

EXECUTIVE SUMMARY

This memorandum presents an executive summary of the findings of an on-going traffic impact study being conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located directly south of Wrigley Field, generally in the southeast quadrant of the intersection of Clark Street and Addison Street in the Wrigleyville neighborhood of Chicago, Illinois.

The purpose of the study is to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any street, access, or other improvements are necessary to accommodate traffic generated by the development. As requested by the City of Chicago Department of Transportation (CDOT) and the Office of Emergency Management and Communications (OEMC), the area analyzed in the traffic study is bounded by Clark Street, Addison Street, and Sheffield Avenue.

Transportation conditions in the vicinity of the site were inventoried including street configurations, traffic controls, parking restrictions, and transit service. Conditions were considered on days with home Cubs games and on non-game days. Several field observations were conducted to document current traffic operations, and peak period traffic and pedestrian counts were conducted on a weekday and Saturday with and without a home game scheduled. Future traffic conditions in the area with the addition of the proposed development were then projected and evaluated. Based on the proposed development plan and the on-going traffic impact study, the following key findings are summarized. Also, the following recommendations are offered to minimize the impact of the development on area traffic operations and also mitigate existing operational issues.

Findings

1. As a mixed-use development with residential, hotel, retail, and restaurant uses, interaction between the uses will occur that will reduce the volume of traffic generated by the project.
2. Accessibility to and from the area is greatly enhanced by the public transportation serving the area and has resulted in a significant reduction of traffic generated by Cubs games and by the proposed site.
3. On game days, consistent with traffic conditions in the area, vehicular traffic will avoid the development resulting in further reductions in the overall trip generation with usage being primarily from pedestrians.
4. With the addition of new site generated traffic, intersections are projected to operate similar to existing conditions that the area currently experiences.

5. The single proposed parking garage access drive will consolidate the multiple curb cuts that are currently along Addison Street which will benefit the traffic operations along the street by reducing the number of points of conflict between vehicles and pedestrians.
6. The proposed internal loading dock allows all truck activity at the development to occur within the building which will minimize any vehicular activity occurring on the street system.

Recommendations

7. The parking garage should be accessed via one full access driveway located on Addison Street.
8. The access drive should be equipped with all appropriate safety enhancements such as gates and audible alarms.
9. Traffic control personnel should be stationed at the parking garage access drive during peak game day conditions
10. Outbound movements from the parking garage should be restricted to right turns only during peak game day conditions.
11. On-street parking on the south side of Addison Street should be eliminated.
12. Several metered parking spaces will be eliminated along the hotel frontage on Clark Street in order to accommodate a loading/valet zone for the hotel.
13. It is recommended that guests be given instructions in advance to proceed directly to the parking garage upon arrival during peak game day periods.
14. Sufficient and secure bike parking should be provided as a ridership incentive to reduce the amount of vehicular traffic generated by the development.
15. Wider sidewalks on Clark Street along the development frontage will provide increased capacity for pedestrian flow.
16. Coordination with the Wrigley Field Traffic Operations Committee (WFTOC) and the Chicago Traffic Management Authority (TMA) will be important for the development from a traffic operations standpoint.
17. At the Addison Street/Sheffield Avenue intersection, traffic control personnel should better direct left and right turning movements onto Addison Street.

18. Countdown pedestrian signals at all intersections in the study area would improve pedestrian and vehicular flow through the intersection.
19. Wider sidewalks and crosswalks at intersections in the study area would increase the intersection pedestrian capacity and better channelize peds to crosswalks.