

# THE INN AT LINCOLN PARK

*Traffic Impact Study*

**Chicago, Illinois**

February 2014  
*Updated April 2015*

Prepared for:

**LVM IL Corp**

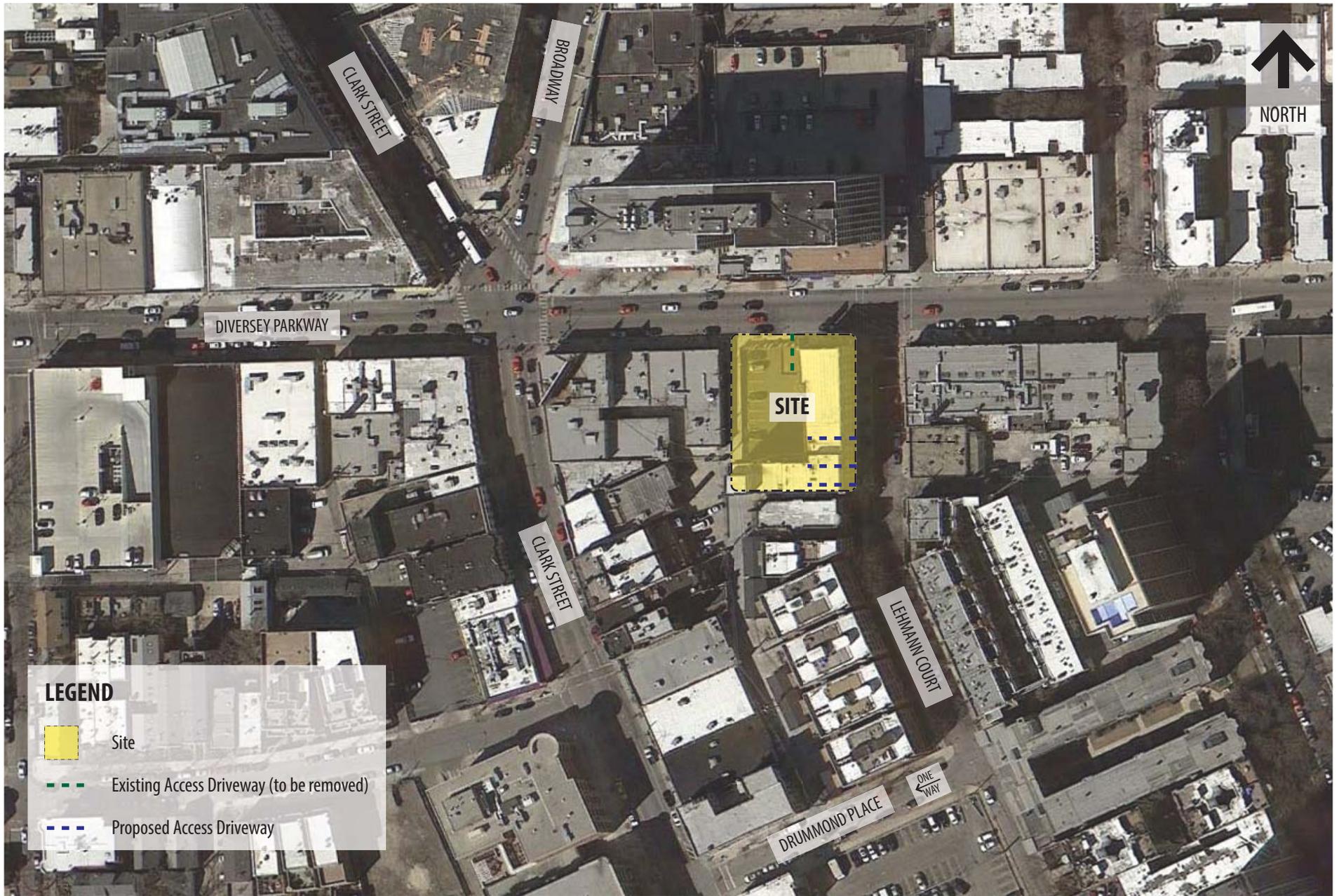
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## INTRODUCTION

LVM IL Corp proposes to redevelop the Inn at Lincoln Park, located on the southwest quadrant of Diversey Parkway and Lehmann Court in Chicago, Illinois. **Exhibit 1** illustrates the site location. The site currently contains a 76-room hotel and 16 surface parking spaces accessed from a 24-foot driveway off of Diversey Avenue. The proposed new hotel would contain 124 guest rooms, a 4,625 square-foot restaurant, and 3,173 square feet of ground-floor retail. The existing full access driveway to Diversey Parkway would be removed as a part of this project. Instead, the building would be served via a separated porte cochere for pick-up/drop-off activity and a full access driveway to the on-site parking garage integrated within the building.

This report presents and documents the data collection, summarizes the analyses of traffic conditions associated with the proposed development and the surrounding study area, and outlines recommendations, as necessary, to address potential traffic impacts that the proposed development may have on the area transportation system.



## EXISTING CONDITIONS

Field visits were performed to collect relevant information pertaining to existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, on-street parking and other curbside regulations, transit service, and other key roadway characteristics. This section of the report details information on these existing conditions.

### Area Land Uses

The subject site is currently occupied by a hotel that is served by a single access driveway to Diversey Parkway. Within the immediate study area, numerous retail and commercial uses can be found along Diversey Parkway, Broadway, and Clark Street. Residential uses are present to the immediate south of the subject site on Lehmann Court and as a component of several mixed-use properties throughout the study area.

### Roadway Network

The proposed development will be primarily served via Diversey Parkway and Lehmann Court. Other streets included in the study area are Broadway, Clark Street, and Drummond Place. Descriptions of each roadway are summarized below.

**West Diversey Parkway** is a two-lane east-west roadway along the northern border of the proposed site. As a designated pedestrian retail street from Burling Street to Pine Grove Avenue, Diversey Parkway is subject to regulations designed to maintain its character as a pedestrian-oriented shopping district, including the placement of off-street parking at the rear of the building and prohibition against direct driveway access to the pedestrian retail street. The traveled way along Diversey Parkway is 38 feet wide throughout the study area, and this roadway generally provides on-street metered parking on both sides of the street, though the north side of Diversey east of Broadway/Clark Street includes zones of no parking, unmetered parking, and ADA loading. At its signalized intersection with Broadway and Clark Street, Diversey Parkway provides a dedicated through lane and separate right-turn lane in the east- and westbound directions. Left turns and right-turns on red from Diversey Parkway are prohibited at this five-legged intersection. A 30 MPH speed limit is posted within the study area. Diversey Parkway is under the jurisdiction of the City of Chicago.

**North Lehmann Court** is a two-way local roadway providing a single travel lane in each direction. The traveled way along Lehmann Court ranges in width from 23 feet (immediately south of Diversey) to 22 feet (north of Drummond Place) to 21 feet (south of Drummond Place). At its intersection with Diversey Parkway, Lehmann Court aligns nearly opposite a two-way alley, both of which provide a single approach lane at Diversey. Minor-leg stop control is posted on Lehmann Court at Diversey; no stop sign is posted on the alley, but minor-leg stop control is assumed for this approach. On-street parking is generally prohibited on Lehmann Court, excepting a metered parking zone south of Diversey Parkway that is approximately 110 feet long. Additionally, postal workers are permitted to park in the No Parking zone on the west side of Lehmann south of Drummond. No speed limit is posted within the study area, so 30 MPH was assumed per City ordinance. Lehmann Court is under the jurisdiction of the City of Chicago.

**North Broadway** is a two-way north-south providing a single travel lane in each direction. Broadway terminates at its five-legged intersection with Diversey Parkway and Clark Street, and for the purposes of this report, Broadway will be referred to as a southwestbound roadway. Broadway is a designated pedestrian street for one block north of its intersection with Diversey/Clark. At its signalized intersection with Diversey and Clark, Broadway Street includes separate lanes for through and right-turning movements. Left turns and right-turns on red are prohibited on Broadway at Clark and Diversey. On-street metered parking is provided on both sides of Broadway within the study area, with the exception of a short loading zone on the east side of the street immediately north of Diversey Parkway. No speed limit is

posted within the study area, so 30 MPH was assumed per City ordinance. Broadway is under the jurisdiction of the City of Chicago.

**North Clark Street** is a north-south street with a single travel lane and a five-foot bike lane provided in each direction. North of Diversey Parkway, a two-foot buffer is also provided between the bike lane and the northbound travel lane. Clark Street is a designated pedestrian retail street from Belden Avenue to one block north of its intersection with Diversey/Broadway. At Diversey Parkway and Broadway, southbound Clark Street provides separate lanes for through and right-turning vehicles. Northbound Clark Street provides a through lane and a shared through/right-turn lane at this location. Left turns and right-turns on red are prohibited from Clark Street at Diversey/Broadway. On-street metered parking is generally provided on both sides of Clark Street within the study area, with the exception of a No Parking zone that extends for the length of the Century Mall on the west side of the street north of Diversey Parkway. No speed limit is posted within the study area, so 30 MPH was assumed per City ordinance. Clark Street is under the jurisdiction of the City of Chicago.

**North Drummond Place** is a one-way westbound local street that meets both Lehmann Court and Clark Street at T-intersections. At the Lehmann Court/Drummond Place intersection, this roadway is 24 feet wide with metered parking on both sides of the street. A 30 MPH speed limit was assumed for this roadway, per City ordinance. Drummond Place is under the jurisdiction of the City of Chicago.

## Transit Service

The subject site and surrounding area is well-served by public transportation options. The Diversey station for the Chicago Transit Authority (CTA) Brown Line is located roughly one half-mile west of the subject development. The CTA also operates five bus routes within the immediate study area, as outlined below:

- 22: Clark                      Daily service between Polk Street and Howard Street
- 36: Broadway                Daily service between Clark/Devon & Wells/Harrison
- 76: Diversey                 Daily service between Harlem Avenue and the Notebaert Nature Museum

Far-side bus stops are provided at the five-legged Diversey/Clark/Broadway intersection on northbound Broadway (Route 36), on northbound Clark (Route 22), and on Diversey in both directions (Route 76). In addition, near-side bus stops are provided on southbound Broadway (Route 36) and southbound Clark (Route 22). A bus stop can also be found near the study area at a mid-block location on northbound Clark Street south of Diversey Parkway, serving Route 22 and 36.

Chicago's Divvy bike-share service also provides a station on Diversey Parkway at Hampden Court, one block east of the subject site. Bike-share and all bus routes are accessible within an approximately 5-minute walk from the subject site, while the CTA Brown Line is located within a roughly 15-minute walk.

## Traffic and Pedestrian Counts

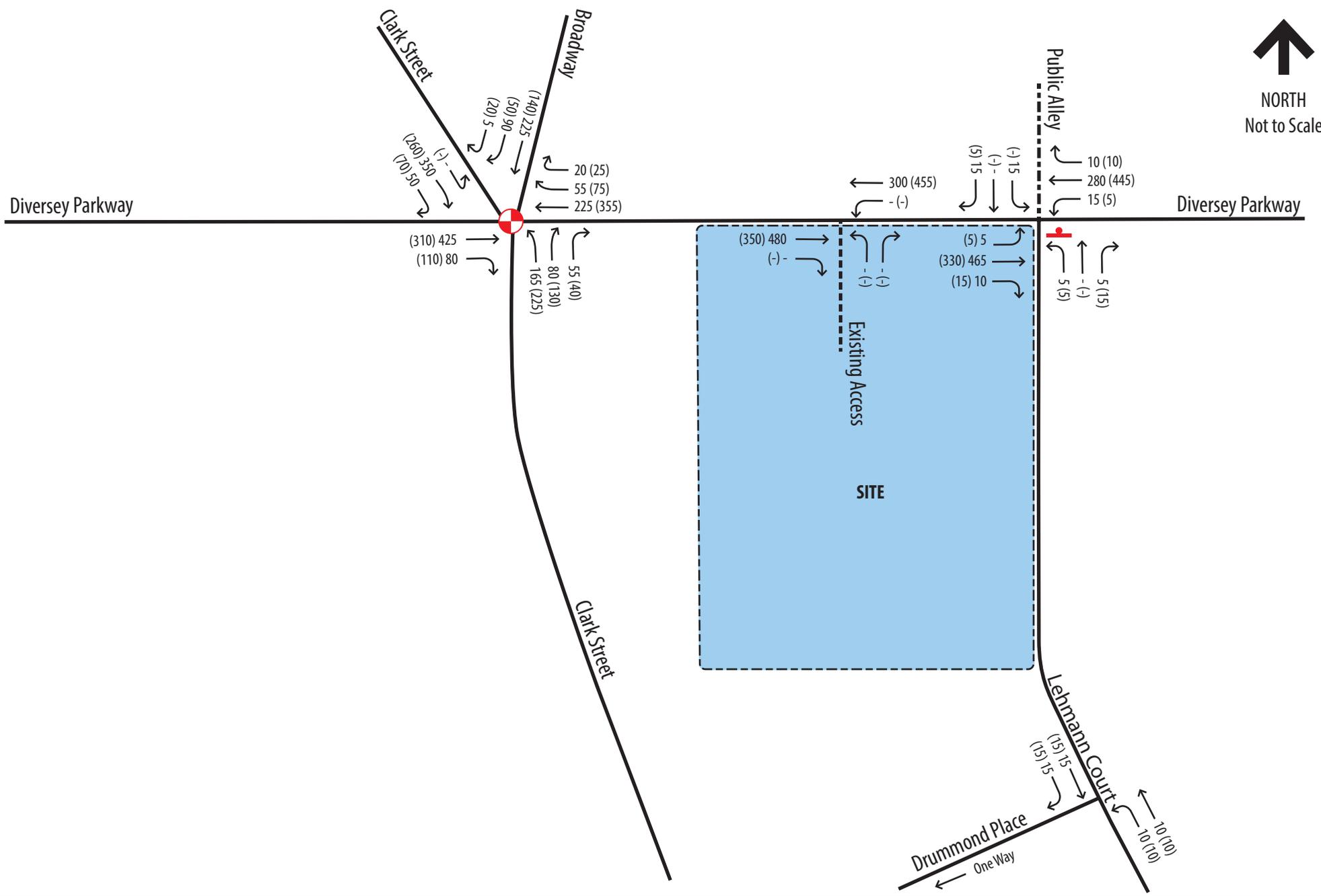
In order to identify current traffic and pedestrian data at the area study intersections, count data was collected in January and February 2014 at the following intersections:

- Diversey Parkway/Clark Street/Broadway
- Diversey Parkway/Existing Site Access
- Diversey Parkway/Lehmann Court
- Lehmann Court/Drummond Place

The traffic counts were performed during the weekday morning and evening peak periods, coinciding with the peak hours of the adjacent roadway network and the anticipated peak hours of the proposed development. Based on the traffic count data collected, the resulting peak hours are 7:45-8:45AM and 4:00-5:00PM on weekdays. The existing peak hour traffic, bicycle, and pedestrian volumes are illustrated on **Exhibits 2 and 3**.



NORTH  
Not to Scale





## DEVELOPMENT TRANSPORTATION CHARACTERISTICS

This section of the report outlines the key operational characteristics for the proposed development, highlights mode share exhibited by the surrounding neighborhood and anticipated for the proposed uses, and estimates the proposed hotel's trip generation and traffic patterns on the surrounding street system.

### Site Description

The proposed development includes a 124-room hotel, a 4,625 square-foot restaurant, and 3,173 square feet of neighborhood-oriented ground-floor retail space. Under this plan, on-site parking is provided for 55 vehicles in a parking garage at the rear of the building, conforming to the requirements of development along a pedestrian retail street such as Diversey Parkway. An existing full access driveway to Diversey will be removed as a part of this development plan. All vehicular access is proposed along Lehmann Court, including a separated porte cochere to serve pick-up/drop-off activity and a full access driveway to the parking garage. No on-street parking will be displaced as a result of this access configuration, and space may be made available for additional metered parking spaces on Diversey as a result of the existing driveway removal.

### Trip Generation

Typically, traffic impact studies include trip generation estimates based on data published in the Institute of Transportation Engineers (ITE) manual titled Trip Generation. It is worth noting, however, that these rates generally represent and are derived from data collected in largely auto-oriented areas that exhibit few, if any, non-auto modes of transportation (such as transit, walking, and biking). As such, adjustments were applied to the conventional Trip Generation data to incorporate these factors. **Table 1** summarizes 2012 American Community Survey estimates for Means of Transportation to Work in the census tract that includes the site, as well as the adjacent tracts to the north, south, east, and west within a radius of approximately one half-mile. Detailed information for each census tract is included in the study appendix.

**Table 1. Mode Split Characteristics for Study Area<sup>1</sup>**

Mode of Transportation	Population	Percent
<i>Personal Automobile</i>		
Drive alone	3,379	24.9%
Carpool	554	4.1%
Subtotal	3,933	29.0%
<i>Other Means</i>		
Public Transportation (excluding taxi)	7,146	52.7%
Walked	1,015	7.5%
Taxi/Motorcycle/Bicycle/Other	702	5.2%
Worked at Home	764	5.6%
Subtotal	9,627	71.0%
<b>Total</b>	<b>13,560</b>	<b>100%</b>

<sup>1</sup> - Includes census tracts 633.01, 633.02, 633.03, 634, 701.01, 701.02, and 702.

Based on the above, the percentage of retail and restaurant users utilizing non-auto modes of transportation was assumed to be approximately 70 percent, similar to that exhibited by the surrounding area. Trip generation estimates for these land uses were therefore discounted accordingly in order to calculate projected vehicle trips. These site-generated vehicle trips were assigned to utilize the parking garage on site rather than to on-street parking areas, providing a more conservative analysis of how these vehicles would travel through the study intersections.

In order to estimate mode split characteristics for the hotel, reference was made to the *River East Area Traffic and Parking Operation Review* study performed for the City of Chicago by Barton-Aschman Associates, Inc., in November 1997. **Table 2** presents the mode split data identified for Chicago hotels as a part of this study.

**Table 2. Mode Split Characteristics for Hotel<sup>1</sup>**

Mode of Transportation	Percent
<i>Automobile</i>	
Personal Auto	2%
Drop-Off	1%
Valet/Bus	3%
Taxi	22%
<b>Subtotal</b>	<b>28%</b>
<i>Other Means</i>	
Walk/Transit	72%
<b>Subtotal</b>	<b>72%</b>
<b>Total</b>	<b>100%</b>

<sup>1</sup> – Per *River East Area Traffic and Parking Operation Review* by Barton-Aschman Associates, Inc. (November 1997).

The mode split data shown in Table 2 indicates that 72 percent of hotel users traveled by means other than automobile. To provide a more conservative analysis and to reflect that the study area may be more auto-oriented for hotel guests than the River East neighborhood, it was assumed that a 50 percent reduction could be applied to hotel trip generation calculations to account for non-auto travel by its users. Within the remaining 50 percent, it was assumed that 22 percent would occur by taxi and would utilize the pick-up/drop-off lane to approach and depart the site.

Finally, the potential for shared users between the hotel and commercial uses on site was considered in developing projected site traffic volumes. It was estimated that 20 percent of restaurant patrons would also stay at the proposed hotel; traffic projections for the restaurant were therefore reduced by this percentage in trip generation calculations to reflect this internal capture of trips. The resulting peak hour trip generation projections are presented in **Table 3**.

**Table 3. Estimated Trip Generation**

Land Use	Size	Weekday AM Peak			Weekday PM Peak		
		In	Out	Total	In	Out	Total
Hotel (ITE Land Use Code 310)	124 rooms	40	25	65	40	35	75
<i>Less 50% for Non-Auto Modes of Transportation</i>		-20	-15	-35	-20	-20	-40
Hotel Auto Subtotal		20	10	30	20	15	35
<i>Less 22% for Taxi Trips Utilizing the Pick-up/Drop-off Lane</i>		-5	-5	-10	-5	-5	-10
<b>Hotel Subtotal – Direct Auto Trips</b>		<b>15</b>	<b>5</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>25</b>
Quality Restaurant (ITE Land Use Code 931)	4,625 sq. ft.	5	0	5	25	10	35
<i>Less 20% Shared Users with the Hotel</i>		-	-	-	-5	-	-5
Specialty Retail Center (ITE Land Use Code 826)	3,173 sq. ft.	-	-	-	15	15	30
Commercial Auto Subtotal		5	-	5	35	25	60
<i>Less 70% for Non-Auto Modes of Transportation</i>		-	-	-	-25	-15	-40
<b>Commercial Subtotal – Direct Auto Trips</b>		<b>5</b>	<b>-</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>20</b>
<b>Site Total</b>		<b>20</b>	<b>5</b>	<b>25</b>	<b>25</b>	<b>20</b>	<b>45</b>

### Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as site access locations, characteristics of the street system, the ease with which motorists can travel over various sections of the system, and prevailing traffic volumes/patterns. The estimated directional distribution for hotel patrons and for users of the on-site commercial uses are shown in **Table 4**.

**Table 4. Directional Distribution**

Approaching the site from the:	Percent Distribution	
	Hotel	Restaurant/Retail
East via Diversey Parkway	25%	15%
West via Diversey Parkway	40%	30%
North via Clark Street	15%	25%
North via Broadway	5%	5%
South via Clark Street (by way of Drummond Place)	15%	25%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### Site Traffic Assignment

The site traffic assignment, representing traffic volumes associated with the proposed development at the study intersections, is a function of the estimated trip generation (Table 3) and the directional distribution (Table 4). As noted

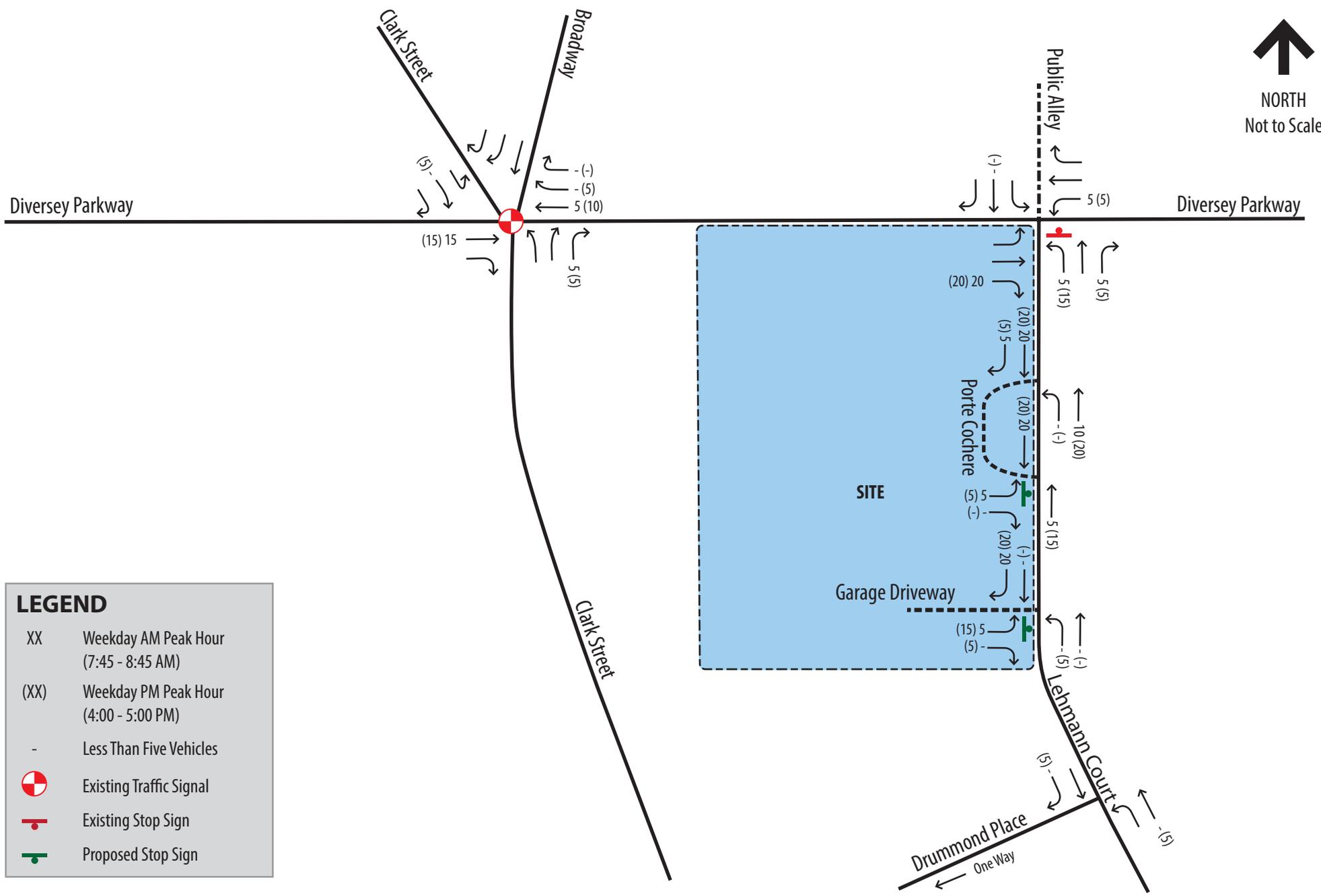
previously, taxi trips related to the hotel were assigned to use the pick-up/drop-off lane, while the remainder of site auto trips was assigned to the parking garage access. Due to the restriction against all left-turning movements at the Diversey/Broadway/Clark intersection, some trips that would otherwise make a left turn at this intersection were routed via other area streets. For example, approaching vehicles from the north via Clark Street were assumed to continue south on Clark Street and return north to the site via Lehmann Court by way of Wrightwood Avenue. Additionally, outbound vehicles wishing to travel south via Clark Street were expected to depart the site via southbound Lehmann Court, ultimately accessing Clark Street via Drummond Place. The peak hour site traffic assignment is presented in **Exhibit 4**.

## Total Traffic Projections

The total traffic volume projections represent area traffic volumes plus the anticipated site-generated trips that were assigned to the study area. The total traffic volumes, illustrated in **Exhibit 5**, include the existing traffic counts (Exhibit 2) plus the site traffic assignment (Exhibit 4). Because a negligible amount of site traffic was observed at the existing access driveway on Diversey Avenue, no traffic was subtracted from the area peak hour traffic volumes to develop total future traffic projections.



NORTH  
Not to Scale



### LEGEND

- XX Weekday AM Peak Hour (7:45 - 8:45 AM)
- (XX) Weekday PM Peak Hour (4:00 - 5:00 PM)
- Less Than Five Vehicles
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign



## ANALYSES AND RECOMMENDATIONS

This section of the report summarizes the analysis of existing and future traffic conditions at the study intersections to serve as a basis for recommended improvement measures to mitigate the impact of site traffic.

### Capacity Analysis

Capacity analyses were conducted to assess the existing and future operating conditions of the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS) according to the average delay per vehicle as it passes through the intersection. Levels of service range from A to F with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). Due to the traffic characteristics and physical constraints of dense urban neighborhoods in Chicago, it is not uncommon for intersections to operate at LOS E or LOS F during peak periods.

The LOS grades shown below, which are provided in the Transportation Research Board’s *Highway Capacity Manual* (HCM), quantify and categorize the driver’s discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 5**.

**Table 5. Level of Service Descriptions<sup>1</sup>**

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operation at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

<sup>1</sup> – Based on *Highway Capacity Manual 2000*

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 6**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

**Table 6. Level of Service Grading Criteria<sup>1</sup>**

Level of Service	Control Delay Per Vehicle (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

<sup>1</sup> – Based on *Highway Capacity Manual 2010*

Based on these HCM standards, the capacity analysis results by intersection and approach for the study periods are reported in **Table 7** for existing and future total traffic conditions. Note that overall intersection delay is not provided for minor-leg stop-controlled intersections, due to the expectation that most vehicles on the major street will move through the intersection with little to no delay. Additional capacity analysis details are included in the attached appendix.

**Table 7. Intersection Capacity Analysis**

Intersection	Existing Conditions				Future Conditions			
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS						
<b>Diversey Parkway/Clark Street/Broadway</b> ★								
Northbound Approach	25	C	29	C	24	C	28	C
Southbound Approach (Clark Street)	46	D	42	D	46	D	42	D
Southwestbound Approach (Broadway)	42	D	75	E	42	D	75	E
Eastbound Approach	48	D	39	D	52	D	41	D
Westbound Approach	37	D	> 120	F	37	D	> 120	F
<i>Overall Intersection</i>	<i>41</i>	<i>D</i>	<i>84</i>	<i>F</i>	<i>42</i>	<i>D</i>	<i>89</i>	<i>F</i>
<b>Diversey Parkway/Existing Site Access</b> △								
Northbound Approach	16	C	18	C	N/A			
Westbound Approach	< 1	A	< 1	A	N/A			
<b>Diversey Parkway/Lehmann Court/Alley</b> △								
Northbound Approach	22	C	21	C	23	C	35+	E
Southbound Approach	22	C	22	C	23	C	23	C
Eastbound Approach	< 1	A	< 1	A	< 1	A	< 1	A
Westbound Approach	1	A	< 1	A	1	A	< 1	A
<b>Lehmann Court/Driveway Entrance</b> △								
Northbound Approach	N/A				< 1	A	< 1	A
<b>Lehmann Court/Driveway Exit</b> △								
Eastbound Approach	N/A				9	A	9	A
<b>Lehmann Court/Parking Garage Access</b> △								
Northbound Approach	N/A				1	A	2	A
Eastbound Approach	N/A				9	A	9	A
<b>Lehmann Court/Drummond Place</b> △								
Northbound Approach	4	A	4	A	4	A	3	A

- ★ - Signalized Intersection
- ▲ - All-Way Stop-Controlled Intersection
- △ - Minor-Leg Stop-Controlled Intersection

As shown in Table 7, traffic operation is generally satisfactory within the study area, with most approaches operating at LOS D or better during the peak hours evaluated. During the evening peak hour under existing conditions, southwestbound Broadway and westbound Diversey are projected at LOS E and F, respectively, bringing the overall intersection operation to LOS F. These delays are caused by the heavy conflicting pedestrian movements present at the Diversey/Clark/Broadway intersection, which in some cases are comparable in volume to the quantity of adjacent vehicular traffic. For example, the crosswalks on southbound Clark Street and southwestbound Broadway carry 327 and 244 pedestrians, respectively, during the evening peak hour, which is roughly equivalent to the number of vehicles that use these approaches during the same period. While the subject development is expected to add relatively little traffic volume to the Diversey/Clark/Broadway intersection, these delays are expected to increase slightly. As noted previously, LOS E and F operation is not atypical at major intersections in dense urban neighborhoods in Chicago, and the presence of heavy pedestrian traffic would be expected at a five-legged intersection that is zoned as a pedestrian street by the City. Given the intersection's physical constraints, any modifications to address the vehicular capacity would be expected to negatively impact the pedestrian experience at the intersection. To help maintain a highly walkable neighborhood and avoid negative impacts on the high number of pedestrians through this intersection, no such vehicular capacity improvements are recommended at the intersection.

During the future morning peak hour, the eastbound through movement on Diversey at Clark/Broadway is expected to operate at LOS E. Site traffic is expected to comprise roughly three percent of total traffic on this movement under future conditions, and so the increase in delay to LOS E is indicative of how heavily utilized this movement is today. Additionally, northbound Lehmann Court at Diversey Parkway is expected to operate at LOS E during the future evening peak hour; these northbound motorists would likely rely on gaps from upstream signals on Diversey Parkway and on driver courtesy to complete their desired movement. Given that motorists expect to experience delays when driving through the study area, it is not anticipated that this slight increase in delay will have a substantial impact on drivers' experience at these locations.

In a review of area queue projections, it is not anticipated that the addition of site traffic will initiate any issues related to spillback or the blockage of intersections or driveways. Northbound Lehmann Court at is projected with a 95<sup>th</sup> percentile queue of 30 feet during the evening peak hour, which would not block any of the proposed site access driveways. Additionally, projected queues for inbound and outbound movements at the site access intersections are all less than one vehicle (roughly 25 feet) in length. Queues on westbound Diversey can extend from Clark/Broadway past Lehmann under existing conditions, and that condition is likely to remain in the future. While the hotel will generate some westbound left-turn volume from Diversey to southbound Lehmann, the hotel volume in this queue is relatively minor (projected at five vehicles per peak hour) and will not cause extended delay to other queued westbound vehicles.

In order to manage projected site traffic and mitigate potential impacts resulting from the proposed development, recommended improvements have been identified and summarized in **Table 8**.

**Table 8. Study Recommendations and Benefits**

Location	Recommendation	Anticipated Benefit
Site access locations	Post minor-leg stop control for outbound movements	Provide clear guidance to outbound vehicles on right-of-way relative to major street traffic and bicycles, as well as passing pedestrians on the sidewalk
Lehmann Court between the porte cochere and parking access driveway	Maintain clear horizontal sight distance	Promote a clear line of sight between the site driveways to discourage potential conflicts between vehicles on the outbound driveways or between vehicles and pedestrians on the sidewalk.
Reclaimed curb space on Diversey at the existing hotel driveway	Use for metered parking swap with future loss of parking spaces elsewhere in the neighborhood	Avoid the cost of privatized meter removal elsewhere by providing replacement metered space

## CONCLUSION

Based on data collection, observations of traffic conditions in the area, and analysis of key site traffic characteristics, it is expected that the surrounding intersections will be largely capable of managing the traffic associated with the proposed development. As noted previously, the elimination of an existing driveway on Diversey Avenue conforms to the desired design characteristics of a pedestrian retail street and may be used to create additional space for on-street parking that can be swapped with the future loss of similar metered parking elsewhere in the neighborhood. The removal of the existing driveway on Diversey, in combination with locating a new driveway on Lehmann Court, reduces vehicle-pedestrian conflicts along a street with higher pedestrian volumes and shifts the access to a lower volume street. The driveways serving the porte cochere and parking access on Lehmann Court are expected to function well without significant operational issues.

While existing operational issues within the study area were noted, these vehicular delays are largely due to conflicts with the heavy pedestrian volumes present within the study area. With a priority placed on maintaining a highly walkable and pedestrian-oriented neighborhood, vehicular capacity improvements are not recommended at the Diversey/Clark/Broadway intersection in order to avoid negative impacts on the pedestrian experience within the study area. While some increases in area delays can be expected due to the addition of minor traffic volumes from the site, it is not anticipated that the driver experience will change substantially as a result of these small increases.

A summary of recommendations is provided below:

- Post minor-leg stop control at the Driveway Exit and the Parking Garage Access intersections.
- Maintain clear sight distance for outbound vehicles at the porte cochere and Parking Garage Access on Lehmann Court.
- Consider use of curb space occupied by the existing driveway on Diversey for a future metered parking swap.

With these recommendations enacted, it is anticipated that traffic operation associated with the site will be effectively managed and the study area intersections will generally function at acceptable levels of service after completion of the proposed development.