Proposed 57\textsuperscript{th} Street Two-way Conversion Traffic Evaluation

August 2022
57th Street Corridor – Traffic Evaluation

Establish existing conditions

Assess the benefits/impacts of the conversion

Determine any modifications/improvements needed to accommodate the conversion

Evaluated Several Conditions

- Existing Condition
- Projected Conditions – Jackson Park Modifications, No Two-Way Conversion
- Projected Conditions – Jackson Park Modifications, With Two-Way Conversion
57th Street exists as a two-street from Lake Park Avenue, to its terminus approximately one mile west at Morgan Drive.

Limits of the analyzed corridor (Woodlawn Avenue and Stony Island Avenue/Cornell Drive) are under traffic signal control.

All intersections along 57th Street between the signalized intersections of Stony Island Avenue and Woodlawn Avenue are under all-way stop sign control, except for Lake Park Avenue.

57th Street is classified as a minor collector street.

Parking is permitted on both sides of the street. East of the viaduct, parking on the north side of the street is utilized as perpendicular parking.

Curb extensions are provided at the intersection of 57th Street with Harper Avenue.
Jackson Park Revitalization Modifications

1. Cornell Drive south of Midway Plaisance will be vacated.
2. Cornell Drive will terminate at Stony Island Avenue intersection with Midway Plaisance.
3. The existing signalized intersections of 59th Street and 60th Street with Stony Island Avenue will be converted to unsignalized right-in/right-out only intersections.
Benefits of the 57th Street Two-Way Reversion

Will provide an alternative travel route upon completion of the restricted Stony Island Avenue and 59th Street intersection

Will reduce the volume of traffic traversing 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue

Will reduce the volume of traffic traveling southbound on Stony Island Avenue which makes a right-turn onto 59th Street

Will improve safety along the one-way segment with the elimination of illegal traffic movements.

In conjunction with the conversion, additional traffic control and enhanced pedestrian facilities will be provided at 57th Street with Lake Park Avenue.
Recommended Modifications

Restripe 57th Street between Stony Island Avenue and Lake Park Avenue to provide:
- A double yellow centerline
- 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

Convert 57th Street with Lake Park Avenue to All-Way Stop Sign Control

Provide additional pedestrian facilities at the intersection of 57th Street with Lake Park Avenue
Key Findings

- The all-way stop sign controlled intersections along 57th Street between Harper Avenue and Kimbark Avenue are projected to continue operating at Level of Service B or better during the peak hours.

- Under all-way stop sign control, and with the enhanced pedestrian accommodations, the intersection of 57th Street with Lake Park Avenue will accommodate vehicle and pedestrian movements more efficiently.

- 57th Street will continue to operate within its functional classification.

- Improvements in levels of service and reduction in delays for westbound 56th Street at Lake Park Avenue and northbound Stony Island Avenue at 56th Street.

- A reduction in delay for southbound Lake Park Avenue at 56th Street.