Proposed 57th Street Two-Way Conversion Traffic Evaluation
Chicago, Illinois

Prepared For:
THE UNIVERSITY OF CHICAGO Facilities Services

Prepared By:
KLOA
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I. Executive Summary

This report summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a potential conversion of 57th Street between Lake Park Avenue and Stony Island Avenue from one-way eastbound only operation to two-way operation. The objectives of the traffic evaluation are as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish a base condition.
- Assess the impact of converting the roadway segment of 57th Street between Lake Park Avenue and Stony Island Avenue to two-way operation.
- Determine any street, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate the conversion of 57th Street to two-way operation.

The City of Chicago and the Chicago Park District are currently conducting a large-scale revitalization of Jackson Park which includes providing an increase in green space, enhanced pedestrian connectivity, new and upgraded facilities and includes the construction of the future Obama Presidential Center. This project will result in several street vacations to provide additional green space and to accommodate the Obama Presidential Center. As part of these street system modifications, Cornell Drive will no longer operate as a through street between Lake Shore Drive and Stony Island Avenue at its intersection with 65th Place. With the reconstruction and vacation of various street segments as part of the Jackson Park revitalization project, the 59th Street intersection with Stony Island Avenue will be converted to right-in/right-out only, reducing the viability of that connection along the south side of campus.

With the implementation of two-way traffic operation along 57th Street between Lake Park Avenue and Stony Island Avenue, 57th Street has the potential to be a main connection for vehicles traveling between Lake Shore Drive and the heart of the main University campus. This is due to 57th Street’s location within the center of Campus and its connection between Jackson Park and Washington Park. Furthermore, with the proposed intersection and street segment modifications as part of the Jackson Park revitalization project, this two-way conversion will provide an alternative route to the existing travel routes that are being modified and/or restricted. Overall providing two-way traffic along this roadway segment will provide the following benefits:

- It will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive.
- It will allow vehicles that currently utilize 59th Street at its signalized intersection with Stony Island Avenue to travel west towards campus upon completion of the proposed right-in/right-out restriction.
In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street.

In order to accommodate the two-way flow of traffic along this segment of 57th Street, the following geometric and traffic control improvements will be required:

- A double yellow center line should be striped on 57th Street between Stony Island Avenue and the viaduct.
- The on-street parking along the north side of 57th Street between Stony Island Avenue and the viaduct should be restricted to parallel parking only.
- The west leg of the intersection of 57th Street with Stony Island Avenue should be restriped to provide a single westbound travel lane.
- The eastbound approach of 57th Street at Stony Island Avenue should be restriped to provide a shared left-turn/through lane and a shared through/right-turn lane.
- The westbound approach of 57th Street at Stony Island Avenue should be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane.
- Given the sight line obstructions for southbound vehicles on Lake Park Avenue at 57th Street, this intersection should be converted to all-way stop sign control.
  - To accommodate the conversion of this intersection to all-way stop sign control, stop bars and stop signs should be provided for the west and east legs of the intersection.

Additionally, to improve the pedestrian facilities within the area, it is recommended that the existing bump out (curb-extension) and pedestrian ramp located in the northwest corner of the intersection of 57th Street with Lake Park Avenue (which leads pedestrians onto the street under the viaduct) be eliminated. To facilitate the existing pedestrian movements observed at this intersection, a high visibility crosswalk on the west leg of the intersection with implementation of a pedestrian ramp should be provided.

Overall, the improvements along 57th Street between Stony Island Avenue and the viaduct will not result in a loss of any parking. However, if taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.

Additionally, the conversion of the intersection of 57th Street with Lake Park Avenue to all-way stop sign control will result in the loss of approximately four to five parking spaces currently located on the south side 57th Street.
Overall, the proposed improvements to the intersection of 57th Street with Lake Park Avenue will result in the loss of up to five parking spaces. Table 1 summarizes the proposed list of improvements, their benefits to the roadway system, and impact on the area street parking and loading areas.

In order to determine the general peak hour of commuter activity during the weekday morning and weekday evening peak periods, vehicle, pedestrian, and bicycle counts were conducted at twelve intersections along the 57th Street corridor and within the vicinity of the subject segment. The following intersections were included:

- 57th Street with Cornell Drive/57th Drive/MSI Access Drive
- 57th Street with Stony Island Avenue
- 57th Street with Lake Park Avenue
- 57th Street with Harper Avenue
- 57th Street with Blackstone Avenue
- 57th Street with Dorchester Avenue
- 57th Street with Kenwood Avenue
- 57th Street with Kimbark Avenue
- 57th Street with Woodlawn Avenue
- 56th Street with Lake Park Avenue
- 56th Street with Stony Island Avenue
- 56th Street with Hyde Park Avenue
- 57th Drive with Hyde Park Avenue/MSI Access Drive

To determine the potential impacts that the proposed two-way conversion would have on the study area intersections, intersection capacity analyses were performed for the study area intersection for the weekday morning and weekday evening peak hours.

The existing, Year 2027 background, and Year 2027 total projected conditions were analyzed to determine the adequacy of the area street system in accommodating the two-way conversion of 57th Street between Stony Island Avenue and Lake Park Avenue. The Year 2027 background conditions take into consideration the existing traffic volumes increased by a regional growth factor and the reassignment of traffic within the area due to the Jackson Park Revitalization project and it associated street closures and geometric improvements. The Year 2027 total projected conditions take into consideration the following:

- Reassignment of traffic due to the Jackson Park revitalization project and its associated street closures and geometric improvements to the study area intersections.
- Reassignment of traffic to the study area with the proposed 57th Street two-way conversion.
### Table 1
57th STREET TWO-WAY CONVERSION RECOMMENDED IMPROVEMENTS

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Projected Benefit</th>
<th>Potential Impact</th>
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| Converting 57th Street to two-way traffic by restriping the west leg 57th Street at Stony Island Avenue to provide the following:  
• A double yellow center line  
• A single westbound travel lane  
• A parking lane along the north side of the street.  
• A shared left-turn/through lane and a shared through/right-turn lane. | Will allow for 57th Street to operate as a two-way roadway.  
Has the potential to be a main connection to campus for vehicles traveling between Lake Shore Drive and the heart of the main University campus.  
Will provide an alternative route to the existing travel routes that are being modified and/or restricted as part of the Jackson Park Revitalization project.  
Will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive.  
In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street | Generally, this improvement does not result in the loss of parking |
| Restriping the east leg of 57th Street at Stony Island Avenue to provide an exclusive left-turn lane and a shared through/right-turn lane | Will allow the traffic signal equipment and signal timings to operate without any modifications.                                                                                                                  | None                                                                            |
| Convert the intersection of 57th Street with Lake Park Avenue to two-way stop-sign control given that the southbound Lake Park Avenue approach at 57th Street has restricted sightlines with the viaduct. | Will improve the future operations of this intersection by stopping westbound vehicles | Will result in the loss of four to five parking spaces.  
The existing curb extension on the northeast corner of the intersection will need to be eliminated. |

1 - If taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.
Based on the preceding evaluation, analyses and recommendations, the following conclusions have been made:

- The proposed conversion of 57th Street to two-way traffic between Stony Island Avenue and Lake Park Avenue will not have a significant impact on the operation of the study area intersections.

- The study area intersections with the proposed geometric improvements to the roadway segment of 57th Street between Lake Park Avenue generally have sufficient capacity to accommodate the traffic traversing each intersection during the weekday morning and weekday evening peak hours.

- With the proposed geometric improvements as indicated above, the traffic signal equipment and signal timings at the intersection of 57th Street with Stony Island Avenue will not need to be modified to accommodate the proposed lane configuration or projected traffic volumes.

- The intersections of 57th Street with Cornell Drive and 57th Drive with Hyde Park Boulevard will see a significant reduction in traffic due to the street closures as part of the Jackson Park revitalization project. Upon completion of this project, the signal timings at these intersections will be reoptimized to accommodate the projected traffic volumes.

- The proposed two-way conversion will reduce the number of westbound left-turn movements occurring at the intersection of 56th Street with Lake Park Avenue, allowing southbound left-turn movements to occur more frequently.