



Office of the City Clerk

City Hall
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Legislation Text

File #: SO2017-6287, **Version:** 1

CHICAGO, SEPTEMBER 6, 2017

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 6620 North Campbell Avenue, Disabled Permit 106182 [02017-5342]
- 50 6507 North Kedzie Avenue, Disabled Permit 111858 [02017-5349]
- 50 6414 North Mozart Street, Disabled Permit 111860 [02017-5352]

WARD RESIDENTIAL PERMIT PARKING ZONES:

- 35 2000-2999 North Keeler Avenue; Residential Permit Parking Zone. Not Recommended [Or2017-376]
- 4300-4399 North Hamlin Avenue; Residential Permit Parking Zone. Not Recommended [Or2017-377]

AMEND SINGLE DIRECTION:

- East 86th Place; Amend Single Direction - Easterly. Not Recommended. Request Withdrawn by Alderman [O2016-8714]

TOW ZONES:

- 8 East Randolph Street; No Parking Tow Zone. Not Recommended. No city council action necessary. No Parking Tow Zone signs have been installed - (16-07153558) [02016-7227]

WARD TRAFFIC WARNING SIGNS AND/OR SIGNALS:

- 2 175 East Chestnut Street; Stop Sign, Install at the Pedestrian walkway at 175 East Chestnut Street. Not Recommended. There is an existing mid-block crosswalk located outside of 175 East Chestnut Street. Due to the crosswalk location's vicinity to the traffic signal at North Michigan Avenue and East Chestnut Street, a stop sign would be unexpected for motorists and can lead to increased safety concerns. CDOT does not recommend an all-way stop sign at this location because it can increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Additionally, due to the multi-lane approach and location of curb-line, stop signs may not be visible at this intersection. CDOT does not recommend a stop sign at this location - (17-04758453) [Or2017-329]
- 5 South Kenwood Avenue and East 55th Street; All Way Stop Sign. Not Recommended. East 55th Street is a collector roadway with significantly higher traffic volumes than South Kenwood Avenue. Due to the curvature of East 55th Street, a stop sign would be unexpected for motorists and would likely increase congestion, rear-end crashes, and create a false sense of security for pedestrians that every vehicle will stop. CDOT does not recommend installing an All Way Stop Sign at this intersection - (17-04631442) [02017-3917]
- 12 West Pershing Road and South Spaulding Avenue; All Way Stop Sign, Not Recommended. West Pershing Road is a minor arterial with significantly higher traffic volumes than South Spaulding Avenue. Stop Signs on streets with higher volumes such as West Pershing Road tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Additionally, stop compliance is particularly low at T-intersections. CDOT does not recommend installing an All Way Stop Sign at this intersection - (17-05168604) [02017-5554]
- 13 West 59th Street and South Narragansett Avenue; All Way Stop Sign. Not Recommended. South Narragansett Avenue is a collector roadway and has significantly higher volume than West 59th Street. A Stop sign would be unexpected for motorists and would likely increase congestion, rear-end crashes, and create a false sense of security for pedestrians that every vehicle will stop. CDOT does not recommend an All Way Stop Sign at this location and has already recommended alternatives to stop signs in order to improve safety at this intersection -(16-06838315) [Or2016-490]
- 13 West 59th Street and South Karlov Avenue; Two Way Stop Sign, Stopping east and west bound traffic on West 59th Street. Not Recommended. West 59th Street is a collector roadway and has significantly higher volume than South Karlov Avenue. Due to the intersections proximity to the traffic signal at West 59th Street and South Pulaski Road, a stop sign would be unexpected for motorists and can lead to increased safety concerns. CDOT does not recommend an all-way stop sign at this location because it can increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. CDOT does not recommend an All Way Stop Sign at the intersection of West 59th Street and South Karlov Avenue -(17-02784705) [Or2017-208]

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

- 13 West 59th Street and South Kildare Avenue; Two Way Stop Sign, Stopping East and West bound traffic on West 59th Street at South Kildare Avenue; Not Recommended. West 59th Street is a major collector roadway with significantly higher traffic volume than South Kildare Avenue, a one way southbound residential street. Stop Signs on streets with high volumes such as West 59th 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 Sign at this intersection -- (17-05148624) [Or2017-368]
- ' 16 West 55th Street and South Francisco Avenue; Two Way Stop Sign. Not Recommended. West 55th Street is a minor arterial with significantly higher traffic volumes than South Francisco Avenue, a one-way local road. Stop Signs on streets with high 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. CDOT does not recommend a stop sign at West 55th Street and South Francisco Avenue. CDOT has conducted a traffic study and the letter was sent to the alderman's office on August 7, 2017 -- (16-07026094) [Or2016-496]

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