



City of Chicago



SO2018-6938

Office of the City Clerk

Document Tracking Sheet

Meeting Date:	9/13/2018
Sponsor(s):	Silverstein (50) Tunney (44) Scott, Jr. (24) Maldonado (26) Taliaferro (29) Mell (33) Osterman (48) Laurino (39) Harris (8) Quinn (13) Brookins (21)
Type:	Ordinance
Title:	Sundry traffic regulation(s) and sign(s)
Committee(s) Assignment:	Committee on Pedestrian and Traffic Safety

CHICAGO, SEPTEMBER 20, 2018

To The President and Members of the City Council:

Your Committee on Pedestrian and Traffic Safety begs leave to recommend that Your Honorable Body **DO NOT PASS** the sundry proposed ordinance(s) and/or order(s) submitted herewith which were referred to the Committee on Pedestrian and Traffic Safety concerning Traffic Regulations and Traffic Signs, et cetera as follows:

V. The following items were **NOT RECOMMENDED** by the City Department(s) and **FAILED TO PASS**:

WARD PARKING PROHIBITED AT ALL TIMES – DISABLED:

50	6260 North Hoyne Avenue, Disabled Permit 114258 [O2018-4218]
50	6504 North Whipple Street, Disabled Permit 115106 [O2018-4223]
50	6224 North Washtenaw Avenue, Disabled Permit 115112 [O2018-5155]
50	6637 West Artesian Avenue, Disabled Permit 115111 [O2018-5158]
50	6436 North Seeley Avenue, Disabled Permit 117216 [O2018-5159]
50	6209 North Francisco Avenue, Disabled Permit 117213 [O2018-5163]
50	6210 North Francisco Avenue, Disabled Permit 117217 [O2018-5187]

WARD LOADING ZONES / STANDING ZONES

44	2970 North Sheridan Road: Repeal No Parking Loading Zone. Not Recommended. Request withdrawn by Alderman -- (18-00054378) [O2017-8561]
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WARD RESIDENTIAL PERMIT PARKING ZONES:

24	1400-1499 South Avers Avenue (east and west sides); Residential Permit Parking Zone. Not Recommended [Or2018-375]
26	2600-2699 West Iowa Street (north and south sides); Residential Permit Parking Zone. Not Recommended [Or2018-144]
29	1700-1799 North Moody Avenue (east and west side); Residential Permit Parking Zone. Not Recommended [Or2018-205]
33	2800-2899 North Campbell Avenue (east and west sides) from West Diversey Avenue to North Elston Avenue; Residential Permit Parking Zone. Not Recommended [Or2018-321]

WARD**TOW ZONES:**

48

West Bryn Mawr Avenue (on the south leg) (east and west sides) from North Sheridan Road to North Lake Shore Drive; No Parking Tow Zone. Not Recommended. Request withdrawn by Alderman -- (18-00059399) [O2017-8640]

WARD**AMEND TOW ZONES:**

39

4246 West Lawrence Avenue; Repeal Ordinance which reads 4246 West Lawrence Avenue (north side); Street Cleaning. Not Recommended. Request Withdrawn by Alderman -- (18-02291063) [O2018-6369]

WARD**TRAFFIC WARNING SIGNS AND/OR SIGNALS:**

8

East 89th Street and South Cottage Grove Avenue; All Way Stop. Not Recommended. South Cottage Grove Avenue is designed as a minor arterial roadway with significantly higher volumes than East 89th Street, a one way eastbound residential street. Stop signs on streets with higher volumes such as South Cottage Grove tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. CDOT does not recommend installing an All Way Stop at this intersection -- (18-02054308) [Or2018-306]

13

West 64th Place and South Austin Avenue; All Way Stop Sign, Stopping All Approaches. Not Recommended. South Austin Avenue is a major collector roadway with significantly higher traffic volumes than West 64th Place, a local roadway. Stop Signs on streets with higher volumes such as South Austin Avenue tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection -- (18-02280452) [Or2018-387]

13


West Marquette Road and South Komensky Avenue; Stop Sign, Stopping east and west traffic on West Marquette Road at South Komensky Avenue. West Marquette Road is a major collector roadway with significantly higher volumes than South Komensky Avenue, a one way northbound local street. Stop signs on streets with higher volumes such as West Marquette Road tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Due to the intersection's proximity to the traffic signal at South Pulaski Road, a stop sign will be unexpected for motorists. Therefore, CDOT does not recommend an All Way Stop at this intersection. CDOT is currently conducting a traffic study to investigate potential pedestrian safety improvements at this intersection -- (18-02054336) [Or2018-310]

WARD TRAFFIC WARNING SIGNS AND/OR SIGNALS CONT'D:

- 13 West 55th Street and South Mobile Avenue; Stop Sign, Stopping east and west bound traffic on West 55th Street at South Mobile Avenue Not Recommended. West 55th Street is a major collector roadway with significantly higher volumes than South Mobile Avenue, a two way local street that intersects West 55th Street at a T-intersection. Stop signs on streets with higher volumes such as West 55th Street tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Stop compliance is particularly low at T-intersections. Therefore, CDOT does not recommend a stop sign at this intersection -- (18-02054426) [Or2018-311]
- 13 West 55th Street and South Tripp Avenue; Two Way Stop Sign, Stopping east and westbound traffic on West 55th Street at South Tripp Avenue. Not Recommended. West 55th Street is a major collector roadway with significantly higher traffic volumes than South Tripp Avenue, a One Way northbound local street. Stop signs on streets with higher volumes such as West 55th Street tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Additionally, due to this intersection's proximity to the traffic signal at West 55th Street and South Keeler Avenue, a Stop Sign at South Tripp Street will be unexpected for drivers. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection -- (18-02280936) [Or2018-386]
- 21 South Princeton Avenue and West 93rd Place; All Way Stop Sign. Not Recommended. West 93rd Place intersects South Princeton Avenue at a T-intersection and terminates at a cul-de-sac just southeast of the intersection. Traffic volumes on South Princeton Avenue are higher than volumes on West 93rd Place, a local residential street. Stop Signs on streets with higher volumes such as South Princeton Avenue tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Stop compliance is particularly low at T-intersections. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection -- (18-02284256) [Or2018-348]
- 29 North Mason Avenue and West Washington Boulevard; All Way Stop Sign, Stopping All Approaches. Not Recommended. West Washington Boulevard is a major collector roadway with significantly higher traffic volumes than North Mason Avenue, a one-way northbound local roadway. Stop signs on streets with higher volumes such as West Washington Boulevard tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Due to the intersection's proximity to the traffic signal at North Austin Boulevard, a stop sign will be unexpected for motorists. Therefore, CDOT does not recommend an All Way Stop at this intersection -- (18-02064981) [Or2018-325]

These **Do Not Pass** recommendations were concurred in by all members of the Committee present, with no dissenting votes.

Respectfully submitted,



Walter Burnett, Jr.
Chairman,
Committee on Pedestrian and Traffic Safety