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-

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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 ofthe 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

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