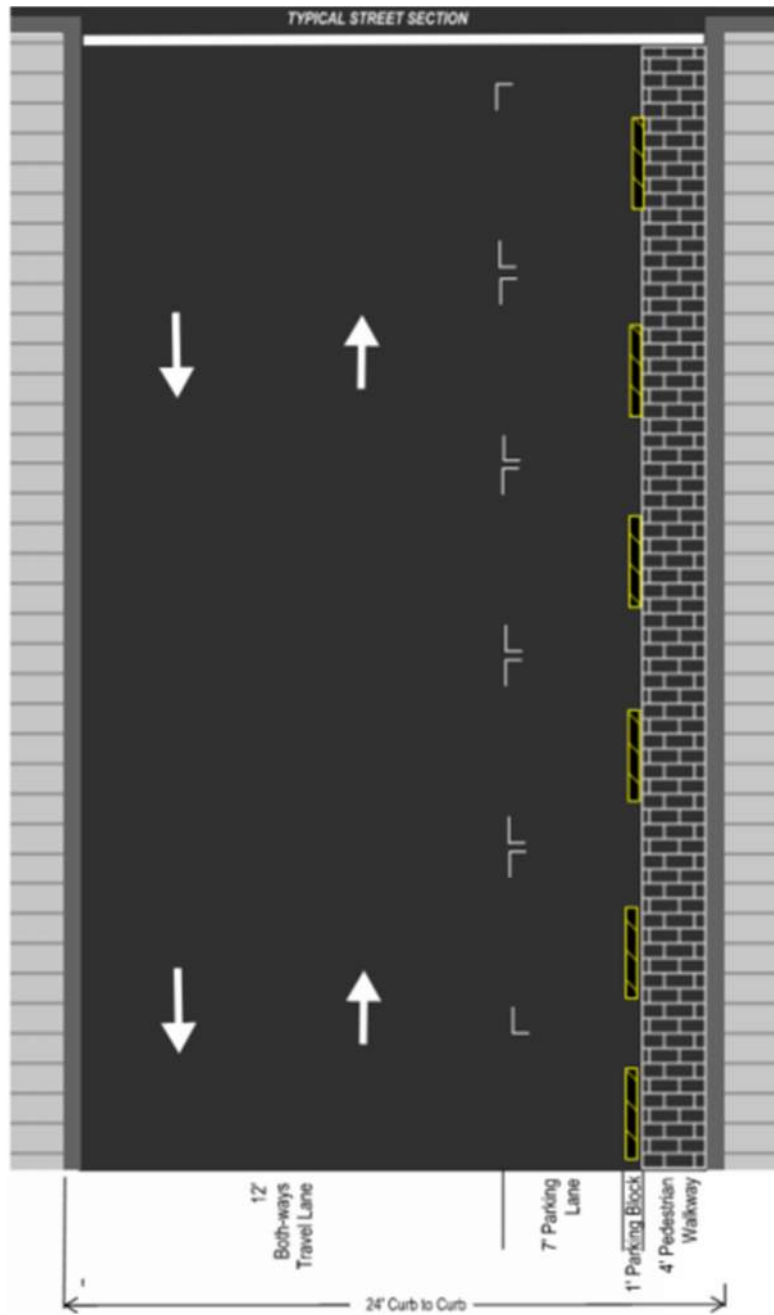


Figure 7 - Final Consideration Exhibit



Figure 8 - Overall Street with Proposed 4' Pedestrian Path



Figure 9 – Proposed Pedestrian Path



Appendix A – Existing Parking Data Collection

STREET NAME	LIMIT (FROM)	LIMIT (TO)	PARKING SIDE PERMITTED	PM PARKED CARS COUNT #1			PM PARKED CARS COUNT #2			WEEKEND PARKED CARS COUNT #1			WEEKEND PARKED CARS COUNT #2			MAXIMUM # PARKED CARS	
				DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	# NORTH/WEST	# SOUTH/EAST
Albert Avenue	Dead End	Victoria	Both	3/3/26	0	1	3/18/26	2	0	3/8/26	1	0	4/12/26	0	1	2	1
Albert Avenue	Victoria	Glenmoor	Both	3/3/26	0	0	3/18/26	1	0	3/8/26	2	0	4/12/26	0	2	2	2
Alexandra Avenue	West City Limit	840-844 Alexandra	Both	3/3/26	3	0	3/18/26	3	4	3/8/26	0	2	3/14/26	3	2	3	4
Alexandra Avenue	840-844 Alexandra	Sappington	Both	3/3/26	2	4	3/18/26	2	0	3/8/26	1	1	3/14/26	5	3	5	4
Algonquin Estates Road	Devon	5 Algonquin Estates	South	3/17/26	-	4	3/24/26	-	0	3/14/26	-	0	4/12/26	-	0	N/A	4
Algonquin Estates Road	5 Algonquin Estates	Berry	South	3/17/26	-	0	3/24/26	-	0	3/14/26	-	0	4/12/26	-	0	N/A	0
Andrew Drive	Dead End	Nolan	Both	3/3/26	1	0	3/30/26	1	3	3/7/26	2	0	3/22/26	0	2	2	3
Andrew Drive	Nolan	Manchester	Both	3/3/26	0	0	3/30/26	0	0	3/7/26	0	0	3/22/26	2	0	2	0
Armstrong Drive	Park	Southarm	Both	3/10/26	0	0	3/17/26	0	0	3/22/26	0	0	4/12/26	0	0	0	0
Armstrong Drive	1 Armstrong	Northarm	Both	3/10/26	0	0	3/17/26	0	0	3/22/26	0	0	4/12/26	1	3	1	3
Armstrong Drive	Hill	Northarm	Both	3/10/26	0	0	3/17/26	0	0	3/22/26	0	0	4/12/26	0	0	0	0
Austin Place	Lockwood	Trevillian	East	3/10/26	-	0	3/17/26	-	0	3/22/26	-	0	4/12/26	-	1	N/A	1
Austin Place	Trevillian	Cornelia	East	3/10/26	-	1	3/17/26	-	1	3/22/26	-	1	4/12/26	-	0	N/A	1
Austin Place	Cornelia	Beverly	Both	3/10/26	1	2	3/17/26	1	0	3/22/26	0	0	4/12/26	0	1	1	2
Austin Place	Beverly	Willow Oak	Both	3/10/26	-	1	3/17/26	0	0	3/22/26	0	0	4/12/26	0	0	0	1
Belvedere Avenue	Bismark	East City Limit	Both	3/17/26	2	1	3/24/26	2	1	3/8/26	2	0	3/14/26	2	2	2	2
Berry Oaks Lane	41-49 Berry Oaks	1201 Berry Oaks	Both	3/5/26	0	0	3/17/26	1	0	3/8/26	1	1	3/14/26	0	0	1	1
Berry Oaks Lane	41-49 Berry Oaks	Berry	Both	3/5/26	0	0	3/17/26	0	0	3/8/26	1	0	3/14/26	2	0	2	0
Berry Road	Flower Hill Drive	1165 Berry	West	3/17/26	0	-	3/24/26	0	-	3/22/26	0	-	4/12/26	0	-	0	N/A
Berry Wood Drive	59 Berry Wood	39 Berry Wood	Both	3/5/26	2	0	3/18/26	2	0	3/8/26	3	0	3/22/26	2	2	3	2
Berry Wood Drive	37 Berry Wood	17 Berry Wood	Both	3/5/26	0	0	3/18/26	0	2	3/8/26	1	1	3/22/26	0	0	1	2
Berry Wood Drive	17 Berry Wood	Berry	Both	3/5/26	2	0	3/18/26	4	2	3/8/26	3	1	3/22/26	3	2	4	2
Beverly Avenue	Sappington	963 Beverly	South	3/10/26	-	0	3/17/26	-	1	3/22/26	-	1	4/12/26	3	0	N/A	1
Beverly Avenue	Edwin	Elm	South	3/10/26	-	1	3/17/26	-	0	3/22/26	-	0	4/12/26	-	0	N/A	1
Beverly Avenue	Elm	Parkland	South	3/10/26	-	0	3/17/26	-	1	3/22/26	1	0	4/12/26	-	0	N/A	1
Beverly Avenue	Parkland	Austin	South	3/17/26	-	0	3/24/26	-	0	3/22/26	-	0	4/12/26	-	0	N/A	0
Beverly Avenue	Austin	1350-1358 Beverly	South	3/17/26	-	0	3/24/26	-	1	3/22/26	-	0	4/12/26	-	1	N/A	1
Beverly Avenue	1350-1358 Beverly	Berry	South	3/17/26	-	1	3/24/26	-	1	3/22/26	-	2	4/12/26	-	1	N/A	2
Bismark Avenue	Berry	745-741 Bismark	North	3/5/26	1	-	3/17/26	2	-	3/8/26	6	-	3/14/26	2	-	6	N/A
Bismark Avenue	745-741 Bismark	East City Limit	North	3/5/26	1	-	3/17/26	1	-	3/8/26	0	-	3/14/26	1	-	1	N/A
Brookside Drive	Glen Elm	815-825 Brookside	Both	3/3/26	1	1	3/18/26	1	1	3/8/26	0	1	3/14/26	1	1	1	1
Brookside Drive	815-825 Brookside	Sappington	Both	3/3/26	1	1	3/18/26	0	2	3/8/26	0	0	3/14/26	3	1	3	2
Brownell Avenue	West City Limit	Venneman	South	3/6/26	-	1	3/18/26	-	3	3/8/26	-	3	3/14/26	-	3	N/A	3
Brownell Avenue	Venneman	813-815 Brownell	Both	3/6/26	0	1	3/18/26	1	1	3/8/26	0	1	3/14/26	0	3	1	3
Brownell Avenue	813-815 Brownell	Sappington	Both	3/6/26	0	1	3/18/26	1	2	3/8/26	0	3	3/14/26	0	1	1	3
Brownell Avenue	Sappington	933-937 Brownell	Both	3/6/26	1	0	3/18/26	0	0	3/8/26	2	4	3/14/26	1	2	2	4
Brownell Avenue	933-937 Brownell	1025-1029 Brownell	Both	3/6/26	3	2	3/18/26	2	1	3/8/26	1	2	3/14/26	4	1	4	2
Brownell Avenue	1025-1029 Brownell	Elmwood	Both	3/6/26	2	0	3/18/26	1	1	3/8/26	1	0	3/14/26	2	2	2	2
Brownell Avenue	Elmwood	1255-1265 Brownell	Both	3/6/26	3	0	3/18/26	2	0	3/8/26	0	0	3/14/26	2	0	3	0
Brownell Avenue	1255-1265 Brownell	Berry	Both	3/6/26	0	0	3/18/26	0	1	3/8/26	1	2	3/14/26	0	0	1	2
Cambridge Court	Dead End	Kirkham	Both	3/17/26	0	2	3/18/26	1	1	3/14/26	1	0	3/22/26	1	4	1	4
Carol Ann Place	Nancy Carol	Joanna	Both	3/3/26	0	1	3/18/26	2	1	3/7/26	0	3	3/22/26	1	1	2	3
Chain Ridge Road	Glenvista	Kirkham	Both	3/6/26	0	0	3/24/26	0	0	3/8/26	0	0	3/14/26	0	0	0	0
Chelsea Avenue	West Oak	Venneman	Both	3/6/26	1	1	3/18/26	2	0	3/8/26	0	1	3/14/26	1	2	2	2
Chelsea Avenue	Venneman	Sappington	Both	3/6/26	0	0	3/18/26	0	1	3/8/26	3	2	3/14/26	1	1	3	2
Chelsea Avenue	Sappington	952-1004 Chelsea	Both	3/17/26	0	3	3/18/26	0	4	3/8/26	0	5	3/14/26	5	14	5	14
Chelsea Avenue	952-1004 Chelsea	Idlewild	Both	3/17/26	2	1	3/18/26	2	1	3/8/26	3	1	3/14/26	6	2	6	2
Cheyenne Court	73 Cheyenne	29-23 Cheyenne	Both	3/5/26	0	2	3/18/26	0	2	3/8/26	1	2	3/14/26	2	3	2	3
Cheyenne Court	29-23 Cheyenne	Yosemite	Both	3/5/26	0	1	3/18/26	1	0	3/8/26	1	4	3/14/26	0	1	1	4
Clif-Side Court	Dead End	Clif-Side	Both	3/17/26	0	0	3/24/26	0	0	3/14/26	0	0	4/12/26	2	1	2	1
Clif-Side Drive	Devon	Elmwood	Both	3/17/26	1	0	3/24/26	2	0	3/14/26	2	0	4/12/26	0	0	2	0
Clif-Side Drive	Elmwood	14-16 Clif-Side	Both	3/17/26	0	0	3/24/26	0	0	3/14/26	0	0	4/12/26	0	0	0	0
Clif-Side Drive	14-16 Clif-Side	Berry	Both	3/17/26	0	0	3/24/26	0	0	3/14/26	0	0	4/12/26	0	0	0	0
Cornelia Avenue	Parkland	Austin	South	3/10/26	-	0	3/17/26	-	0	3/22/26	-	0	4/12/26	-	0	N/A	0
Cornelia Avenue	Austin	122-120 Cornelia	South	3/10/26	-	1	3/17/26	-	1	3/22/26	-	1	4/12/26	-	2	N/A	2
Cornelia Avenue	122-120 Cornelia	Berry	South	3/10/26	-	0	3/17/26	-	0	3/22/26	-	2	4/12/26	-	0	N/A	2
Devon Road	East Essex	Clif-Side	West	3/6/26	0	-	3/10/26	0	-	3/8/26	1	-	3/14/26	0	-	1	N/A
Devon Road	East Essex	Algonquin Estates	West	3/10/26	0	-	3/17/26	0	-	3/8/26	0	-	3/14/26	0	-	0	N/A
Devon Road	4 Devon	Algonquin Estates	West	3/10/26	0	-	3/17/26	1	-	3/8/26	0	-	3/14/26	0	-	1	N/A

STREET NAME	LIMIT (FROM)	LIMIT (TO)	PARKING SIDE PERMITTED	PM PARKED CARS COUNT #1			PM PARKED CARS COUNT #2			WEEKEND PARKED CARS COUNT #1			WEEKEND PARKED CARS COUNT #2			MAXIMUM # PARKED CARS	
				DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	# NORTH/WEST	# SOUTH/EAST
Dwyer Avenue	Sappington	917-919 Dwyer	Both	3/6/26	3	0	3/17/26	3	2	3/8/26	1	1	3/14/26	1	0	3	2
Dwyer Avenue	917-919 Dwyer	931-933 Dwyer	Both	3/6/26	1	1	3/17/26	1	0	3/8/26	0	3	3/14/26	0	0	1	3
Dwyer Avenue	931-933 Dwyer	Idlewild	Both	3/6/26	0	3	3/17/26	1	3	3/8/26	2	2	3/14/26	2	2	2	3
E Essex Avenue	Sappington	Edwin	South	3/6/26	-	3	3/10/26	-	1	3/14/26	-	3	4/12/26	-	5	N/A	5
E Essex Avenue	Edwin	Elm	South	3/6/26	-	0	3/10/26	-	0	3/8/26	-	0	3/14/26	-	0	N/A	0
E Essex Avenue	Elm	Devon	South	3/6/26	-	0	3/10/26	-	0	3/8/26	-	0	3/14/26	-	0	N/A	0
Edwin Avenue	Lockwood	Hawbrook	West	3/10/26	1	-	3/17/26	3	-	3/8/26	4	-	3/22/26	1	-	4	N/A
Edwin Avenue	Hawbrook	Beverly	Both	3/10/26	1	2	3/17/26	1	2	3/8/26	0	2	3/22/26	2	2	2	2
Edwin Avenue	Beverly	225-245 Edwin	Both	3/10/26	2	1	3/17/26	0	1	3/8/26	2	4	3/22/26	3	2	3	4
Edwin Avenue	225-245 Edwin	E Essex	Both	3/10/26	2	0	3/17/26	1	0	3/8/26	6	2	3/22/26	2	0	6	2
Edwin Avenue	E Essex	748-756 Edwin	East	3/6/26	-	4	3/10/26	-	4	3/8/26	-	9	3/22/26	-	2	N/A	9
Edwin Avenue	748-756 Edwin	S Moreland	East	3/6/26	-	2	3/10/26	-	1	3/8/26	-	3	3/22/26	-	3	N/A	3
Elm Avenue	Lockwood	Hawbrook	West	3/10/26	3	-	3/17/26	2	-	3/8/26	2	-	3/22/26	2	-	3	N/A
Elm Avenue	Hawbrook	Beverly	Both	3/10/26	4	3	3/17/26	2	4	3/8/26	0	1	3/22/26	0	4	4	4
Elm Avenue	Beverly	245-253 Elm	Both	3/10/26	2	1	3/17/26	2	1	3/8/26	0	1	3/22/26	4	4	4	4
Elm Avenue	245-253 Elm	E Essex	Both	3/10/26	1	1	3/17/26	2	1	3/8/26	2	6	3/22/26	2	2	2	6
Elm Avenue	E Essex	Parkland	Both	3/6/26	0	0	3/10/26	0	0	3/8/26	0	0	4/12/26	0	0	0	0
Elmwood Avenue	Clif-Side	Brownell	Both	3/6/26	0	0	3/17/26	0	0	3/14/26	0	0	4/12/26	0	0	0	0
Elmwood Avenue	Brownell	Glenvista	Both	3/6/26	0	0	3/17/26	0	0	3/14/26	0	0	4/12/26	0	1	0	1
Elmwood Avenue	Glenvista	Kirkham	Both	3/6/26	0	0	3/17/26	0	0	3/8/26	0	0	3/14/26	1	0	1	0
Flower Hill Court	Flower Hill Drive	Dead End	Both	3/5/26	2	0	3/17/26	1	0	3/8/26	1	0	3/14/26	1	0	2	0
Flower Hill Drive	Flower Hill Court	Berry	Both	3/5/26	0	0	3/17/26	0	0	3/8/26	0	0	3/14/26	1	0	1	0
Flynn Forest Lane	Berry	Dead End	Both	3/5/26	2	3	3/17/26	0	2	3/8/26	3	1	3/14/26	1	1	3	3
Fuhrmann Terrace	West City Limit	Venneman	South	3/6/26	-	3	3/24/26	-	4	3/8/26	-	3	3/22/26	-	5	N/A	5
Fuhrmann Terrace	Venneman	849-855 Fuhrmann Terrace	South	3/6/26	-	3	3/24/26	-	1	3/8/26	-	2	3/22/26	-	0	N/A	3
Fuhrmann Terrace	849-855 Fuhrmann Terrace	Sappington	South	3/6/26	-	0	3/24/26	-	1	3/8/26	-	4	3/22/26	-	0	N/A	4
Glen Elm Drive	Glenway	824 Glen Elm	Both	3/3/26	0	0	3/18/26	1	1	3/8/26	1	0	3/14/26	2	0	2	1
Glen Elm Drive	824 Glen Elm	Sappington	Both	3/3/26	1	0	3/18/26	0	0	3/8/26	0	1	3/14/26	1	3	1	3
Glenbrook Avenue	969-977 Glenbrook	Dead End	Both	3/3/26	1	1	3/30/26	1	1	3/8/26	2	0	3/14/26	2	2	2	2
Glenbrook Avenue	Sappington	969-977 Glenbrook	Both	3/3/26	1	1	3/30/26	2	0	3/8/26	0	2	3/14/26	0	0	2	2
Glendale Gardens Drive	Glendale Gardens	Dead End	Right	3/17/26	0	0	3/30/26	0	0	3/22/26	0	0	4/12/26	0	0	0	0
Glenmoor Lane	Sappington	939-947 Glenmoor	Both	3/3/26	1	1	3/18/26	1	1	3/8/26	1	2	4/12/26	1	1	1	2
Glenmoor Lane	939-947 Glenmoor	Albert	Both	3/3/26	0	2	3/18/26	0	0	3/8/26	2	1	4/12/26	1	0	2	2
Glenmoor Lane	Albert	Dead End	Both	3/3/26	1	2	3/18/26	1	1	3/8/26	0	0	4/12/26	2	4	2	4
Glenvista Place	Elmwood	Chain Ridge	Both	3/6/26	0	0	3/18/26	0	0	3/8/26	2	0	3/14/26	0	0	2	0
Glenvista Place	Chain Ridge	Dead End	Both	3/6/26	0	1	3/18/26	0	1	3/8/26	0	1	3/14/26	0	0	0	1
Glenvista Place	Berry	761-753 Glenvista	Both	3/6/26	1	0	3/18/26	2	0	3/8/26	3	0	3/14/26	2	1	3	1
Glenvista Place	761-753 Glenvista	Greenview	Both	3/6/26	2	2	3/18/26	1	2	3/8/26	1	3	3/14/26	0	2	2	3
Glenway Drive	Chelsea	Dead End	Both	3/3/26	0	1	3/18/26	1	2	3/8/26	0	0	3/14/26	1	2	1	2
Glenway Drive	Alexandra	Queen Anne	Both	3/3/26	1	0	3/18/26	0	1	3/8/26	2	0	3/14/26	2	2	2	2
Glenway Drive	Queen Anne	Warwick	Both	3/3/26	0	0	3/18/26	0	0	3/8/26	0	0	3/14/26	2	0	2	0
Glenway Drive	Warwick	Dead End	Both	3/3/26	1	2	3/18/26	0	1	3/8/26	1	2	3/14/26	1	1	1	2
Gramercy Place	Dead End	Berry	Both	3/17/26	0	0	3/24/26	0	2	3/14/26	3	0	4/12/26	2	0	3	2
Green Tree Lane	Austin	1336-1344 Green Tree	South	3/10/26	-	2	3/24/26	-	2	3/22/26	-	3	4/12/26	-	2	N/A	3
Green Tree Lane	1336-1344 Green Tree	Berry	South	3/10/26	-	0	3/24/26	-	0	3/22/26	-	1	4/12/26	-	2	N/A	2
Greenview Drive	725 Greenview	Kirkham	Both	3/6/26	0	1	3/17/26	0	1	3/8/26	0	1	3/14/26	0	1	0	1
Greenview Drive	Berry	775-765 Greenview	North	3/6/26	2	-	3/18/26	1	-	3/8/26	1	-	3/14/26	1	-	2	N/A
Greenview Drive	775-765 Greenview	725 Greenview	North	3/6/26	0	-	3/18/26	0	-	3/8/26	1	-	3/14/26	0	-	1	N/A
Halcyon Drive	Southarm	Northarm	Both	3/10/26	0	1	3/17/26	0	0	3/22/26	0	1	4/12/26	0	1	0	1
Hanamoor Court	Dead End	Sappington	Both	3/17/26	2	1	3/24/26	3	2	3/8/26	0	2	3/22/26	2	2	3	2
Hawbrook Avenue	West City Limit	Park	South	3/10/26	-	0	3/17/26	-	0	3/22/26	-	0	3/22/26	-	1	N/A	1
Hawbrook Road	Park	751-801 Hawbrook	South	3/10/26	-	0	3/24/26	-	0	3/22/26	-	1	3/22/26	-	0	N/A	1
Hawbrook Road	751-801 Hawbrook	Sappington	South	3/10/26	-	0	3/24/26	-	0	3/22/26	-	1	3/22/26	-	2	N/A	2
Hawbrook Road	Sappington	Parkland	N/A														
Hill Drive	50 Hill	2 Hill	Both	3/10/26	0	0	3/24/26	0	0	3/22/26	0	0	4/12/26	0	0	0	0
Hill Drive	53-3 Hill	11 Hill	Both	3/10/26	0	1	3/24/26	0	1	3/22/26	1	0	4/12/26	0	0	1	1
Hill Drive	11 Hill	East Essex	Both	3/10/26	1	0	3/17/26	1	1	3/22/26	1	0	4/12/26	1	0	1	1
Hill Drive	East Essex	Dead End	Both	3/10/26	0	1	3/17/26	0	1	3/22/26	3	0	4/12/26	3	1	3	1

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				DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	# NORTH/WEST	# SOUTH/EAST
Hillard Road	Idlewild	Elmwood	Both	3/6/26	0	0	3/24/26	0	0	3/14/26	0	0	4/12/26	0	0	0	0
Hillard Road	Elmwood	17-15 Hillard	Both	3/6/26	1	0	3/24/26	1	0	3/14/26	1	1	4/12/26	1	0	1	1
Hillard Road	17-15 Hillard	Berry	Both	3/6/26	0	2	3/24/26	0	1	3/14/26	2	2	4/12/26	0	1	2	2
Joanna Avenue	Andrew	Nancy Jo	South	3/3/26	-	2		-		3/7/26	-	2	3/22/26	-	3	N/A	3
Joanna Avenue	Nancy Jo	Carol Ann	Both	3/3/26	0	0	3/18/26	0	1	3/7/26	1	0	3/22/26	1	0	1	1
Josephine Avenue	711 Josephine	Venneman	South	3/6/26	0	0	3/24/26		0	3/8/26	-	3	3/22/26	-	1	N/A	3
Josephine Avenue	709 Josephine	710 Josephine	Both	3/6/26	0	1	3/24/26	1	0	3/7/26	2	0	3/22/26	1	0	2	1
Juanita Avenue	West City Limit	Venneman	Both	3/6/26	3	1	3/24/26	3	2	3/8/26	3	2	3/22/26	2	3	3	3
Kenmore Drive			East	3/17/26	0	1	3/30/26	1	0	3/22/26	0	1	4/12/26	0	1	1	1
Kings Pond Road	6-8 Kings Pond	Algonquin Estates	Both	3/17/26	0	1	3/24/26	0	1	3/14/26	3	0	4/12/26	0	0	3	1
Kings Pond Road	6-8 Kings Pond	Berry	Both	3/17/26	0	0	3/24/26	0	0	3/14/26	0	0	4/12/26	0	0	0	0
Lisakay Drive	Kirkham	Dead End	Both	3/6/26	0	2	3/17/26	0	2	3/14/26	1	6	3/22/26	2	5	2	6
Lockwood Avenue	West City Limit	Hawthorne Ct	North	3/10/26	0	-	3/24/26	2	-	3/8/26	0	-	3/22/26	2	-	2	N/A
Lockwood Avenue	Hawthorne Ct	Sappington	North	3/10/26	1	-	3/17/26	0	-	3/8/26	2	-	3/22/26	0	-	2	N/A
Lockwood Avenue	Sappington	Edwin	North	3/10/26	0	-	3/17/26	0	-	3/8/26	0	-	3/22/26	0	-	0	N/A
Lockwood Avenue	Edwin	Elm	North	3/10/26	0	-	3/24/26	1	-	3/8/26	0	-	3/22/26	0	-	1	N/A
Lockwood Avenue	Elm	Parkland	North	3/10/26	0	-	3/24/26	1	-	3/8/26	0	-	3/22/26	0	-	1	N/A
Lockwood Avenue	Parkland	Austin	North	3/10/26	2	-	3/17/26	2	-	3/8/26	1	-	3/22/26	2	-	2	N/A
Lockwood Avenue	Austin	1317 W Lockwood	North	3/17/26	0		3/24/26	0		3/8/26	0	-	3/22/26	0	-	0	N/A
Lockwood Avenue	1317 W Lockwood	Berry	North	3/17/26	0		3/24/26	0		3/8/26	0	-	3/22/26	0	-	0	N/A
Luckystone Avenue	Dead End	Venneman	South	3/6/26	-	2	3/24/26	-	2	3/22/26	-	4	4/12/26	-	3	N/A	4
Luther Court	Hawbrook	Dead End	Right	3/10/26	0	0	3/17/26	0	0	3/22/26	0	1	4/12/26	0	1	0	1
Luther Lane	Lockwood	City Limits	Both	3/10/26	1	0	3/17/26	0	0	3/22/26	1	0	4/12/26	0	0	1	0
Moreland Avenue	Sappington	South Moreland	North	3/6/26	2	-	3/10/26	2	-	3/8/26	2	-	4/12/26	2	-	2	N/A
Nancy Carol Lane	Sappington	943-961 Nancy Carol	Both	3/3/26	1	4	3/17/26	1	4	3/7/26	0	4	3/14/26	1	3	1	4
Nancy Carol Lane	943-961 Nancy Carol	Nancy Jo	Both	3/3/26	0	1	3/17/26	1	1	3/7/26	0	1	3/14/26	0	0	1	1
Nancy Carol Lane	Nancy Jo	Carol Ann	Both	3/3/26	0	0	3/17/26	2	0	3/7/26	-	-	3/14/26	0	1	2	1
Nancy Jo Place	Nancy Carol	Joanna	Both	3/3/26	0	0	3/17/26	0	0	3/7/26	0	0	3/14/26	0	0	0	0
Nolan Drive	Andrew	39 Nolan	Both	3/3/26	1	1	3/30/26	2	0	3/7/26	1	0	3/22/26	1	0	2	1
Nolan Drive	39 Nolan	32 Nolan	Both	3/3/26	0	2	3/30/26	0	3	3/7/26	0	1	3/22/26	1	0	1	3
Nolan Drive	30 Nolan	22 Nolan	Both	3/3/26	1	4	3/30/26	1	5	3/7/26	1	5	3/22/26	1	4	1	5
Nolan Drive	11 Nolan	20 Nolan	Both	3/3/26	2	0	3/30/26	2	0	3/7/26	1	0	3/22/26	2	1	2	1
Nolan Drive	1 Nolan	9 Nolan	Both	3/3/26	1	1	3/30/26	1	2	3/7/26	0	1	3/22/26	1	1	1	2
Northarm Drive	Armstrong	Halcyon	Both	3/17/26	0	0	3/24/26	1	0	3/22/26	0	1	4/12/26	0	1	1	1
Northview Court	Andrew	Dead End	Both	3/3/26	1	1	3/30/26	2	1	3/22/26	2	2	4/12/26	1	1	2	2
Oakway Place	Park	728-760 Oakway	South	3/10/26	-	3	3/24/26	-	4	3/22/26	-	4	4/12/26	-	2	N/A	4
Oakway Place	728-760 Oakway	Sappington	South	3/10/26	-	0	3/24/26	-	0	3/22/26	-	2	4/12/26	-	1	N/A	2
Park Avenue	Lockwood	325 Park	Both	3/10/26	0	0	3/24/26	0	0	3/8/26	1	0	3/22/26	2	0	2	0
Park Avenue	325 Park	Armstrong	Both	3/10/26	0	0	3/24/26	0	0	3/8/26	0	0	3/22/26	0	0	0	0
Parkland Avenue	Lockwood	Hawbrook	East	3/10/26	-	0	3/17/26	-	0	3/8/26	-	1	3/22/26	-	2	N/A	2
Parkland Avenue	Hawbrook	Beverly	Both	3/10/26	1	1	3/17/26	1	1	3/8/26	2	1	3/22/26	1	4	2	4
Parkland Avenue	Beverly	234-246 Parkland	Both	3/10/26	1	1	3/17/26	2	1	3/8/26	1	0	4/12/26	3	0	3	1
Parkland Avenue	234-246 Parkland	East Essex	Both	3/10/26	2	4	3/17/26	0	3	3/8/26	3	4	4/12/26	2	1	3	4
Parkland Avenue	East Essex	Elm	Both	3/6/26	0	0	3/10/26	3	0	3/8/26	2	1	4/12/26	1	1	3	1
Queen Anne Place	Glenway	848 Queen Anne	Both	3/3/26	4	6	3/18/26	2	6	3/8/26	2	4	4/12/26	1	5	4	6
Queen Anne Place	852 Queen Anne	Sappington	Both	3/3/26	0	1	3/18/26	0	4	3/8/26	2	1	4/12/26	2	3	2	4
S Moreland Avenue	E Essex	Moreland	East	3/6/26	-	0	3/10/26	-	0	3/8/26	-	1	3/22/26	-	2	N/A	2
Southarm Drive	Armstrong	Halcyon	Both	3/10/26	0	1	3/17/26	0	4	3/22/26	0	2	4/12/26	0	2	0	4
Southridge Court	Southridge Drive	Dead End	Both	3/5/26	2	0	3/18/26	0	0	3/8/26	0	0	3/22/26	1	2	2	2
Southridge Drive	Kirkham	Southridge Court	Both	3/5/26	1	0	3/18/26	0	1	3/8/26	1	0	3/22/26	0	1	1	1
Southridge Drive	Southridge Court	24 Southridge Dr	Both	3/5/26	0	1	3/18/26	1	0	3/8/26	2	0	3/22/26	1	3	2	3
Southridge Drive	24 Southridge Dr	10-12 Southridge Dr	Both	3/5/26	0	0	3/18/26	0	0	3/8/26	1	0	3/22/26	0	0	1	0
Southridge Drive	10-12 Southridge Dr	Berry	Both	3/5/26	2	0	3/18/26	0	3	3/8/26	4	2	3/22/26	3	3	4	3
Springfield Court	Berry	Dead End	Both	3/5/26	0	2	3/17/26	0	0	3/8/26	0	2	3/14/26	0	0	0	2
Trevillian Avenue	Austin	114-110 Trevillian	South	3/10/26	-	2	3/24/26	-	2	3/22/26	-	0	4/12/26	-	2	N/A	2
Trevillian Avenue	114-110 Trevillian	Berry	South	3/10/26	-	0	3/24/26	-	1	3/22/26	-	0	4/12/26	-	2	N/A	2

STREET NAME	LIMIT (FROM)	LIMIT (TO)	PARKING SIDE PERMITTED	PM PARKED CARS COUNT #1			PM PARKED CARS COUNT #2			WEEKEND PARKED CARS COUNT #1			WEEKEND PARKED CARS COUNT #2			MAXIMUM # PARKED CARS	
				DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	DATE	# NORTH/WEST	# SOUTH/EAST	# NORTH/WEST	# SOUTH/EAST
Venneman Avenue	Chelsea	Dead End	Both	3/6/26	2	1	3/18/26	1	2	3/8/26	2	0	3/14/26	1	2	2	2
Venneman Avenue	Essex	Fuhrmann Terrace	East	3/6/26	-	1	3/24/26	-	0	3/8/26	-	2	3/22/26	-	2	N/A	2
Venneman Avenue	Fuhrmann Terrace	Winnetka	East	3/6/26	-	3	3/24/26	-	4	3/8/26	-	1	3/22/26	-	3	N/A	4
Venneman Avenue	Winnetka	Brownell	East	3/6/26	-	0	3/24/26	-	0	3/8/26	-	0	3/22/26	-	2	N/A	2
Venneman Avenue	Brownell	Chelsea	East	3/6/26	-	0	3/18/26	-	0	3/8/26	0	0	3/14/26	0	0	0	0
Venneman Alley	Venneman	Sappington	North	3/17/26	4	-	3/24/26	4	-	3/14/26	4	-	3/22/26	2	-	4	N/A
Victoria Avenue	Sappington	946 Victoria Ave	South	3/6/26	-	-	3/18/26	-	0	3/8/26	-	2	4/12/26	-	1	N/A	2
Victoria Avenue	950 Victoria Ave	Albert	South	3/6/26	-	1	3/18/26	-	1	3/8/26	-	2	4/12/26	-	1	N/A	2
Victoria Place	Glenway	848 Victoria Pl	Both	3/6/26	0	0	3/18/26	0	0	3/8/26	0	1	4/12/26	0	1	0	1
Victoria Place	854 Victoria Pl	Sappington	Both	3/6/26	1	0	3/18/26	1	0	3/8/26	2	2	4/12/26	0	5	2	5
Warwick Lane	Glenway	844 Warwick	South	3/3/26	-	0	3/18/26	-	1	3/8/26	-	1	3/14/26	-	0	N/A	1
Warwick Lane	850 Warwick	Sappington	South	3/3/26	-	2	3/18/26	-	3	3/8/26	-	3	3/14/26	-	3	N/A	3
West Oak Drive	Chelsea	Dead End	Both	3/6/26	1	0	3/18/26	1	0	3/8/26	1	0	3/14/26	3	0	3	0
Willow Oak Lane	Austin	10-14 Willow Oak	Both	3/10/26	0	0	3/17/26	0	0	3/22/26	0	1	4/12/26	0	0	0	1
Willow Oak Lane	10-14 Willow Oak	Berry	Both	3/10/26	0	1	3/17/26	1	1	3/22/26	0	2	4/12/26	1	0	1	2
Wingfield Road	Berry	Dead End	Both	3/5/26	2	2	3/17/26	3	1	3/8/26	1	2	3/14/26	2	1	3	2
Winnetka Lane	Venneman	11-9 Winnetka	Both	3/6/26	1	0	3/24/26	1	1	3/8/26	1	2	3/22/26	2	1	2	2
Winnetka Lane	11-9 Winnetka	Sappington	Both	3/6/26	1	0	3/24/26	0	0	3/8/26	0	0	3/22/26	1	0	1	0
Yosemite Drive	Kirkham	823 Yosemite	Both	3/5/26	0	0	3/18/26	2	0	3/8/26	0	0	3/14/26	1	0	2	0
Yosemite Drive	823 Yosemite	73 Cheyenne	Both	3/5/26	4	0	3/18/26	2	1	3/8/26	3	0	3/14/26	1	1	4	1



Appendix B – Recommendations and Considerations

STREET NAME	LIMIT (FROM)	LIMIT (TO)	STREET WIDTH	CURB TYPE	EXISTING PARKING PERMITTED	PARKING RECOMMENDATION	SIDE OF STREET RECOMMENDATION	TRAFFIC OPERATION RECOMMENDATION
						*DENOTES NO CHANGE FROM EXISTING CONDITION		
Albert Avenue	Dead End	Victoria	24	Vertical	Both	One-Sided	West	Two-Way*
Albert Avenue	Victoria	Glenmoor	24	Vertical	Both	One-Sided	West	Two-Way*
Alexandra Avenue	West City Limit	840-844 Alexandra	24	Vertical	Both	One-Sided	North	Consider One-Way
Alexandra Avenue	840-844 Alexandra	Sappington	24	Vertical	Both	One-Sided	North	Consider One-Way
Algonquin Estates Road	Devon	5 Algonquin Estates	23	Vertical	South	One-Sided*	South*	Two-Way*
Algonquin Estates Road	5 Algonquin Estates	Berry	21.5	Vertical	South	No Parking	N/A	Consider One-Way
Andrew Drive	Dead End	Nolan	26	Vertical	Both	One-Sided	West	Two-Way*
Andrew Drive	Nolan	Manchester	26	Vertical	Both	One-Sided	West	Two-Way*
Armstrong Drive	Park	Southarm	22	Rolled	Both	One-Sided	South	One-Way
Armstrong Drive	1 Armstrong	Northarm	22	Rolled	Both	One-Sided	East	One-Way
Armstrong Drive	Hill	Northarm	22	Rolled	Both	One-Sided	South	One-Way
Austin Place	Lockwood	Trevillian	18	Vertical	East	One-Sided*	East	One-Way
Austin Place	Trevillian	Cornelia	18	Vertical	East	One-Sided*	East	One-Way
Austin Place	Cornelia	Beverly	22.5	Vertical	Both	One-Sided	West	Consider One-Way
Austin Place	Beverly	Willow Oak	22.5	Vertical	Both	One-Sided	West	Consider One-Way
Belvedere Avenue	Bismark	East City Limit	21	Rolled	Both	One-Sided	West / South	One-Way
Berry Oaks Lane	41-49 Berry Oaks	1201 Berry Oaks	24	Vertical	Both	One-Sided	South	One-Way
Berry Oaks Lane	41-49 Berry Oaks	Berry	24	Vertical	Both	One-Sided	North	Two-Way*
Berry Wood Drive	59 Berry Wood	39 Berry Wood	24	Vertical	Both	One-Sided	West	One-Way
Berry Wood Drive	37 Berry Wood	17 Berry Wood	25	Vertical	Both	One-Sided	East	One-Way
Berry Wood Drive	17 Berry Wood	Berry	25	Vertical	Both	One-Sided	North	Consider One-Way
Beverly Avenue	Sappington	963 Beverly	25.5	Vertical	South	One-Sided*	South	Two-Way*
Beverly Avenue	Edwin	Elm	22	Vertical	South	No Parking	N/A	Consider One-Way
Beverly Avenue	Elm	Parkland	23	Vertical	South	No Parking	N/A	Consider One-Way
Beverly Avenue	Parkland	Austin	22.5	Vertical	South	No Parking	N/A	Consider One-Way
Beverly Avenue	Austin	1350-1358 Beverly	23.5	None	South	One-Sided*	South	Consider One-Way
Beverly Avenue	1350-1358 Beverly	Berry	22	Vertical	South	One-Sided*	South	Consider One-Way
Bismark Avenue	Berry	745-741 Bismark	24	Vertical	North	One-Sided*	North	Two-Way*
Bismark Avenue	745-741 Bismark	East City Limit	24	Vertical	North	One-Sided*	North	Two-Way*
Brookside Drive	Glen Elm	815-825 Brookside	25	Vertical	Both	One-Sided	West	Consider One-Way
Brookside Drive	815-825 Brookside	Sappington	25	Vertical	Both	One-Sided	North	Consider One-Way
Brownell Avenue	West City Limit	Venneman	24	Vertical	South	One-Sided*	South	Two-Way*
Brownell Avenue	Venneman	813-815 Brownell	24	Vertical	Both	One-Sided	North	Two-Way*
Brownell Avenue	813-815 Brownell	Sappington	24	Vertical	Both	One-Sided	North	Two-Way*
Brownell Avenue	Sappington	933-937 Brownell	24	Vertical	Both	One-Sided	South	Two-Way*
Brownell Avenue	933-937 Brownell	1025-1029 Brownell	24	Vertical	Both	One-Sided	North	Two-Way*
Brownell Avenue	1025-1029 Brownell	Elmwood	24	Vertical	Both	One-Sided	North	Two-Way*
Brownell Avenue	Elmwood	1255-1265 Brownell	22	Rolled	Both	One-Sided	North	Two-Way*
Brownell Avenue	1255-1265 Brownell	Berry	22.5	Rolled	Both	One-Sided	North	Two-Way*
Cambridge Court	Dead End	Kirkham	25	Vertical	Both	One-Sided	East	Two-Way*
Carol Ann Place	Nancy Carol	Joanna	24	Vertical	Both	One-Sided	East	One-Way
Chain Ridge Road	Glenvista	Kirkham	24.5	Rolled	Both	One-Sided	West	Consider One-Way
Chelsea Avenue	West Oak	Venneman	25	Vertical	Both	One-Sided	South	Two-Way*
Chelsea Avenue	Venneman	Sappington	26.5	Vertical	Both	One-Sided	South	Two-Way*
Chelsea Avenue	Sappington	952-1004 Chelsea	26.5	Vertical	Both	One-Sided	South	Consider One-Way
Chelsea Avenue	952-1004 Chelsea	Idlewild	26	Vertical	Both	One-Sided	South	Consider One-Way

STREET NAME	LIMIT (FROM)	LIMIT (TO)	STREET WIDTH	CURB TYPE	EXISTING PARKING PERMITTED	PARKING RECOMMENDATION	SIDE OF STREET RECOMMENDATION	TRAFFIC OPERATION RECOMMENDATION
						*DENOTES NO CHANGE FROM EXISTING CONDITION		
Cheyenne Court	73 Cheyenne	29-23 Cheyenne	23.5	Vertical	Both	One-Sided	North	One-Way
Cheyenne Court	29-23 Cheyenne	Yosemite	24	Vertical	Both	One-Sided	East	One-Way
Clif-Side Court	Dead End	Clif-Side	25	Rolled	Both	Both*	Both	Two-Way*
Clif-Side Drive	Devon	Elmwood	24.5	Rolled	Both	One-Sided	West	Two-Way*
Clif-Side Drive	Elmwood	14-16 Clif-Side	25	Rolled	Both	One-Sided	North	Two-Way*
Clif-Side Drive	14-16 Clif-Side	Berry	24.5	Rolled	Both	One-Sided	North	Two-Way*
Cornelia Avenue	Parkland	Austin	22.5	Vertical	South	One-Sided*	South	One-Way
Cornelia Avenue	Austin	122-120 Cornelia	20.5	Vertical	South	One-Sided*	South	One-Way
Cornelia Avenue	122-120 Cornelia	Berry	20.5	Vertical	South	One-Sided*	South	One-Way
Devon Road	East Essex	Clif-Side	22	None	West	One-Sided*	West	Two-Way*
Devon Road	East Essex	Algonquin Estates	22.5	Vertical	West	No Parking	N/A	Two-Way*
Devon Road	4 Devon	Algonquin Estates	20	Rolled	West	One-Sided*	West	Two-Way*
Dwyer Avenue	Sappington	917-919 Dwyer	23	Rolled	Both	One-Sided	South	Consider One-Way
Dwyer Avenue	917-919 Dwyer	931-933 Dwyer	23	Rolled	Both	One-Sided	South	Consider One-Way
Dwyer Avenue	931-933 Dwyer	Idlewild	23	Rolled	Both	One-Sided	South	Consider One-Way
E Essex Avenue	Sappington	Edwin	23.5	Vertical	South	One-Sided*	South	Two-Way*
E Essex Avenue	Edwin	Elm	26	Vertical	South	One-Sided*	South	Two-Way*
E Essex Avenue	Elm	Devon	22	Vertical	South	No Parking	N/A	Two-Way*
Edwin Avenue	Lockwood	Hawbrook	20.5	Vertical	West	One-Sided*	West	Two-Way*
Edwin Avenue	Hawbrook	Beverly	25	Vertical	Both	One-Sided	West	Two-Way*
Edwin Avenue	Beverly	225-245 Edwin	26	Vertical	Both	One-Sided	West	Two-Way*
Edwin Avenue	225-245 Edwin	E Essex	25.5	Vertical	Both	One-Sided	West	Two-Way*
Edwin Avenue	E Essex	748-756 Edwin	24	Vertical	East	One-Sided*	East	One-Way
Edwin Avenue	748-756 Edwin	S Moreland	24	Vertical	East	One-Sided*	East	One-Way
Elm Avenue	Lockwood	Hawbrook	21	Vertical	West	One-Sided*	West	One-Way
Elm Avenue	Hawbrook	Beverly	26	Vertical	Both	One-Sided	West	Two-Way*
Elm Avenue	Beverly	245-253 Elm	26	Vertical	Both	One-Sided	West	Two-Way*
Elm Avenue	245-253 Elm	E Essex	26	Vertical	Both	One-Sided	East	Two-Way*
Elm Avenue	E Essex	Parkland	22	Rolled	Both	One-Sided	West	One-Way
Elmwood Avenue	Clif-Side	Brownell	24.5	Rolled	Both	No Parking	N/A	Consider One-Way
Elmwood Avenue	Brownell	Glenvista	22	Rolled	Both	No Parking	N/A	Consider One-Way
Elmwood Avenue	Glenvista	Kirkham	22	Rolled	Both	One-Sided	West	Consider One-Way
Flower Hill Court	Flower Hill Drive	Dead End	22.5	Rolled	Both	Both*	Both	Two-Way*
Flower Hill Drive	Flower Hill Court	Berry	24	Rolled	Both	One-Sided	North	Two-Way*
Flynn Forest Lane	Berry	Dead End	24	Rolled	Both	Both*	Both	Two-Way*
Fuhrmann Terrace	West City Limit	Venneman	23	Vertical	South	One-Sided*	South	Two-Way*
Fuhrmann Terrace	Venneman	849-855 Fuhrmann Terrace	20	Vertical	South	One-Sided*	South	One-Way
Fuhrmann Terrace	849-855 Fuhrmann Terrace	Sappington	19.5	Vertical	South	One-Sided*	South	One-Way
Glen Elm Drive	Glenway	824 Glen Elm	25	Vertical	Both	One-Sided	North	Consider One-Way
Glen Elm Drive	824 Glen Elm	Sappington	26	Vertical	Both	One-Sided	South	Consider One-Way
Glenbrook Avenue	969-977 Glenbrook	Dead End	24	Vertical	Both	One-Sided	South	Two-Way*
Glenbrook Avenue	Sappington	969-977 Glenbrook	24.5	Vertical	Both	One-Sided	South	Two-Way*
Glendale Gardens Drive	Glendale Gardens	Dead End	24	Vertical	Right	One-Sided*	Right	Two-Way*

STREET NAME	LIMIT (FROM)	LIMIT (TO)	STREET WIDTH	CURB TYPE	EXISTING PARKING PERMITTED	PARKING RECOMMENDATION	SIDE OF STREET RECOMMENDATION	TRAFFIC OPERATION RECOMMENDATION
						*DENOTES NO CHANGE FROM EXISTING CONDITION		
Glenmoor Lane	Sappington	939-947 Glenmoor	26	Vertical	Both	One-Sided	South	Two-Way*
Glenmoor Lane	939-947 Glenmoor	Albert	26	Vertical	Both	One-Sided	South	Two-Way*
Glenmoor Lane	Albert	Dead End	26	Vertical	Both	One-Sided	South	Two-Way*
Glenvista Place	Elmwood	Chain Ridge	24.5	Rolled	Both	One-Sided	South	Two-Way*
Glenvista Place	Chain Ridge	Dead End	24.5	Rolled	Both	One-Sided	South	Two-Way*
Glenvista Place	Berry	761-753 Glenvista	22	Rolled	Both	One-Sided	South	Consider One-Way
Glenvista Place	761-753 Glenvista	Greenview	22	Rolled	Both	One-Sided	South	Consider One-Way
Glenway Drive	Chelsea	Dead End	25	Vertical	Both	One-Sided	East	Two-Way*
Glenway Drive	Alexandra	Queen Anne	23	Vertical	Both	One-Sided	West	Two-Way*
Glenway Drive	Queen Anne	Warwick	23.5	Rolled	Both	One-Sided	West	Two-Way*
Glenway Drive	Warwick	Dead End	24	Rolled	Both	One-Sided	East	Two-Way*
Gramercy Place	Dead End	Berry	23.5	Rolled	Both	Both*	Both	Two-Way*
Green Tree Lane	Austin	1336-1344 Green Tree	22	None	South	One-Sided*	South	Consider One-Way
Green Tree Lane	1336-1344 Green Tree	Berry	21.5	Vertical	South	One-Sided*	South	Consider One-Way
Greenview Drive	725 Greenview	Kirkham	20	Rolled	Both	One-Sided	East	One-Way*
Greenview Drive	Berry	775-765 Greenview	16.5	Rolled	North	One-Sided*	North	One-Way*
Greenview Drive	775-765 Greenview	725 Greenview	16.5	Rolled	North	One-Sided*	North	One-Way*
Halcyon Drive	Southarm	Northarm	22	Rolled	Both	One-Sided	East	One-Way
Hanamoor Court	Dead End	Sappington	22	Rolled	Both	Both*	Both	Two-Way*
Hawbrook Avenue	West City Limit	Park	18	Vertical	South	One-Sided*	South	Consider One-Way
Hawbrook Road	Park	751-801 Hawbrook	20.5	Vertical	South	One-Sided*	South	Consider One-Way
Hawbrook Road	751-801 Hawbrook	Sappington	22.5	Vertical	South	One-Sided*	South	Consider One-Way
Hawbrook Road	Sappington	Parkland	18	None	N/A	No Parking*	N/A	Consider One-Way
Hill Drive	50 Hill	2 Hill	22	Rolled	Both	No Parking	N/A	Two-Way*
Hill Drive	53-3 Hill	11 Hill	22	Rolled	Both	No Parking	N/A	Two-Way*
Hill Drive	11 Hill	East Essex	22	Rolled	Both	One-Sided	West	Two-Way*
Hill Drive	East Essex	Dead End	22.5	Rolled	Both	Both*	Both	Two-Way*
Hillard Road	Idlewild	Elmwood	23	Rolled	Both	One-Sided	North	Consider One-Way
Hillard Road	Elmwood	17-15 Hillard	23	Rolled	Both	One-Sided	North	Consider One-Way
Hillard Road	17-15 Hillard	Berry	23	Rolled	Both	One-Sided	North	Consider One-Way
Idlewild Lane	Dead End	Kirkham	16	Vertical	N/A	No Parking*	N/A	Consider One-Way
Joanna Avenue	Andrew	Nancy Jo	23	Vertical	South	One-Sided*	South	Consider One-Way
Joanna Avenue	Nancy Jo	Carol Ann	24	Vertical	Both	One-Sided	North	One-Way
Josephine Avenue	711 Josephine	Venneman	22	Vertical	South	One-Sided*	South	Two-Way*
Josephine Avenue	709 Josephine	710 Josephine	25	Rolled	Both	One-Sided	Outer	One-Way
Juanita Avenue	West City Limit	Venneman	24	Vertical	Both	One-Sided	North	Two-Way*
Kenmore Drive			22	Rolled	East	One-Sided*	East	Two-Way*
Kings Pond Road	6-8 Kings Pond	Algonquin Estates	22.5	Rolled	Both	One-Sided	West	Consider One-Way
Kings Pond Road	6-8 Kings Pond	Berry	22.5	Rolled	Both	One-Sided	South	Consider One-Way
Lisakay Drive	Kirkham	Dead End	24	Rolled	Both	One-Sided	East	Two-Way*
Luckystone Avenue	Dead End	Venneman	22	Vertical	South	One-Sided*	South	Two-Way*
Luther Court	Hawbrook	Dead End	16	Vertical	Right	One-Sided*	Outer	One-Way
Luther Lane	Lockwood	City Limits	24	Rolled	Both	One-Sided	West	Two-Way*
Moreland Avenue	Sappington	South Moreland	20	Vertical	North	One-Sided*	North	Two-Way*
Nancy Carol Lane	Sappington	943-961 Nancy Carol	24	Vertical	Both	One-Sided	South	Consider One-Way
Nancy Carol Lane	943-961 Nancy Carol	Nancy Jo	24	Vertical	Both	One-Sided	South	Consider One-Way
Nancy Carol Lane	Nancy Jo	Carol Ann	24	Vertical	Both	One-Sided	South	One-Way
Nancy Jo Place	Nancy Carol	Joanna	24	Vertical	Both	One-Sided	East	Consider One-Way

STREET NAME	LIMIT (FROM)	LIMIT (TO)	STREET WIDTH	CURB TYPE	EXISTING PARKING PERMITTED	PARKING RECOMMENDATION	SIDE OF STREET RECOMMENDATION	TRAFFIC OPERATION RECOMMENDATION
						*DENOTES NO CHANGE FROM EXISTING CONDITION		
Nolan Drive	Andrew	39 Nolan	24	Vertical	Both	One-Sided	North	Two-Way*
Nolan Drive	39 Nolan	32 Nolan	24	Vertical	Both	One-Sided	Outer	One-Way
Nolan Drive	30 Nolan	22 Nolan	24	Vertical	Both	One-Sided	Outer	One-Way
Nolan Drive	11 Nolan	20 Nolan	24	Vertical	Both	One-Sided	Outer	One-Way
Nolan Drive	1 Nolan	9 Nolan	24	Vertical	Both	One-Sided	Outer	One-Way
Northarm Drive	Armstrong	Halcyon	22	Rolled	Both	One-Sided	North	One-Way
Northview Court	Andrew	Dead End	24	Vertical	Both	Both*	Both	Two-Way*
Oakway Place	Park	728-760 Oakway	22.5	Vertical	South	One-Sided*	South	Consider One-Way
Oakway Place	728-760 Oakway	Sappington	25	Vertical	South	One-Sided*	South	Consider One-Way
Park Avenue	Lockwood	325 Park	23	Vertical	Both	One-Sided	West	Two-Way*
Park Avenue	325 Park	Armstrong	23	Vertical	Both	One-Sided	West	Two-Way*
Parkland Avenue	Lockwood	Hawbrook	19.5	Vertical	East	One-Sided*	East	One-Way
Parkland Avenue	Hawbrook	Beverly	26	Vertical	Both	One-Sided	East	Two-Way*
Parkland Avenue	Beverly	234-246 Parkland	25.5	Vertical	Both	One-Sided	West	Two-Way*
Parkland Avenue	234-246 Parkland	East Essex	25.5	Vertical	Both	One-Sided	West	Two-Way*
Parkland Avenue	East Essex	Elm	22	Rolled	Both	One-Sided	East	One-Way
Queen Anne Place	Glenway	848 Queen Anne	24	Vertical	Both	One-Sided	South	Consider One-Way
Queen Anne Place	852 Queen Anne	Sappington	25	Vertical	Both	One-Sided	South	Consider One-Way
S Moreland Avenue	E Essex	Moreland	23	Vertical	East	One-Sided*	East	Two-Way*
Southarm Drive	Armstrong	Halcyon	22	Rolled	Both	One-Sided	South	One-Way
Southridge Court	Southridge Drive	Dead End	24	Vertical	Both	One-Sided	North	Two-Way*
Southridge Drive	Kirkham	Southridge Court	26	Vertical	Both	One-Sided	East	Consider One-Way
Southridge Drive	Southridge Court	24 Southridge Dr	26	Vertical	Both	One-Sided	South	Consider One-Way
Southridge Drive	24 Southridge Dr	10-12 Southridge Dr	25	Vertical	Both	One-Sided	South	Consider One-Way
Southridge Drive	10-12 Southridge Dr	Berry	25	Vertical	Both	One-Sided	South	Consider One-Way
Springfield Court	Berry	Dead End	22	Rolled	Both	Both*	Both	Two-Way*
Trevillian Avenue	Austin	114-110 Trevillian	19	Vertical	South	One-Sided*	South	One-Way
Trevillian Avenue	114-110 Trevillian	Berry	18	Vertical	South	One-Sided*	South	One-Way
Venneman Avenue	Chelsea	Dead End	25	Vertical	Both	One-Sided	East	Two-Way*
Venneman Avenue	Essex	Fuhrmann Terrace	23	Vertical	East	One-Sided*	East	Two-Way*
Venneman Avenue	Fuhrmann Terrace	Winnetka	23	Vertical	East	One-Sided*	East	Two-Way*
Venneman Avenue	Winnetka	Brownell	23	Vertical	East	One-Sided*	East	Two-Way*
Venneman Avenue	Brownell	Chelsea	25	Vertical	East	One-Sided*	East	Two-Way*
Venneman Alley	Venneman	Sappington	16	Vertical	North	One-Sided*	North	One-Way*
Victoria Avenue	Sappington	946 Victoria Ave	21	Vertical	South	One-Sided*	South	One-Way
Victoria Avenue	950 Victoria Ave	Albert	21.5	Vertical	South	One-Sided*	South	One-Way
Victoria Place	Glenway	848 Victoria Pl	23	Vertical	Both	One-Sided	South	Consider One-Way
Victoria Place	854 Victoria Pl	Sappington	23.5	Vertical	Both	One-Sided	South	Consider One-Way
Warwick Lane	Glenway	844 Warwick	23.5	Vertical	South	One-Sided*	South	Consider One-Way
Warwick Lane	850 Warwick	Sappington	23	Vertical	South	One-Sided*	South	Consider One-Way
West Oak Drive	Chelsea	Dead End	25	Vertical	Both	One-Sided	West	Two-Way*
Willow Oak Lane	Austin	10-14 Willow Oak	25	None	Both	One-Sided	North	Consider One-Way
Willow Oak Lane	10-14 Willow Oak	Berry	22	Rolled	Both	One-Sided	North	Consider One-Way
Wingfield Road	Berry	Dead End	22.5	Rolled	Both	One-Sided	North	Two-Way*
Winnetka Lane	Venneman	11-9 Winnetka	24	Vertical	Both	One-Sided	North	Two-Way*
Winnetka Lane	11-9 Winnetka	Sappington	24	Vertical	Both	One-Sided	North	Two-Way*
Yosemite Drive	Kirkham	823 Yosemite	23	Vertical	Both	One-Sided	West	Two-Way*
Yosemite Drive	823 Yosemite	73 Cheyenne	24	Vertical	Both	One-Sided	West	One-Way