SAM SCHWARTZ
ENGINEERING

Memorandum

To: Patrick Wilson, Project Manager
From: Mark de la Vergne, Project Manager
Date: June 30, 2012
Re: 58th Street West (Drexel Avenue to Ellis Avenue) Streetscape Traffic Study
Project No: UC-09-159

The University of Chicago retained Sam Schwartz Engineering (SSE) to analyze the traffic impacts of the 58th Street West Streetscape project. This memorandum includes the findings of this analysis.

Project Background

The 58th Street West Streetscape project extends a new pedestrian corridor on 58th Street, between Ellis Avenue and the pick-up/drop-off area for the Medical Center Emergency building. It includes vacating the portion of 58th Street to the east of Drexel Avenue to Ellis Avenue and installing a raised crosswalk on Ellis Avenue at 58th Street to connect the bookstore/medical research building with the administration building. Emergency vehicles will still be able to access the Medical Center Emergency building.

Existing Traffic

Traffic and pedestrian counts were conducted at the intersections of Ellis Avenue/the crosswalk in front of the bookstore and Drexel Ave/58th Street. The traffic counts were conducted on May 22, 2012 and May 23, 2012 between the hours of 6:30 AM – 9:00 AM, 11:00 AM – 1:00 PM and 2:30 PM – 4:00 PM. The resulting peak hour traffic and pedestrian volumes are shown in **Figure 1** and **Figure 2**.

Traffic Impacts

The traffic impacts of vacating this segment of 58th Street will be very minimal as the street dead ends prior to reaching Ellis Avenue. Other than vehicles that use this area to park during the day, the only other traffic consists of emergency vehicles and trucks that load on the south side of the street. Emergency vehicles will continue to be able access the Medical Center Emergency building. Redistributing this traffic to the campus street system will have a very minor impact to vehicular operations and will not be noticeable to drivers.

Pedestrian Impacts

This project will considerably improve the pedestrian experience on campus. The new raised crosswalk will make it safer for pedestrians to cross Ellis Avenue by making pedestrians more visible and making drivers aware of the amount of people crossing at this location.

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Transit/Loading Impacts

The current design of the raised crosswalk includes relocating the bus stop to the south of the proposed speed table. The purpose of this relocation is to reduce the amount of vehicular congestion at the speed table location and maximize the amount of visibility for pedestrians. The current location is south of the crosswalk and provides approximately 120' for the bus stop to allow the bus to pull in and out.

The existing bus stop will be converted into a general loading zone. This loading zone will help relieve traffic congestion on Ellis Avenue and provide better visibility of the speed table and pedestrians.

Parking Impacts

The parking impacts of this project are addressed in a separate study of on-street parking in the entire campus.

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STOP Stop Sign

XX AM Peak Hour Traffic Volumes

(XX) Midday Peak Hour Traffic Volumes

[XX] PM Peak Hour Traffic Volumes

FIGURE 1
EXISTING VEHICULAR TRAFFIC

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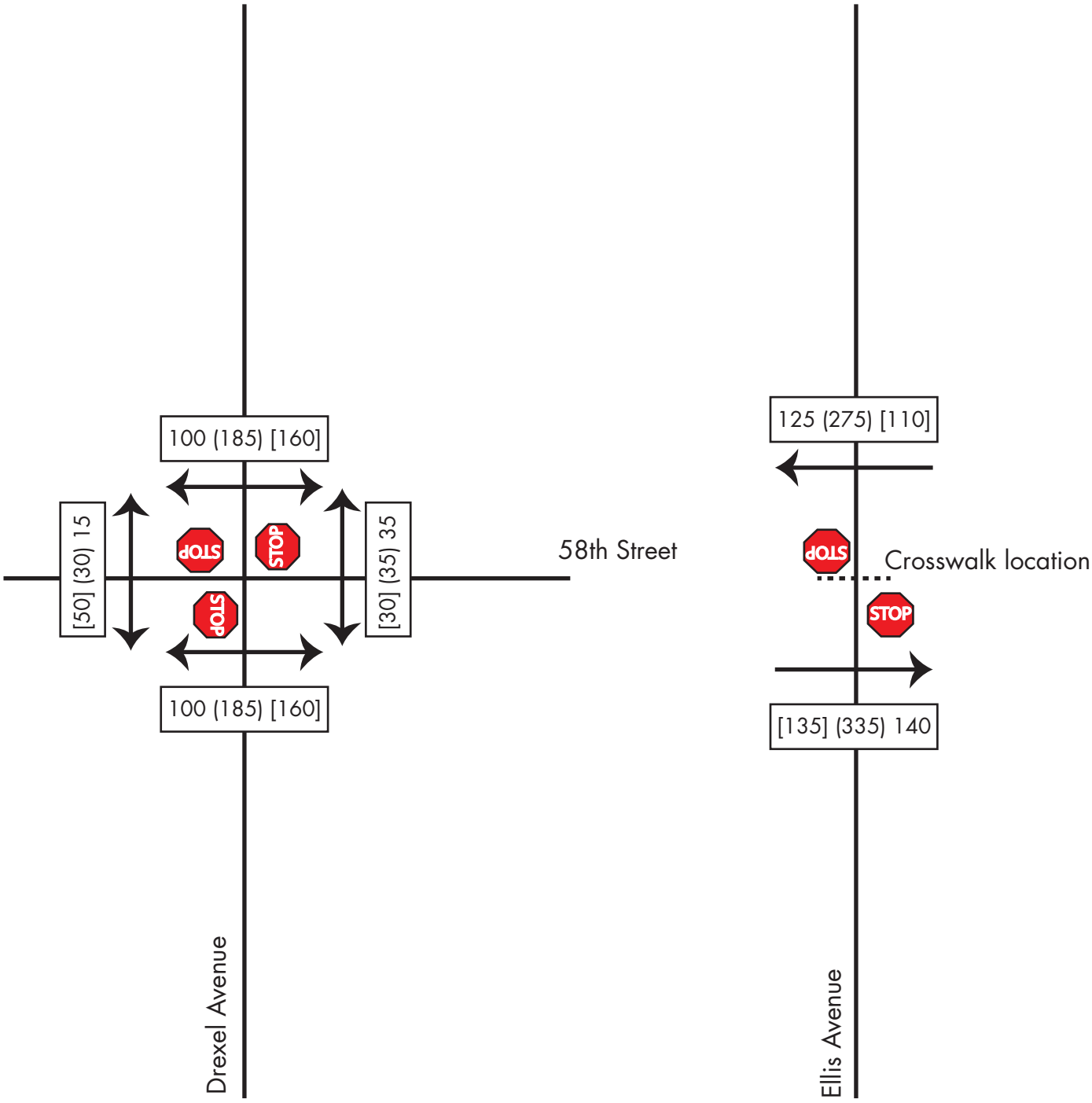

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STOP Stop Sign

XX AM Peak Hour Traffic Volumes

(XX) Midday Peak Hour Traffic Volumes

[XX] PM Peak Hour Traffic Volumes

FIGURE 2
EXISTING PEDESTRIAN TRAFFIC

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