File #: SO2018-6928, **Version:** 1

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:
4	South Oakenwald Avenue and East 41st Street; All Way Stop Sign, Stopping All Approaches - (18-00501898) [02018-290]
14	South Christiana Avenue and West 52nd Street; All Way Stop Sign, Stopping All Approaches [Or2018-404]
15	West 57th Street and South Fairfield Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-400]
15	West 47th Street and South Francisco Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-401]
15	West Pope John Paul II Drive and South Mozart Street; All Way Stop Sign, Stopping All Approaches [Or2018-402]
15	West 56th Street and South Fairfield Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-403]
25	West Madison Street and North Carpenter Street; Stop Sign, stopping west and eastbound traffic on West Madison Street at North Carpenter Street. Not Recommended. West Madison Street is a minor arterial roadway with significantly higher traffic volumes than North Carpenter Street, a local roadway. Stop on streets with higher volumes such as West Madison 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. Additionally, due to this intersection's proximity to the traffic signal at West Madison Street and West Morgan Street, a stop sign at North Carpenter Street will be unexpected for drivers. Therefore, CDOT does, not recommend an All Way Stop Sign at this intersection - (18-02285512) [Or2018-376]

TRAFFIC WARNING SIGNS AND/OR SIGNALS CONT'D:

West Jackson Boulevard and South Sangamon Street; Stop Sign, Stopping eastbound traffic on West Jackson Boulevard at South Sangamon Street. West Jackson Boulevard is a major collector roadway with significantly higher traffic volumes than South Sangamon Street a local roadway. Stop Signs on streets with higher volumes such as West Jackson Boulevard tend to increase rear-end crashes, increase congestion, and create a false sense of security for pedestrians that every vehicle will stop. Additionally, the 25th Ward has recently funded two curb extensions on the west leg of West

Jackson Boulevard at South Sangamon Street. These bump-outs should improve pedestrian safety by narrowing the crossing distance across West Jackson Boulevard. Therefore, CDOT does not recommend an All Way Stop Sign at this location. The funded curb extensions at this intersection will improve pedestrian visibility and safety - (18-02284195) [Or2018-377]

West Madison Street and North Aberdeen Street; Stop Sign, Stopping west and eastbound traffic on West Madison Street at North Aberdeen Street. Not Recommended. West Madison Street is a minor arterial roadway with significantly higher traffic volumes than North Aberdeen Street, a local roadway that is offset at West Madison Street. Stop Signs on streets with higher volumes such as West Madison 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-interseetions. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection - (18-02284598) [Or2018-378]

West Madison Street and North May Street; Stop Sign, Stopping west and eastbound traffic on West Madison Street at North May Street. Not Recommended. West Madison Street is a minor arterial roadway with significantly higher traffic volumes than North May Street, a local roadway. Stop Signs on streets with higher volumes such as West Madison 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. Additionally, due to this intersection's proximity to the traffic signal at West Madison Street and West Racine Avenue, a Stop Sign at North May Street will be unexpected for drivers. Therefore, CDOT does not recommend an All Way Stop Sign at this intersection - (18-02284639) [Or2018-379]

North Drake Avenue and West Huron Street; All Way Stop Sign, Stopping All Approaches [02018-5591]

North May Street and West Kinzie Street; All Way Stop Sign, Stopping All Approaches [02018-6627]

North Hooker Avenue and West Evergreen Avenue; All Way Stop Sign, Stopping All Approaches [02018-6661]

North Cherry Avenue and West Eastman Street; Stop Sign, Stopping West Eastman Street for North Cherry Avenue [02018-6658]

North North Branch Street and West Blackhawk Street; Stop Sign, Stopping North North Branch Street at West Blackhawk Street [02018-6659]

North Hickory Avenue and West Evergreen Avenue; Stop Sign, Stopping West Evergreen Avenue for North Hickory Avenue [02018-6660]

WARD	TRAFFIC WARNING SIGNS AND/OR SIGNALS CONT'D:
27	North Sedgwick Street and West Goethe Street; All Way Stop Sign, Stopping All Approaches [Or2018-394]
32	West Roscoe Street at North Claremont Avenue; Two Way Stop Sign, Stopping east and west bound traffic on West Roscoe Street at North Claremont Avenue [Or2018-399]
39	North Hiawatha Avenue and North Keating Avenue; All Way Stop Sign, Stopping All Approaches - (18-02290943) [Or2018-388]
41	West North Shore Avenue at North Oconto Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-396]
41	North Ionia Avenue at North Algonquin Avenue; All Way Stop Sign, Stopping All Approaches [Or2018-398]
41	West Everell Avenue at North Olcott Avenue; Two Way Stop Sign, Stopping east and west bound traffic on West Everell Avenue at North Olcott Avenue [Or2018-397]

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SECTION 2. This ordinance shall take effect and be in force here in after its passage and publication.
CHICAGO, SEPTEMBER 20, 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 ofthe Committee present, with no dissenting votes.

Respectfully submitted,

Walter Burnett, Jr. Chairman,
Committee on Pedestrian and Traffic Safety