



Office of the City Clerk

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Legislation Details (With Text)

File #: SO2018-6938
Type: Ordinance
Status: Failed to Pass
File created: 9/20/2018
In control: City Council
Final action: 9/20/2018
Title: Sundry traffic regulation(s) and sign(s)
Sponsors: Silverstein, Debra L., Tunney, Thomas, Scott, Jr. Michael, Maldonado, Roberto, Taliaferro, Chris, Mell, Deborah, Osterman, Harry, Laurino, Margaret, Harris, Michelle A., Quinn, Marty, Brookins, Jr., Howard
Indexes:
Attachments: 1. SO2018-6938.pdf

Date	Ver.	Action By	Action	Result
9/20/2018	1	City Council	Failed to Pass	Fail
9/13/2018	1	Committee on Pedestrian and Traffic Safety	Recommended Do Not Pass	
9/13/2018	1	Committee on Pedestrian and Traffic Safety	Direct Introduction	

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 [02018-4218]
50 6504 North Whipple Street, Disabled Permit 115106 [02018-4223]
50 6224 North Washtenaw Avenue, Disabled Permit 115112 [02018-5155]
50 6637 West Artesian Avenue, Disabled Permit 115111 [02018-5158]
50 6436 North Seeley Avenue, Disabled Permit 117216 [02018-5159]
50 6209 North Francisco Avenue, Disabled Permit 117213 [02018-5163]
50 6210 North Francisco Avenue, Disabled Permit 117217 [02018-5187]

WARD LOADING ZONES / STANDING ZONES

44 2970 North Sheridan Road: Repeal No Parking Loading Zone. Not Recommended.
Request withdrawn by Alderman -- (18-00054378) [02017-8561]

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]

TOW ZONES:

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) [02017-8640]

AMEND TOW ZONES:

4246 West Lawrence Avenue; Repeal Ordinance which reads 4246 West Lawrence Avenue (north side); Street Cleaning.
Not Recommended. Request Withdrawn by Alderman - (18-02291063) [02018-6369]

TRAFFIC WARNING SIGNS AND/OR SIGNALS:

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]

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]

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]

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