



**BRENDAN REILLY**  
ALDERMAN—42<sup>ND</sup> WARD

**CITY COUNCIL**  
**CITY OF CHICAGO**

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121 NORTH LA SALLE STREET  
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TELEPHONE (312) 744-3062

[WWW.WARD42CHICAGO.COM](http://WWW.WARD42CHICAGO.COM)

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TRANSPORTATION AND PUBLIC WAY

November 22, 2011

Ms. Gail Spreen  
Chair Real Estate Review Committee  
SOAR  
244 E. Pearson St., Suite 102  
Chicago, IL 60611

Mr. Manny Martinez  
Chair Safety / Security Committee  
SOAR  
244 E. Pearson St., Suite 102  
Chicago, IL 60611

Dear Ms. Spreen and Mr. Martinez:

Thank you for contacting my office to report SOAR's concerns regarding pedestrian and vehicular safety at the intersection of Columbus Drive and Illinois Street. I appreciate the fact that you took the time to alert my office to your concern. I have established a fully-staffed Constituent Service Office that is dedicated to addressing residential and business concerns such as yours.

I have forwarded your correspondence to Commissioner Gabe Klein of the Chicago Department of Transportation and requested his department's review and response to your concerns.

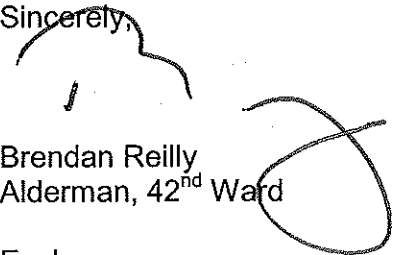
I would like to inform you that, in response to constituent concerns, I recently requested that the Chicago Department of Transportation conduct a detailed traffic study at this intersection and make their recommendations for improvements to this area.

The Department of Transportation completed their review this intersection and has recommended adjusting the "No Turn on Red" signage to improve driver understanding and enforcement. CDOT also recommended the modification of the traffic signal timing across Columbus to provide a three-second leading pedestrian interval (LPI) to reduce the amount of time that pedestrians and vehicles are competing for the same space.

In addition, at my request, CDOT reviewed the left turn arrow for southbound traffic at this intersection. CDOT designed a new timing plan to reallocate green time from through traffic to southbound left-turn arrows; this new timing plan has been installed by CDOT.

Thank you again for contacting my office – I am happy we were able to assist you! I look forward to working with you in the future. Please feel free to contact my office with this, or any other issue, if we can be of additional assistance to you. You may also visit my new "virtual office" at [www.ward42chicago.com](http://www.ward42chicago.com) for answers to many of your questions, the latest news regarding the 42<sup>nd</sup> Ward and important information about your neighborhood!

Sincerely,

  
Brendan Reilly  
Alderman, 42<sup>nd</sup> Ward

Enclosure



## BRENDAN REILLY

ALDERMAN—42ND WARD

CITY COUNCIL  
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## COMMITTEE MEMBERSHIPS

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December 1, 2011

Gabe Klein  
Commissioner  
Chicago Department of Transportation  
30 N. LaSalle St., Suite 1100  
Chicago, IL 60602

**RE: Intersection of N. Columbus Dr. and E. Illinois St.**

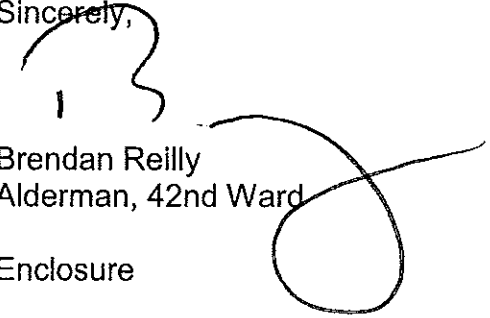
Dear Commissioner Klein:

Thank you for your department's recent traffic study and recommendations for the intersection of N. Columbus Drive and E. Illinois Street.

I received the enclosed correspondence from the Streeterville Organization of Active Residents (SOAR), the neighborhood group of record, with their concerns and suggestions regarding the traffic configuration at this intersection.

I respectfully request that the Chicago Department of Transportation consider SOAR's observations and provide my office with your department's response to their concerns. Thank you in advance for your time and attention to this matter. Please feel free to contact my office if you have any further questions regarding this matter.

Sincerely,

  
Brendan Reilly  
Alderman, 42nd Ward

Enclosure

RECEIVED OCT 27 2011



CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

October 19, 2011

The Honorable Brendan Reilly  
Alderman, 42<sup>nd</sup> Ward  
City Hall – Room 200  
121 North LaSalle Street  
Chicago, Illinois 60602

**Re: Illinois/Columbus**

Dear Alderman Reilly:

CDOT staff visited the intersection of Columbus Drive and Illinois Street on May 27, 2011 in response to a fatal pedestrian crash at the intersection, and again on June 28 after fatal crash at a midblock location east of the intersection. A summary of our findings follows.

**Site description:**

Illinois Street and Columbus Avenue are both arterial streets. Columbus is a two-way north-south street with three through lanes northbound. There are two through lanes plus a shared through/left lane and a dedicated left turn lane southbound. Illinois is a one-way eastbound street with a right turn lane, a bike lane, and two travel lanes at Columbus. There are near side bus stops on Columbus in both directions. Parking is prohibited on Columbus near Illinois, and on Illinois west of Columbus. There are a combination of parking and loading zones along both sides of Illinois, east of Columbus. The intersection of Illinois and Columbus is signalized, with pedestrian signals and crosswalks in all directions. At the time of our visit to the site, "No Turn On Red When Pedestrians Present" signs were displayed in each direction.

RMS #31,427

30 NORTH LASALLE STREET, SUITE 1100, CHICAGO, ILLINOIS 60602

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The intersection is surrounded by highrise buildings containing residential and commercial properties, including a restaurant, a hotel, theaters, and a grocery store. Pedestrian volumes are high throughout the neighborhood.

**Previous crash history:**

We reviewed the history of crashes reported at this intersection from 2008 through 2010. In 2008 and 2009, the most commonly reported types of crashes at this location were angle and turning crashes. In 2010, rear end crashes were the most common. There were five pedestrian crashes at this intersection within these three years. Two drivers struck pedestrians who were crossing against the signal, and three drivers struck pedestrians crossing with the signal. There was no discernible pattern to the direction of travel or other circumstances involved in the pedestrian crashes.

**Observations:**

All appropriate signs and pavement markings were present and clearly visible at the intersection of Grand and Illinois. In the southwest corner of the intersection, the pedestrian signal indication facing Columbus was not fully functional during our field visit. (We have no information on the condition of this signal indication at the time of the crash.) The hand and walking person symbols displayed correctly, but the supplemental countdown portion of the signal was blank. All other signals were operating properly. Many drivers failed to yield to pedestrians when making right turns, or inched through the intersection forcing the pedestrians to hurry. This was especially noticeable in the south crosswalk, where eastbound right turning drivers drove aggressively between pedestrians.

**Recommendations:**

After our first site visit, we requested the pedestrian countdown timer in the southwest corner be repaired. That work was completed.

We also recommended removing the "No Turn On Red When Pedestrians Present" signs, and replacing them with "No Turn On Red" signs. These signs were installed on the signal posts and overhead on the signal mast arms. Pedestrians are present at almost all times at this intersection, and the new signs send a clear message which is easier to enforce.

The traffic signal timing at this intersection has been modified to provide leading pedestrian intervals (LPI's) for the crosswalks across Columbus. The WALK symbols are activated for three seconds while all of the vehicular signals are red. This reduces the time when pedestrians and turning vehicles are competing for

the same space, and it gives pedestrians a chance to move out into the crosswalks where they are more visible before vehicles are allowed to turn across the pedestrians' path. LPI's are not feasible for the east crosswalk across Illinois because the southbound left turn arrows at this intersection turn green before northbound traffic is allowed to go. This phase is not compatible with an LPI in the east crosswalk. CDOT traffic signals staff have also increased the green time for the southbound left turn arrows, based on a separate request from your office. They will report their findings on that issue separately.

Regardless of signal timing or supplemental signs, drivers are always required to yield to pedestrians in crosswalks. We are sending a copy of this letter to the 18th Police District, and we ask them to consider whether enforcement can be focused on drivers yielding to pedestrians at this intersection, especially eastbound right turning drivers.

If you have any questions about this study, please contact Ms. Luann Hamilton at 312-744-1987.

Sincerely,

  
David Donovan *Cabe Klein*  
First Deputy Commissioner

Originated by:

  
for Luann Hamilton  
Deputy Commissioner  
Division of Project Development  
*sp for*  
DD:LH:MS:KH

Cc: Kenneth Angarone – Commander, 18<sup>th</sup> Police District  
C. Wuellner, Y. Montazery, M. Samadi, N. An, K. McCarthy

RMS #31,427



RECEIVED OCT. 28 2011

CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

October 13, 2011

The Honorable Brendan Reilly  
Alderman, 42<sup>nd</sup> Ward  
City Hall, Room 300  
121 N. LaSalle Street  
Chicago, IL 60602

**Re: Request for "Left on Green Arrow Only" Sign at Columbus and Illinois**

Dear Alderman Reilly:

This is in response to your request to study the possibility of installing "Left on Green Arrow Only" signs for the southbound traffic at the intersection of Columbus Drive and Illinois Street.

Our traffic engineer field checked and reviewed the existing signal timing at the above referenced intersection. The southbound left-turn traffic operates on a protected and permissive mode in which the left-turn traffic first receives left-turn green arrows and then green ball indications. The above mentioned sign is used if the left-turn traffic operates on green arrow only, which is referred to as a protected phase.

The southbound left-turn storage is approximately 200 feet which extends from Illinois Street to Grand Avenue. This storage is not adequate for a protected phase. Therefore, a "Left on Green Arrow Only" sign is not recommended. However, we designed a new timing plan and reallocated green time from through traffic to southbound left-turn arrows. The new timing plan has been installed by CDOT-Division of Electrical Operations.

If you have any questions, please contact Luann Hamilton at 312-744-1987.

Sincerely,

David Donovan  
First Deputy Commissioner

110248

RMS# 01421



# BRENDAN REILLY

ALDERMAN — 42ND WARD

CITY COUNCIL  
CITY OF CHICAGO

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June 28, 2011

Gabe Klein  
Commissioner  
Department of Transportation  
30 N LaSalle St., Room 1100  
Chicago, IL 60602

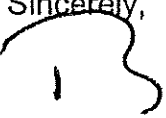
**RE: Review of crash data at the intersection of Columbus Drive and East Illinois Street**

Dear Commissioner Klein:

I respectfully request that your department conduct a review of all crash data at the intersection of Columbus Drive and East Illinois Street. In light of the two unfortunate pedestrian deaths at this intersection over the last couple of months, I ask that you please provide me with recommendations to improve and protect pedestrian safety at this location.

Please report back to my office the results of your review, and your recommendations to improve safety at this location. Thank you for your prompt attention and cooperation in this matter. Please feel free to contact my office at (312) 642-4242 if you have any further questions in this matter.

Sincerely,

  
Brendan Reilly  
Alderman, 42<sup>nd</sup> Ward