



CITY OF CHICAGO



CHICAGO DEPARTMENT OF TRANSPORTATION

August 29, 2024

The Honorable Jeanette B. Taylor
Alderman, 20th Ward
5707 S. Wentworth Avenue
Chicago, IL 60621

Re: Traffic Study Request - S. Indiana Ave/S. Michigan Ave, Garfield Blvd to 63rd St

Dear Alderman Taylor:

The Chicago Department of Transportation (CDOT) has received your traffic study requests to review Indiana Ave and Michigan Ave from Garfield Boulevard to 63rd Street. CDOT understands that the ward is concerned with speeding on these two parallel streets.

Indiana Ave is a 50-foot-wide minor arterial with an average daily traffic (ADT) of approximately 2,500 vehicles. Indiana runs one way northbound with three through lanes. On-street parking is permitted on both sides of the street. Michigan Ave is a 50-foot-wide minor arterial with an ADT of approximately 5,000 vehicles. Michigan runs one way southbound with three through lanes. On-street parking is permitted on both sides of the street. Traffic signals are present on both Indiana and Michigan at Garfield, 57th, 59th, 60th, and 61st. 56th Street and 58th Street are both stop-controlled at Indiana and Michigan while Indiana and Michigan are uncontrolled. The intersection of 63rd and Michigan is controlled by a traffic signal. The intersection of 63rd and Indiana is controlled by a side-street stop sign, stopping northbound traffic at the railyard entrance on the south leg.

Indiana Avenue is under CDOT jurisdiction throughout the study area. Michigan Avenue is under CDOT jurisdiction to the south of 60th Street and under IDOT jurisdiction to the north. IDOT concurrence will be required for any changes on that portion of Michigan.

One-Way Conversion to Two-Way and Reduction of Vehicle Capacity

Indiana and Michigan were built as a pair of high-capacity one-way streets before the construction of the Dan Ryan Expressway. As the Dan Ryan now carries much of the north-south vehicle traffic that would otherwise use Indiana and Michigan, the two streets provide much more capacity than is needed. This makes the streets more prone to speeding, which can lead to increases in number and severity of crashes.

In 2018, CDOT responded to a request from the 20th Ward to address speeding along Indiana from 59th to 63rd. In that traffic study, which is attached, CDOT proposed a long-term solution of converting both Indiana and Michigan to two-way streets to remove unnecessary travel lanes and improve safety by reducing speeds.

As a two-way conversion would involve signal modernization at several intersections, the cost of the project would exceed available menu funding. An additional funding source would need to be secured to implement the two-way conversion. As stated in the previous study, the conversion could

SR23-01579542

be implemented in pieces until the full corridors between 31st and 63rd were converted to two-way. Coordination would be required with Wards 3 and 4 as parts of the Indiana and Michigan corridors are in their wards. Coordination with IDOT would also be required.

Another option would be to reduce vehicle capacity while maintaining one-way orientation on both streets by providing protected bike lanes and potential bus improvements. These improvements would also incur significant costs to implement over the studied sections of both streets. Similar to a one-way conversion, an additional funding source would need to be secured, and the improvements could be implemented in pieces.

The Indiana and Michigan corridors likely require major geometric changes to experience significant reductions in speeding. Indiana and Michigan have been identified as corridors of interest by CDOT's Complete Streets and Vision Zero teams, and discussions are ongoing on how to fund and implement improvements to the corridors in the long-term. CDOT will communicate if funding is identified and decisions are needed about which major modifications to consider.

If the ward is interested in more short-term solutions, CDOT recommends the following improvements.

Parking Lane Line

Parking lane lines improve roadway safety by visually narrowing the width of the travel lane, providing better overall traffic organization, and calming traffic speeds. Parking lane lines also clearly delineate the travel lane from the parking lane, which discourages aggressive drivers from using the parking lane as an additional travel lane when parking utilization is low. Therefore, CDOT recommends the installation of parking lane lines on Indiana Ave and Michigan Ave from Garfield to 63rd. It should be noted that the speed reduction benefit of parking lane lines is reduced for streets with multiple lanes in one direction.

It is estimated that the installation of parking lane lines on Indiana Ave and on Michigan Ave from Garfield to 63rd will cost approximately \$15,000 for each corridor and will require a funding source, with one option being your Aldermanic Menu funds. If you would like to pursue this project, please follow the instructions at the end of this letter and return this signed letter to CDOT.

Detached Bump-outs

CDOT recommends installing detached bump-outs on the northwest, northeast, southeast, and southwest corners of the intersections of 56th and Indiana, 56th and Michigan, and 58th and Michigan. Bump-outs can be used to improve sight lines, reduce turning speeds, and narrow the unprotected crossing distance for pedestrians. CDOT has outlined the installation criteria for detached bump-outs in the attached policy document for your reference.

It should be noted that the intersections of 56th and Michigan and 58th and Michigan are under IDOT jurisdiction, and detached bump-outs will require IDOT coordination.

If you would like to use your Aldermanic Menu funds to install the recommended bump-outs, please authorize the deduction of the funds by checking the corresponding boxes below, signing and dating the end of this letter, and returning this signed letter to CDOT.

Please contact me at 312-742-3847 if you have any questions.

Sincerely,

Mali Samadi

Malihe Samadi, Deputy Commissioner
Division of Project Development

- ☐ I authorize the deduction of up to \$15,000 from my Aldermanic Menu funds for parking lane lines on S. Indiana Avenue from Garfield to 63rd Street. I understand the following:
- CDOT will develop a detailed design and cost estimate, and if the actual cost is below \$15,000, my Menu will be charged the actual amount and the project will proceed to construction.
 - If the actual cost is above \$15,000, CDOT will contact me for approval before proceeding with the project.
- ☐ I authorize the deduction of up to \$15,000 from my Aldermanic Menu funds for parking lane lines on S. Michigan Avenue from Garfield to 63rd Street. I understand the following:
- CDOT will develop a detailed design and cost estimate, and if the actual cost is below \$15,000, my Menu will be charged the actual amount and the project will proceed to construction.
 - If the actual cost is above \$15,000, CDOT will contact me for approval before proceeding with the project.
- ☐ I authorize the deduction of up to the amount indicated below from my Aldermanic Menu funds for detached bump-outs on the indicated corners. I understand the following:
- CDOT will develop a detailed design and cost estimate, and if the actual cost is below the indicated amount, my Menu will be charged the actual amount and the project will proceed to construction.
 - If the actual cost is above the indicated amount, CDOT will contact me for approval before proceeding with the project.

E. 56th St. and S. Indiana Ave

- ☐ Northwest corner of E. 56th St. and S. Indiana Ave - \$8,000
- ☐ Northeast corner of E. 56th St. and S. Indiana Ave - \$8,000
- ☐ Southwest corner of E. 56th St. and S. Indiana Ave - \$8,000
- ☐ Southeast corner of E. 56th St. and S. Indiana Ave - \$8,000

E. 56th St. and S. Michigan Ave.

- ☐ Northwest corner of E. 56th St. and S. Michigan Ave - \$8,000
- ☐ Northeast corner of E. 56th St. and S. Michigan Ave - \$8,000
- ☐ Southwest corner of E. 56th St. and S. Michigan Ave - \$8,000
- ☐ Southeast corner of E. 56th St. and S. Michigan Ave - \$8,000

E. 58th St. and S. Michigan Ave.

- ☐ Northwest corner of E. 58th St. and S. Michigan Ave - \$8,000
- ☐ Northeast corner of E. 58th St. and S. Michigan Ave - \$8,000
- ☐ Southwest corner of E. 58th St. and S. Michigan Ave - \$8,000
- ☐ Southeast corner of E. 58th St. and S. Michigan Ave - \$8,000

Total Detached Bump-Outs Approved _____ Total Cost (Sum of Checked Boxes) _____

Alderman Jeanette B. Taylor

Date

MS:JK

cc: S. Dziedzic, S. Savedra-Salinas, A. Works, J. Bolster - CDOT
C. Hinton, C. Schwarzer, J. Boxberger, J. Kane - CDOT

Enclosed: CDOT Policy: Detached Bump-Outs