

# The University of Chicago

## Traffic Management Plan

January 2012

*NOTE: This submission is based upon Fall 2011 data and utilizes the Planned Development boundaries and properties in effect at that time. The University is currently in the process of updating those boundaries and properties, which will be reflected in the next TMP submittal in January 2014.*

### A. Overview

The goals of the University of Chicago's Traffic Management Plan are:

1. To minimize vehicular traffic through the campus and the surrounding residential areas by the strategic placement of parking facilities and through streets.
2. To encourage faculty, staff and students to utilize modes of transportation other than personal automobiles in traveling to and from campus:
  - a. daytime and evening bus services are provided to faculty, students and staff residing in the Hyde Park-Kenwood neighborhoods (see Sections **D1a**, and **D2**);
  - b. a CTA shuttle bus runs during commute hours linking the University's north and south campus areas with the 59<sup>th</sup> & 57<sup>th</sup> Street Metra train stops (see Section **D3a**);
  - c. the University and Medical Center provide subsidized CTA shuttle buses for faculty, staff, students and the community commuting to the Ogilvie and Union train stations in the Loop (see Section **D1b**);
  - d. the University and Medical Center operate various shuttle bus routes linking to off-site parking, Metra, and the Friend Center (see Sections **D3b** and **D3c**);
  - e. Bicycle racks are located throughout campus to provide safe convenient storage options for those individuals cycling to campus. (see Section **E**); and
  - f. The University continues to offer a benefits program that allows the monthly cost of transit passes to be paid for with pre-tax dollars, potentially saving one-third on commuting costs.

3. To reduce the number of single occupancy vehicles (SOV) traveling to the campus, car pools are encouraged by providing to carpoolers free and reduced costs for off-street parking spaces.
4. Alternative modes of travel to campus are encouraged through the occasional parking program. The program allows for FREE occasional parking on campus for those whose primary mode of transportation to campus is via public transportation.
5. To provide an appropriate number of off-street parking spaces for those individuals who choose to drive automobiles to campus (see Section **F**).

## **B. Traffic Circulation**

In planning the development of its campus, the University attempts to adhere to the following traffic planning principles:

1. To intercept vehicular traffic at the perimeter of the University campus by locating off-street parking lots along the periphery of the campus adjacent to arterial streets. Refer to **Map 1**- Off-street parking lots.
2. To discourage vehicular traffic from passing through the surrounding neighborhood through the strategic placement of cul-de-sacs, the use of one way streets, and the strategic use of stop signs.

## **C. Truck Deliveries**

In an effort to minimize interference with general traffic movement within the University area, the majority of non-construction related truck deliveries are directed to off-street receiving areas located throughout campus. Refer to **Map 2** - Receiving Dock locations.

1. The University of Chicago Medical Center: Nearly all deliveries to the 19 buildings comprising the University of Chicago Medical Center are directed to its main receiving dock at 5835 South Cottage Grove Avenue. The dock has ten receiving bays and currently is open from 11:00 PM to 4:30 PM, Monday through Friday. Deliveries of large, bulk goods are restricted to the hours of 11:00 PM to 7:00 AM so that heavy trucks do not interfere with local traffic during normal commuting hours. The receiving dock accepts pick-ups and deliveries from convenience carriers such as Federal Express, UPS and various messenger services during the hours 7:00 AM to 4:30 PM. Once delivered, materials are distributed throughout the complex by a series of interconnected tunnels.
2. The University attempts to interconnect its buildings so that many buildings can be served from one receiving dock. The 180 buildings located on campus are served either from private University streets or from off-street receiving docks in the following locations:

Bldg. No.	Bldg. name
A-06	John Crerar Library
A-08	Hinds Geophysics
A-12	Ingleside Hall
A-13	University Bookstore
A-15	Abbott Memorial Hall
A-62	Cummings Life Sciences
A-73	Material Management (Hospitals Receiving)
A-86	Gordon Center for Integrative Science
B-02	High Energy Physics
B-03	Accelerator Building
B-07	Research Institutes
B-36	Biological Sciences Learning Center
B-78	Ratner Athletics Center
B-98	Knapp Center for Biomedical Discovery
C-01	Pierce Hall
C-03	Joseph Regenstein Library & Palevesky Residential Commons
C-04	Bartlett Commons
C-13	Smart Museum
C-15	Court Theatre
D-04	Hutchinson Commons
D-06	Anatomy
D-12	Mandel Hall
D-17	Ryerson Hall
D-19	Jones Laboratory
D-20	Administration Building
D-26	Oriental Institute
D-34	Kelly Hall
D-40	Wieboldt Hall
E-07	Belfield Hall
E-09	Ida Noyes Hall
E-13	International House
E-44	Booth School of Business
F-12	University of Chicago Press
G-02	Merriam Center
G-03	New Graduate Residence
H-01	1155 E. 60th Street
H-02	Law School
H-03	Burton-Judson
I-04	Edlestone Center, 6030 Ellis Ave.

As new buildings are constructed, off-street receiving and loading areas are provided as required by the City's Department of Housing and Economic Development.

## D. Busing Services

The University and the University Medical Center offer a wide variety of busing services to their faculty, students and staff, of which approximately 9,500 reside in the Hyde Park-Kenwood community. The purposes of the busing services are to discourage the use of private automobiles in the Hyde Park-Kenwood neighborhood area by providing an alternative means of transportation, as well as enhance security in the neighborhood. In September 2000 (recently renewed in 2011), the University contracted with the Chicago Transit Authority (CTA) to provide commuter bus services within the neighborhood, the shuttle service on the Midway Plaisance, and an express bus to the Ogilvie and Union Metra stations. As outlined in Section A2, the following bus services are provided:

### 1. Commuter Bus Services:

- a. **Neighborhood Bus Service:** Through a contract with the CTA, the University provides daily bus service from 7:00 AM until 6:00 PM. Two routes are provided - CTA Buses 171 and 172. Faculty, staff and students showing a University of Chicago identification card ride free. This service is also available to the community residents who pay the normal CTA fare, thus providing a much needed amenity within Hyde Park and further encouraging the community to use alternate means of transportation. The 171 has a daily average ridership of 1,401, while the 172 has a daily average ridership of 1,976. Refer to **Map 3**.
  - b. **Rail Shuttle:** The University subsidized CTA route 192 provides morning and afternoon bus service Monday through Friday to campus from the Ogilvie and Union train stations in the loop and the Roosevelt Road CTA Rapid Transit. The hours of this commuter service are 6:30 AM to 9:00 AM (6 runs) and 3:45 PM to 7:00 PM (8 runs). The 192 carries an average of 869 passengers each day and is open to anyone to ride. Refer to **Map 3** for campus bus stop locations.
2. **Evening Bus Service:** The University of Chicago provides a free Evening Bus Service throughout the Hyde Park-Kenwood neighborhood consisting of 4 routes run by an outside contractor. The buses operate on 20-minute schedules and depart from the front of Regenstein Library and Reynolds Clubhouse. Drivers will stop when signaled to pick-up or discharge passengers along the established routes. Use of this bus service is limited to University and Hospital faculty, staff, and students and requires appropriate identification to board. An average of 1,021 passengers is handled each day by the four buses. Most passengers are students with some staff and faculty using the buses to ride home in the evening.

The Evening Bus Service begins operation at 6:00 P.M. The buses operate seven days a week until 2:00 A.M. (3:00 A.M. on Friday and Saturday evenings). During quarter breaks and the summer, the buses operate on a condensed schedule. Refer to **Map 5**.

### 3. Intra-Campus Bus Services:

- a. The Midway Shuttle, CTA Route 170, is a third route operated by the CTA, that is a free bus service for University and Hospital faculty, staff and students upon presentation of appropriate identification. The shuttle operates in a loop route along the length of the Midway Plaisance from Cottage Grove Avenue to Stony Island Avenue, on 59<sup>th</sup> and 60<sup>th</sup> Streets. The Shuttle operates approximately every 10-12 minutes and runs continuously from 6:33 to 9:45 AM and from 3:30 to 6:45 PM, Monday through Friday, except on University holidays. Refer to **Map 3**.

The Shuttle carries an average of 304 people per day. The morning and late afternoon ridership consists primarily of University staff members arriving at the 59<sup>th</sup> and 57<sup>th</sup> street Metra Train stops. (Note: On an average weekday, approximately 750 faculty and staff arrive by train at this station.) Some passengers on the CTA #6 Jackson Park Express and X28 Stony Island Express buses also utilize the CTA 170 bus route to ride from Stony Island Avenue to campus.

- b. The University of Chicago and Medical Center operates a dedicated parking shuttle between the leased parking lots along 63<sup>rd</sup> Street and the Medical Center the University's Drexel parking garage, Monday through Friday from 5:00 am to 9:00 pm. Refer to **Maps 4 and 7**.
- c. The University of Chicago Medical Center also operates a dedicated shuttle between the Medical Center and the Friend & Family Health Center/UCH Academy complex on the corner of 55<sup>th</sup> Street and Cottage Grove. Buses operate Monday through Friday, 7:15 am to 6:15 pm, every 30 minutes. Refer to **Map 6**.

### E. Bicycle Usage

University faculty, staff and students residing in the Hyde Park-Kenwood and Woodlawn neighborhoods are encouraged to walk or bicycle to campus. Bicycle storage racks are distributed around the campus at 83 different locations to make bicycles an attractive transportation option. Approximately 2,584 bicycles can be accommodated in the storage racks located near building entrances. Bike racks are monitored for utilization and additional racks are planned where needs arise and near all new construction projects, and existing rack clusters are continually being upgraded with new racks and expanded where possible. In addition, the University works with CDOT to coordinate the installation of city bike racks around campus.

The University has also instituted the reCycles program on campus, a bike share program developed to reuse abandoned bikes for short cross campus trips. Currently there are 26 bikes at 4 stations and 1,745 registered users.

## F. Off-Street Parking

Since the establishment of the University of Chicago's Planned Development #43 in 1966, the University and the Medical Center have added off-street parking spaces as the faculty, staff, student, and visitor populations have grown. At present, the University and the Medical Center will have a total count of **6,030 off-street parking spaces** within its Planned Development boundaries.

1. Existing off-street parking supply (see **Map 1**):
  - a. Parking Structures (4,070 spaces): The Medical Center has 2,848 spaces in their two parking structures, one located adjacent to the University of Chicago Medical Center at 58th Street and Maryland Avenue and the other at 60<sup>th</sup> and Drexel. The structures are intended to serve the needs of outpatients, in-patients, nursing and medical staffs of the Medical Center, and University personnel associated with the Medical Center. The University operates a parking structure at 55<sup>th</sup> Street and Ellis Avenue where 1,071 spaces serve the needs of the University's faculty, staff, students and visitors. The Booth School of Business has a small parking garage as part of their facility at 58<sup>th</sup> and Woodlawn with 151 spaces.
  - b. Surface parking lots (1,840 spaces): The University and the Medical Center manage 29 parking lots located around the periphery of the campus. Approximately 1,093 of these off-street parking spaces are located on south campus between 60th and 61st Streets. Through the Medical Center, shuttle bus service is available 24 hours a day between the south campus parking lots and the main campus destinations. The other off-street parking lots are located on the north and west sides of campus within easy walking distance of the main campus. Currently, all lots are fully leased, most at over 100% capacity.
  - c. Visitor parking (1,505 spaces): Visitors to the University or Medical Center can find parking in the 913 spaces reserved for them in the parking structure at 59<sup>th</sup> and Maryland Avenue; in the 65 spaces at the Friend Family Center at 55<sup>th</sup> & Cottage Grove; in the 120 valet spaces at 59<sup>th</sup> & Cottage Grove; in the 200 spaces at the Drexel & 61<sup>st</sup> garage; in the 69 metered spaces located at 55<sup>th</sup> and Greenwood, 56<sup>th</sup> and Ellis, 56<sup>th</sup> and Drexel, 60<sup>th</sup> and Woodlawn, 60<sup>th</sup> and Dorchester and 60<sup>th</sup> and Kenwood; in the 70 reserved spaces in the University's parking structure at 55<sup>th</sup> and Ellis; in the pay and display lot's 17 spaces at 59<sup>th</sup> and University; or in the 147 free parking spaces at 60<sup>th</sup> and Stony Island lot.
  - d. Parking rates: University and Hospital policy is to charge a fee for the use of off-street parking spaces. The fees are set at levels intended to cover only the costs of maintaining the parking facilities; the University and

Medical Center assume the capital costs of providing all the parking facilities. The parking rates in effect for 2009-2010 are as follows:

<u>Parking type</u>	<u>\$/vehicle/month</u>
University Surface parking lots:	
a. premium controlled parking lot	\$175
b. controlled access parking lots	\$75-80
University Parking Structure	\$80
University Daily Parking	
a. Parking Structure	\$4/hour for the 1st 4 hours;
b. Premium Lot	\$6/hour to 4 hr Max \$24
c. University Parking Meter	25¢/15 minutes - 4 hr max
Medical Center Employee Parking:	
a. North/South Garage - Reserved	\$300
b. North/South Garage – Day (24 hrs)	\$125
c. South Garage Evening (3pm-11pm)	\$80
d. North/South Garage - Rotation	\$80
e. South Garage – Night (5pm-7am)	\$25
f. House staff (24 Hrs)	\$35
g. Drexel & 61 <sup>st</sup> Garage	\$75
h. Drexel & 60 <sup>th</sup> Lot	\$50
i. Friend Family Center	\$50
j. Apostolic Lot	\$FREE
Daily rates	
Regular Rates:	
-Less than 1 hour	\$10
-1 hour to 3 hours	\$12
-3 hours to 6 hours	\$15
-6 hours to 24 hours	\$20
Patient/Family Discount w/Validation	
-Up to 3 hours	\$6
-3 hours to 6 hours	\$11
-6 hours to 8 hours	\$16
-8 hours to 24 hours	\$18
Valet parking	
Regular Rates:	
-0 to 6 hours	\$12
-6 to 24 hours	\$20
Patient/Family Discount w/Validation	
-Up to 6 hours	\$10
-6 hours to 24 hours	\$15

Discounted Flat Rates	
Patient Book of 10 Coupons	\$60
Under 3 hours	1 Coupon
3 to 24 hours	2 Coupons

Estimated off-street parking needed:

Using the formulas in the 2003 City of Chicago Zoning Ordinance, the current calculated demand based upon Fall 2011 enrollment and employment records is:

Students

12,228 - Fall 2011 Quadrangle Degree Enrollment	
- 3,018 - Students living in dorms within PD 43 (calculated below)	
+ 251 - Lab School Students (Junior and Senior level)	
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9,461 - Non residential students with a parking ratio of 1:12	788

Staff

1,265 - Non-medical Faculty	
7,180 - University Staff	
2,872 - Medical Center Administrative & Day Staff	
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11,317	
-610 - Staff working outside PD #43	
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10,707 - Staff with a parking ratio of 1:3	3,569

Doctors

507 - Medical Faculty	
428 - Doctors	
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935 - Doctors with a parking ratio of 1:1	935

Dormitory Beds

3,018 - Dormitory Beds with a parking ratio of 1:5	604
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Hospital Beds

568 - Hospital Beds with a parking ratio of 1:3	189
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Residential Properties

273 - Residential units (single family-multi-family) within PD 43 and a parking ratio of 1:1	273
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Total parking requirement	6,358

<u>Less 20% credit for promoting and providing alternate modes of transit</u>	1,272
<b>TOTAL REQUIREMENT</b>	<b>5,086</b>

<b>TOTAL PARKING AVAILABLE</b>	<b>6,030</b>
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<b>NET SURPLUS</b>	<b>944</b>
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## **G. University of Chicago Traffic/Transportation Management Process**

As noted earlier, the goal of the University of Chicago's Traffic Management Plan is to reduce vehicular traffic congestion in the University community by minimizing the number of vehicles entering the area and encouraging the use of alternative means of transportation. The means of accomplishing that goal are through the provision of the above balanced Traffic Management Plan.

The University of Chicago is currently reviewing its campus Master Plan, outlining the University's physical growth during the next 10 to 15 years. A major component of the Master Plan is the study of parking, circulation, and traffic on the campus and surrounding neighborhoods. As this Traffic Management submittal has shown, under current estimates, the University will have a net surplus of 924 parking spaces than required under the current Zoning Ordinance.

To assure that the Traffic Management Plan is responding to the needs of the University community, the University designates its Director of Transportation & Parking as the Traffic/Transportation Manager for the University and the University of Chicago Medical Center. This individual will be responsible for the following:

1. Insure that the elements of the plan are implemented and followed.
2. Monitor the performance of the various components of the plan such as:
  - a. number of daily truck deliveries, by time of day;
  - b. number of University faculty, staff and students who are riding the various bus routes;
  - c. number of off-street parking spaces available and requested.
2. Propose adjustments to the Traffic/Transportation Management Plan in response to changing conditions.
3. Update the Traffic/Transportation Management Plan biannually as required by the amendment to Planned Development #43.

The Traffic/Transportation Manager will submit proposed changes to the plan to the City's Department of Transportation and the Department of Planning and Development for review and approval.

Approved modifications to the plan will be kept on file with the City's Department of Transportation and the Department of Planning and Development.