

Memorandum



TO: Kevin McGuinness, CDOT PRC

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: December 6, 2024

RE: Travel Demand Management Plan
Proposed Amendment of Planned Development 1510 at
911-925 W. Fulton Market, 200-212 North Peoria Street
900-925 West Lake Street, and 201-233 North Sangamon Street
Chicago, Illinois

Eriksson Engineering Associates, Ltd. (EEA) was retained by Fitzgerald Architects to create a Travel Demand Management Plan for the proposed office building and restaurant at 917 West Fulton Market. This memorandum provides details regarding how the proposed development will reduce single-occupancy vehicle use at the property.

Development Plan

Planned Development (PD) 1510 was previously approved and an amendment to the PD is sought based on the revised building plans. As proposed, the western half of the site will be developed as an office building with restaurant space. The eastern portion of the site is an existing building that will be converted to office space. The project has a whole will have 451,119 square feet of office space and a 15,000 square foot restaurant (Gibsons).

Pedestrian access points for the building will be located on Fulton Market, Lake Street, and Sangamon Street. A small amount of on-site parking is provided with 64 parking space in the western half of the site and 10 spaces within the redeveloped building for 74 spaces in total. Seventy-three bike parking spaces are provided within the building for use by all users.

A bus shuttle to Ogilvie Transportation Center and Union Station serving the Metra and Amtrack train stations is proposed.

Site Location and Area Pedestrian Facilities

The site is located between North Sangamon and Peoria Streets and between West Fulton Market and West Lake Street, which is within 100 feet of the Morgan CTA Pink and Green Line station. The site is located in the Fulton Market district of Chicago, approximately one mile west of The Loop which is served by the CTA Rapid Transit Lines, Metra, and Amtrack.

Within the vicinity of the site sidewalks on both sides of the area streets, high visibility crosswalks are provided at the four intersections of Fulton, Peoria, Lake, and Sangamon on approaches under stop sign control.

Overall, the location of the site incorporates the areas existing pedestrian-oriented design and available transportation infrastructure. No additional pedestrian facility enhancements are needed to facilitate pedestrian trips within the area.

Travel Demand Management Strategies

TDM strategies are plans that a development can implement to reduce the number of single occupancy vehicle trips that would be generated. Furthermore, these strategies are also meant to increase the utilization of alternative modes of transportation and maximize transit, bicycle, and walking trips generated

by the proposed development. As previously indicated, the area currently provides a robust multi-modal network, and the following travel demand management strategies will be incorporated to capitalize the utilization of this pedestrian-oriented area. From the site traffic report, survey and census data indicate that 68% of the work trips are not using an auto in the area.

Restaurant Guests

The proposed restaurant can advise their customers of the alternative ways they can travel to and from the restaurant. Information noting the nearest CTA train stations, bus stops, Divvy stations, and available on-site bike parking can be presented on their website and other promotional materials.

Office and Restaurant Employees

A number of strategies are available for the employees to use alternative modes traveling to work. The following strategies can be applied to further reduce vehicular traffic.

- Car Sharing Services via a third-party car sharing service could be provided via a dedicated parking stall within the parking garage. Information regarding the car sharing service and locations will be made available by the building management and tenant mobile application.
- Real-Time Transit Information will be made available for employees by management of available transit monitoring services to inform potential transit users of approaching trains and buses.
- Bike Storage and Bike Repair Facilities are provided in a secure place to store bicycles out of the elements with the space and tools to perform minor repairs, when necessary. These services will be provided to users and will be maintained by the building management.
- Bike Sharing services are already provided in the area. Promotion of Divvy bikes and scooters will be made available to employees. Copies of the most recent Chicago Bike Map, published by CDOT, will also be provided.

Implementation Plan

The implementation of the TDM strategies will be the responsibility of building management who will inform and educate staff about the TDM strategies. The implementation for the TDM strategies will be as follows:

- Welcoming Documents will provide information to new tenants on the non-vehicle options provided by the building and available in the area.
- Bike Amenities will include a bike storage area. Bike maintenance and repair facilities will be provided within the storage area and the bike storage spaces will be wide enough to accommodate cargo bicycles. Future maintenance of the storage area and other bike facilities is the responsibility of the building management.

Outreach and Engagement

Outreach and engagement will primarily occur through welcoming/promotional documentation, information available in the leasing office, monthly newsletters and emails, and routine communication via the employee application, email, or text messaging. This information will be provided to all future employees on an ongoing basis.

Monitoring and Reporting Plan

The development's TDM Strategies and Implementation should be monitored in the future to ensure their adequacy. The following summarizes the monitoring and reporting procedures that will be implemented at the property.

- Designated Contacts for the development will be provided to CDOT and will include a representative from the building management company once selected.
- Annual Employee Surveys will be conducted to determine the effectiveness of the TDM Plan. This survey will be managed by building management and will be submitted to CDOT. This survey should include questions on employee population, ownership of bikes, use of transit, and alternative travel modes (walking, Zip Car, scooters, etc.).

- Annual Operational Surveys/Evaluations will be conducted by building management to determine the effectiveness of the TDM Plan. The results of the surveys/evaluations should be provided to CDOT.