



Office of the City Clerk

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Legislation Details (With Text)

File #: SO2017-8396
Type: Ordinance
Status: Passed
File created: 12/13/2017
In control: City Council
Final action: 12/13/2017
Title: Traffic Warning sign(s)/signal(s) - establish and amend
Sponsors: Moreno, Proco Joe, Lopez, Raymond A., O'Shea, Matthew J., Zalewski, Michael R., Burnett, Jr., Walter, Reboyras, Ariel, Laurino, Margaret, Tunney, Thomas
Indexes:
Attachments: 1. SO2017-8396.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	City Council	Passed as Substitute	Pass
12/5/2017	1	Committee on Pedestrian and Traffic Safety	Recommended to Pass	
12/5/2017	1	Committee on Pedestrian and Traffic Safety	Direct Introduction	

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:

- | | |
|----|---|
| 1 | West Erie Street; West Erie Street (north side) from North Racine Avenue to North Elizabeth Street; No Parking Except for Official School Personnel Permit Parking Only, 7:30am to 4:30pm, School Days - (17-07152355) [02017-7336] |
| 15 | 3200 West 41 st Street; West 41 st Street from South Kedzie Avenue to South Sacramento Avenue; No Trucks Sign, All Times, All Days [02017-8538] |
| 15 | 3200 West 41st Place; West 41st Place from South Kedzie to South Sacramento Avenue; No Trucks Sign, All Times, All Days [02017-8539] |
| 15 | 3200 West 40th Street; West 40th Street from South Kedzie to South Sacramento; No Trucks Sign, All Times, All Days [02017-8540] |
| 15 | South Honore Avenue and West 64th Street; All Way Stop Sign, Stopping All Approaches [Or2017-209] |
| 15 | South Paulina Street and West 63rd Street; All Way Stop Sign, Stopping All Approaches [Or2017-467] |

- 15 South Fairfield Avenue and West 43rd Street; All Way Stop Sign, Stopping All Approaches. Not Recommended. West 43rd Street is a collector roadway with higher volumes than South Fairfield Avenue, a residential street. Stop signs on streets with higher volumes such as West 43rd Street 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 California Avenue, a stop sign will be unexpected for motorists. CDOT does not recommend installing an All Way Stop Sign at this intersection - (17-06343933) [Or2017-538]
- 15 South Whipple and West 47th Street; All Way Stop Sign, Stopping All Approaches. West 47th street is a major collector roadway with significantly higher volumes than . South Whipple Street, a local street. Stop signs on streets with higher volumes such as West 47th 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 the intersection's proximity to the traffic signal at South Kedzie Avenue to the west, a stop sign would be unexpected for motorists. CDOT does not recommend installing All Way Stop Sign at this location - (17-07156736) [Or2017-540]

West 101st Place and South Longwood Drive; All Way Stop Sign, Stopping All Approaches [02017-8297]

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

- 19 West 108th Street and South Sacramento Avenue; Stop Sign, Stopping Northbound traffic and South Sacramento and Eastbound traffic on West 108th Street [02017-8300] ,
- 19 South Homan Avenue; South Homan Avenue (Southbound) from West 116th Street to West 117th Street; No Truck Signs [02017-8299]
- 23 West 52nd Street and South Rutherford Avenue; Two Way Stop Sign, Stopping east and west bound traffic on West 52nd Street at South Rutherford Avenue [Or2017-595]
- 27 West Chestnut Street and North Orleans Street; All Way Stop Sign, Stopping All Approaches [Or2017-602]
- 27 West Kinzie Street and North Morgan Street; All Way Stop Sign, Stopping All Approaches [Or2017-603]
- 27 West Kinzie Street and North Carpenter Street; All Way Stop Sign, Stopping All Approaches [Or2017-604]
- 30 North Central Park Avenue and West George Street; All Way Stop Sign, Stopping All Approaches. Not Recommended. North Central Park Avenue is a major collector roadway with significantly higher volumes than West George Street, a local residential road. Stop signs on streets with high volumes such as North Central Park Avenue 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 Milwaukee Avenue, a stop sign will be unexpected for motorists. Additionally, stop compliance is particularly low at T-intersections. CDOT does not recommend installing an all-way stop at this intersection - (17-05288406) [Or2017-384]
- 30 West Waveland Avenue and North Avers Avenue; Stop Sign, Stopping West Waveland Avenue for North Avers Avenue - (17-07173608) [Or2017-491]
- 39 North Central Park Avenue and West Thorndale Avenue; All-Way Stop Sign, Stopping All Approaches -- (17-07156371) [Or2017-539]
- 44 North Broadway and West Aldine Avenue; All Way Stop Sign, Stopping All

Approaches -- (17-06514018) [Or2017-492]

WARD AMEND TRAFFIC WARNING SIGNS AND/OR SIGNALS:

15 South Damen Avenue; Repeal Ordinance which reads: South Damen Avenue for northbound traffic turning onto West 64th Street; Left Turn Lane, by Striking the above [02017-3265]

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

CHICAGO, DECEMBER 13, 2017

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