



Office of the City Clerk

City Hall
121 N. LaSalle St.
Room 107
Chicago, IL 60602
www.chicityclerk.com

Legislation Details (With Text)

File #: SO2018-9342
Type: Ordinance **Status:** Passed
File created: 12/12/2018 **In control:** City Council
Final action: 12/12/2018
Title: Traffic warning sign(s)(signals) - establish
Sponsors: Curtis, Derrick G., Reboyras, Ariel, Ramirez-Rosa, Carlos, Tunney, Thomas
Indexes:
Attachments: 1. SO2018-9342.pdf

Date	Ver.	Action By	Action	Result
12/12/2018	1	City Council	Passed as Substitute	Pass
12/10/2018	1	Committee on Pedestrian and Traffic Safety	Direct Introduction	
12/10/2018	1	Committee on Pedestrian and Traffic Safety	Recommended to Pass	

TRAFFIC WARNING SIGN AND/OR SIGNALS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1. Pursuant to Title 9, Chapter 64, of the Municipal Code of Chicago, that the Commissioner of Transportation is hereby authorized and directed to erect and/or amend Traffic Warning Signs and Signals, for the following locations are hereby designated:

- WARD TRAFFIC WARNING SIGNS AND/OR SIGNALS:**
- 18 West 75th Place and South Lawndale Avenue; All Way Stop, Stopping All Approaches - (18-01731588) [Or2018-274]
 - 30 West Addison Street and North Springfield Avenue; All Way Stop Sign. Not Recommended. West Addison Street is a major collector roadway with significantly higher traffic volumes than North Springfield Avenue, a local roadway. Stop signs on streets with higher volumes such as West Addison Street 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 - (18-03165344) [Or2018-520]
 - 30 West Addison Street and North Lawndale Avenue; All Way Stop Sign. Not Recommended. West Addison Street is a major collector roadway with significantly higher traffic volumes than North Lawndale Avenue, a local roadway. Stop signs on streets with higher volumes such as West Addison Street 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 - (18-03165299) [Or2018-521]
 - 30 North Avondale Avenue and North Harding Avenue; All Way Stop Sign. North Harding Avenue ends at North Avondale Avenue, forming a T-intersection. Stop compliance is particularly low at T-

intersections for the through street due to a lack of conflicting movements. Therefore, CDOT does Not Recommend an All Way Stop Sign at this intersection - (18-03109591) [Or2018-524]

30 North Avondale Avenue and North Springfield Avenue; All Way Stop Sign. North Springfield Avenue ends at Avondale Avenue, forming a T-intersection. Not Recommended. Stop compliance is particularly low at T- intersections for the through street due to a lack of conflicting movements. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection - (18-03109671) [Or2018-525]

30 North Avondale Avenue and North Avers Avenue; All Way Stop Sign. Not Recommended. North Avers Avenue ends at North Avondale Avenue, forming a T-intersection. Stop compliance is particularly low at T- intersections for the through street due to a lack of conflicting movements. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection -- (18-03109340) [Or2018-526]

West Shakespeare Avenue and North Drake Avenue; All Way Stop Sign, Stopping All Approaches -- (18-02828326) [Or2018-471]

TRAFFIC WARNING SIGNS AND/OR SIGNALS CONT'D:

44 North Clark Street at West Oakdale Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-628]

SECTION 2. This ordinance shall take effect and be in force here in after its passage and publication.

CHICAGO, DECEMBER 12, 2018

To the President and Members of the City Council:

Your Committee on Pedestrian and Traffic Safety, to which were referred proposed ordinance(s) and/or order(s) to erect and/or amend Traffic Warning Signs and Signals, begs leave to recommend that Your Honorable Body DO PASS the proposed substitute ordinance(s) and/or order(s) submitted herewith.

This recommendation was 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