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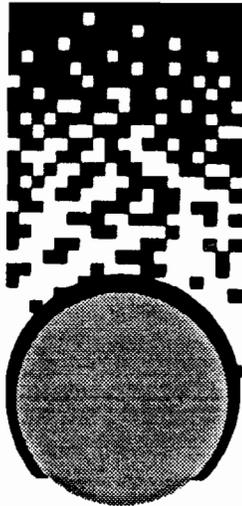
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***S*trategic *R*egional *A*rterial**

**Illinois Route 64 (North Avenue)
Cook County (Vol. III)
from Interstate 294 (Tri-State Tollway)
to Lake Shore Drive**



**Operation
GreenLight**

**Illinois Department of Transportation
October, 1992**

FOREWORD

Illinois Route 64 (North Avenue) is a Strategic Regional Arterial from the DeKalb/Kane County Line to Lake Shore Drive in the City of Chicago. This report includes those portions of Illinois Route 64 located in Cook County, extending from the Cook/DuPage County Line at Interstate 294 (Tri-State Tollway) along North Avenue, LaSalle Street and LaSalle Drive to Lake Shore Drive. This Strategic Regional Arterial (SRA) report for Illinois Route 64 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Illinois Route 64 (North Avenue) is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low-cost improvements, and documentation of the public involvement process including citizen comments.

EXECUTIVE SUMMARY

The SRA Route Illinois Route 64 (North Avenue) is divided into twelve route segments. Volume III covers the last five segments located in Cook County. (See *Figure i.ii.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA Segment 8: Interstate 294 (Tri-State Tollway) to 1st Avenue

- Three through lanes in each direction and a 30-foot wide raised median within the existing 200-foot right-of-way with frontage roads from Interstate 294 to U.S. Route 12/45 (Mannheim Road)
- Structure modification at Addison Creek
- Signal interconnection from Railroad Avenue to Roy Avenue and from Cornell Avenue to 1st Avenue

SRA Segment 9: 1st Avenue to Austin Avenue

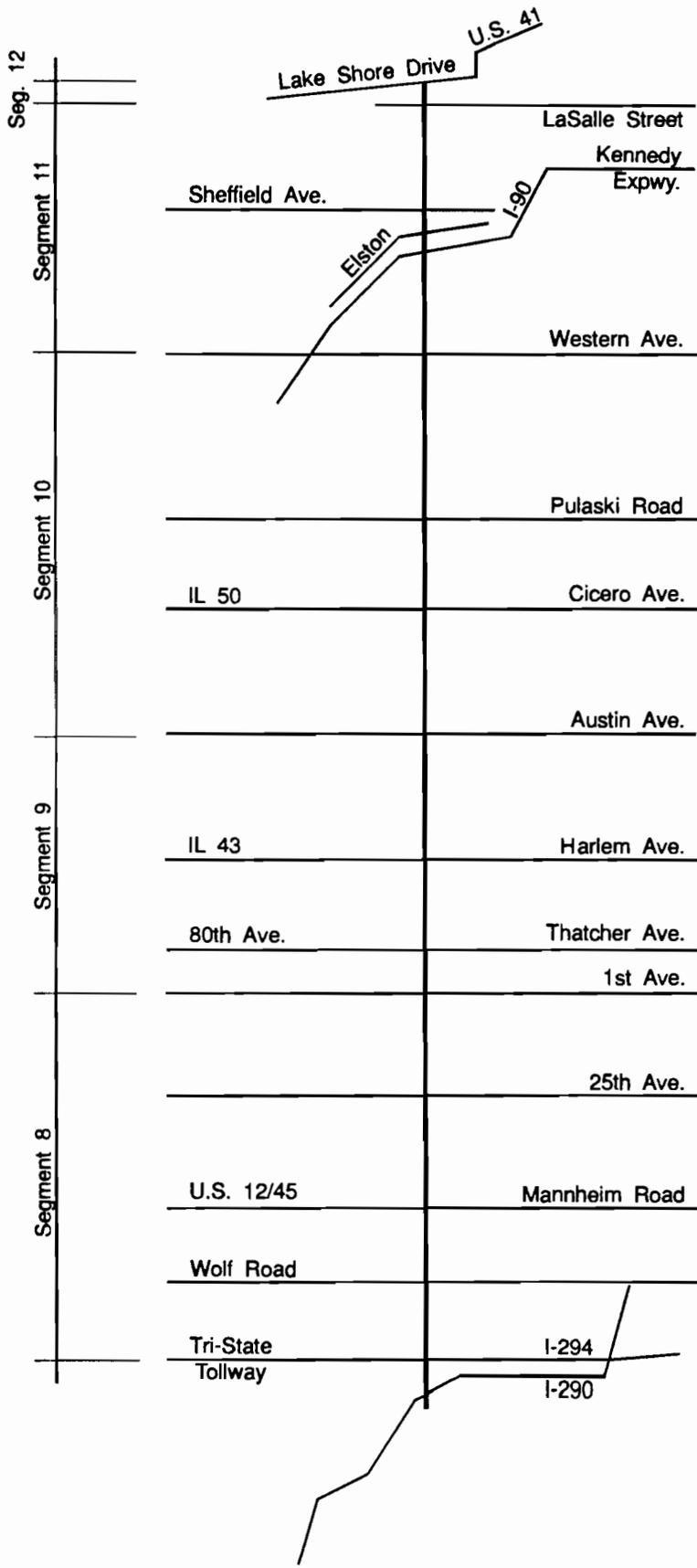
- Three through lanes in each direction, a 12-foot flush median and relocation of on-street parking within the existing 100-foot right-of-way from 1st Avenue to Illinois Route 43 (Harlem Avenue); and three through lanes in each direction, a 12-foot flush median and peak hour parking restrictions within the existing 100-foot right-of-way from Illinois Route 43 to Austin Avenue
- Signal interconnection from Oak Park Avenue to LaSalle Street in Segment 11

SRA Segment 10: Austin Avenue to Western Avenue

- Three through lanes in each direction, a 12-foot flush median and peak hour parking restrictions within the existing 100-foot right-of-way
- Modification of all three rail line structures
- Signal interconnection from Oak Park Avenue in Segment 9 to LaSalle Street in Segment 11

SRA Segment 11: Western Avenue to LaSalle Street

- Two through lanes in each direction within the existing 66-foot right-of-way from Western Avenue to Orchard Street; and retention of the existing cross-section from Orchard Street to LaSalle Street which includes two through lanes in each direction, a 10- to 12-foot wide raised median and on-street parking within the existing 100-foot right-of-way



Segment Location Map
Figure i.ii

EXECUTIVE SUMMARY (cont.)

- Modification of all structures except at Interstate 90/94 (Kennedy Expressway)
- Signal interconnection from Oak Park Avenue in Segment 9 to LaSalle Street

SRA Segment 12: LaSalle Street to Lake Shore Drive (U.S. Route 41)

- Retention of the existing cross-section which consists of three through lanes in each direction and a median within a 108-foot right-of-way
- Signal interconnection of all signals along LaSalle Street and LaSalle Drive
- Permanent parking restriction along southbound LaSalle Street

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SECTION ONE INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT

The Strategic Regional Arterial (SRA) system is a 1340-mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties (See *Figure 1.1.*) As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Illinois Route 64 (North Avenue), are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by the CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads, in many parts of the region. Creation of the SRA system is a major component of Operation Green Light, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation Green Light addresses the following major transportation issues:

- Developing major transit and highway facilities,
- Improving other key arterial roadways,
- Identifying strategic transit improvements,
- Reducing demand for highway use, and
- Increasing environmental consideration.

Together, the components of Operation Green Light are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to (1) improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, (2) complement the regional transit and highway facilities by providing access for regional trips on these facilities, and (3) provide for long-distance travel to supplement the regional expressway system.

1.2 SRA ROUTE TYPES

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated, corresponding to three types of roadway environment:

- Urban routes,
- Suburban routes, and
- Rural routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Illinois Route 64 (North Avenue) through Cook County is designated as a suburban route west of 1st Avenue and an urban route east of 1st Avenue. (See *Figure 1.2*.) Other urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for movement of through traffic and accommodate future needs.

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design and to serve as criteria for planning the individual SRA routes. *Tables 1.1* and *1.2* list desirable characteristics for SRA suburban and urban routes in the year 2010, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA suburban and urban route cross-sections which are shown in *Figures 1.3* and *1.4*.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA suburban and urban routes. However, the SRA planning process recognizes that there may be situations where certain design features are not appropriate or where special treatment of some features is desirable, such as:

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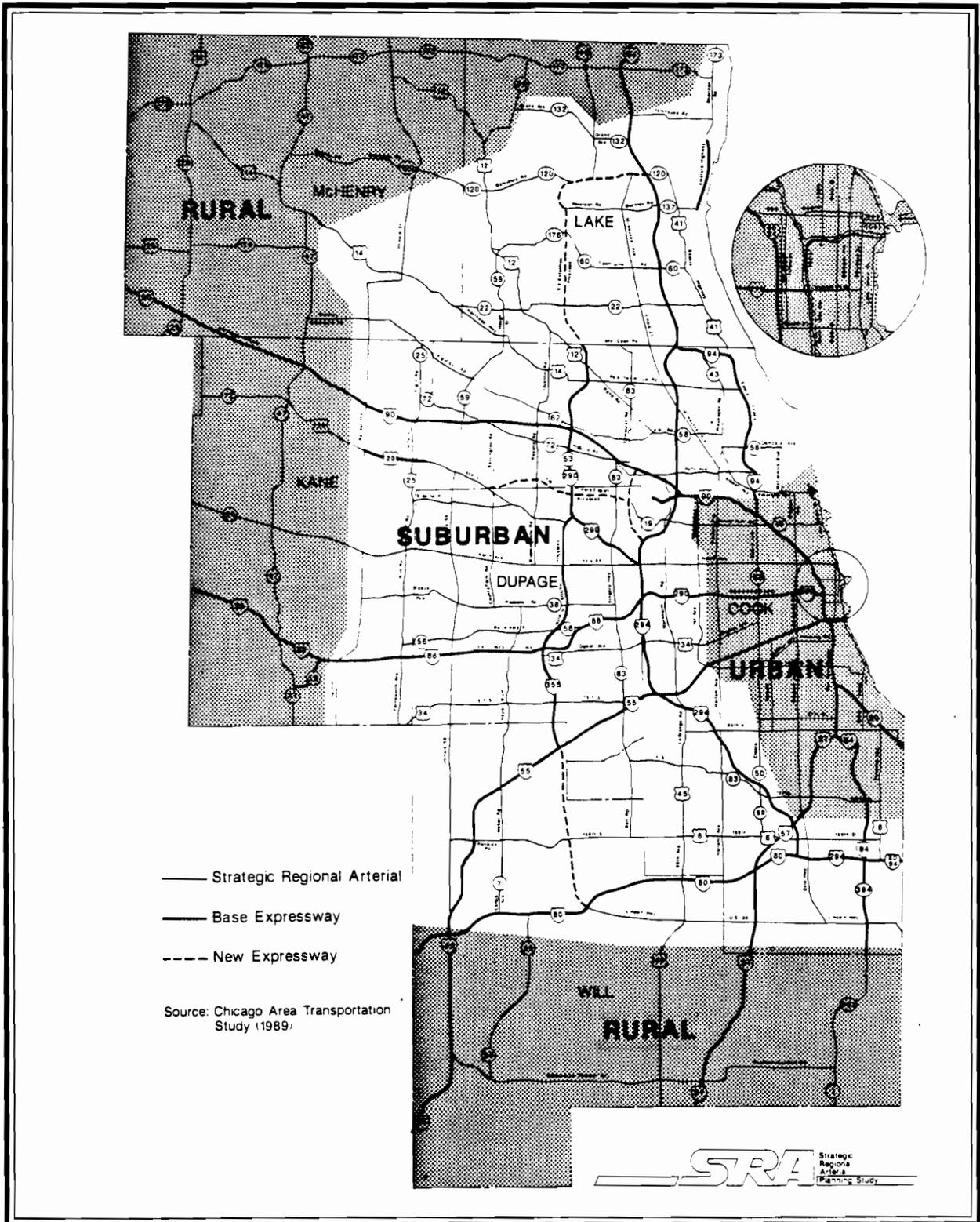


Figure 1.2 Route Types on the Strategic Regional Arterial System

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**Table 1.1
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterials**

Right-of-way Width	120' - 150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing Structures: 14'-6"
Loading	Off-street loading

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**Table 1.2
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials**

Right-of-way Width	96' - 110'*
Level of Service (Peak Hour)/Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable 11' width acceptable
Median Width	14' desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking**
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours;** Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading
*72' - 86' where bus/HOV lanes are not provided	
**where criterion and conditions in Design Concept Report are met.	

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
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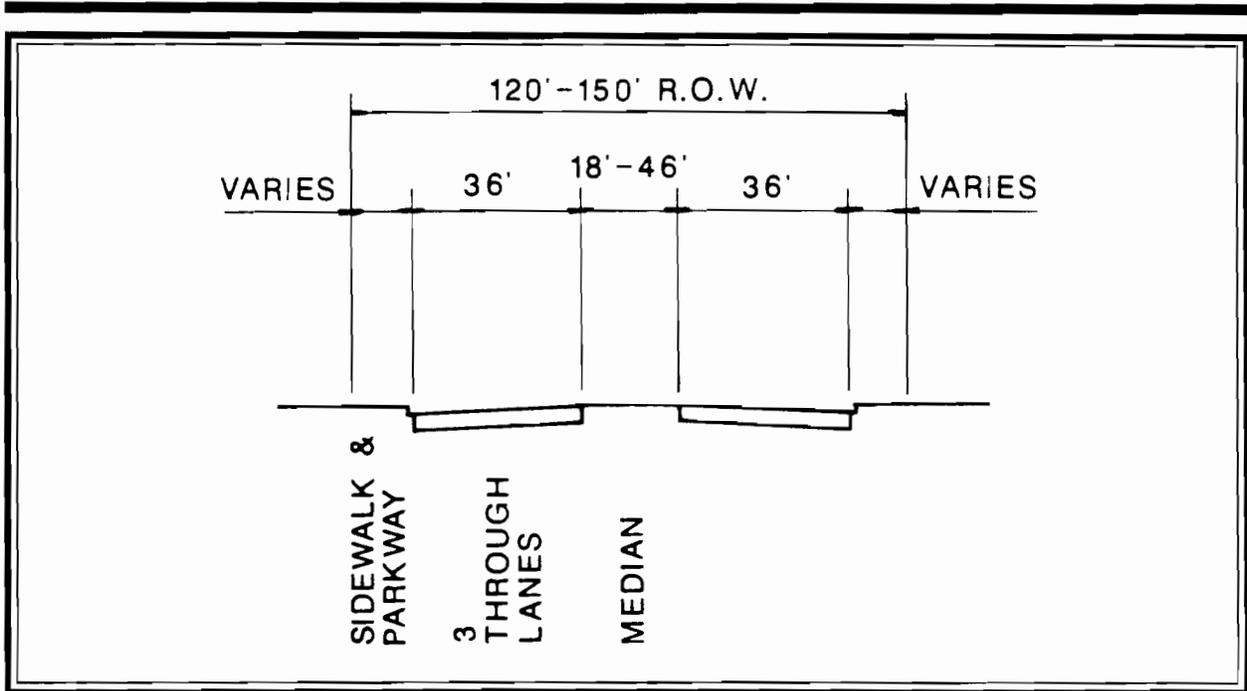


Figure 1.3 Desirable Suburban SRA Cross-Section

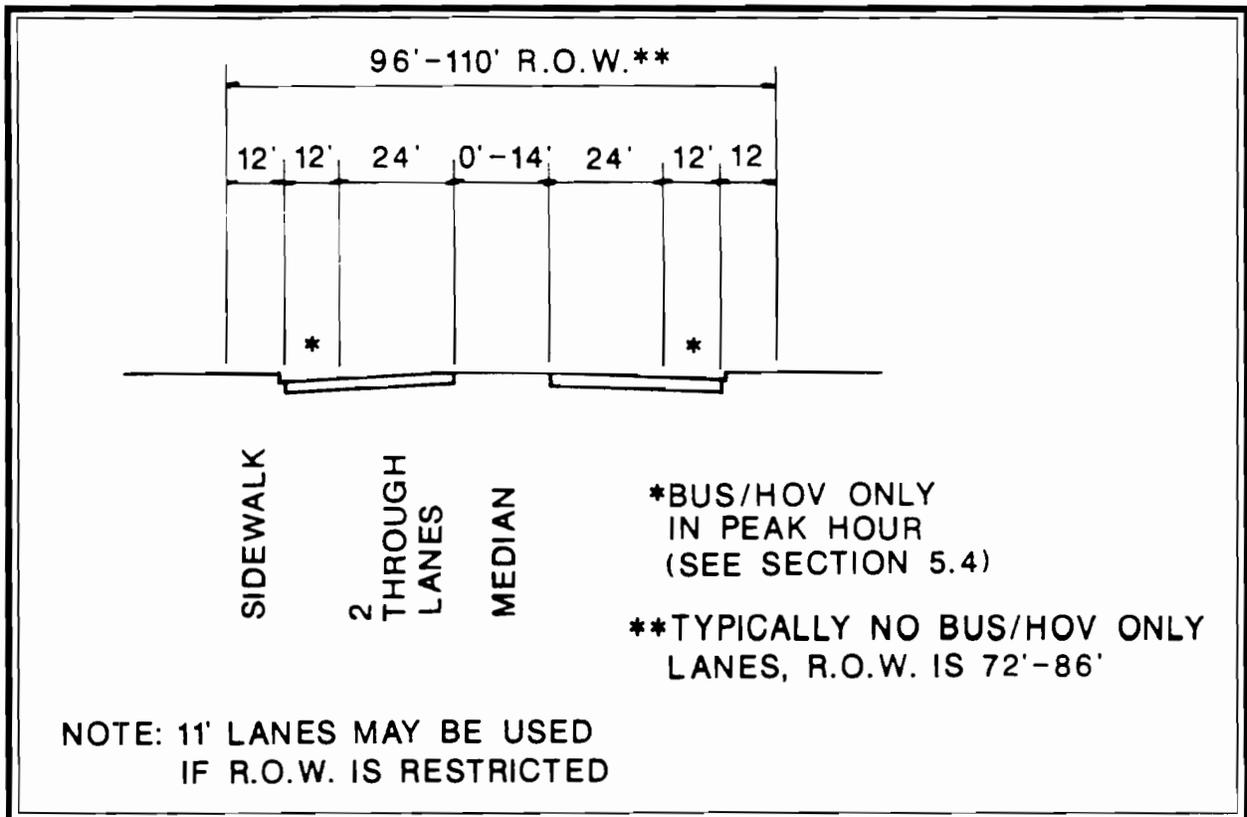


Figure 1.4 Desirable Urban SRA Cross-Section

- Bus/high occupancy vehicle (HOV) lanes;
- Signal preemption capability for transit vehicles;
- Demand actuated signals at transit stations;
- Channelization or interchanges at high volume intersections;
- Use of continuous two-way left-turn lanes;
- Designation of route bypasses for constricted areas; or
- Location of transit or pedestrian facilities in public easements outside the right-of-way.

While not all of these special techniques may be applicable to Illinois Route 64 (North Avenue) through Cook County, they illustrate the range of treatments which have been considered.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated March, 1991.

1.4 STUDY OBJECTIVES

As an SRA route, Illinois Route 64 (North Avenue) through Cook County is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 64 (North Avenue) Cook County study identifies both ultimate and low-cost improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify ways to manage access which would improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.

- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on Illinois Route 64 (North Avenue) through Cook County, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

The SRA planning study process is accomplished through the following six phases.

Data Collection and Evaluation. The SRA planning process is designed to efficiently use available data. For each route, data is assembled from right-of-way information, roadway plans, traffic volume projections, transit information, bicycle usage, adjacent development characteristics, accident data, environmental studies and other sources, and is analyzed to establish current conditions, constraints and improvement needs.

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. Whether improvements are the ultimate recommended or low-cost is identified.

Environmental Issues and Screening. While the SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures, a screening process identifies significant environmental conditions along each route. The results of this process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues which should be addressed in future design studies.

Construction Cost Estimates and Identification of Right-of-Way Needs. Construction cost estimates for each route segment are prepared, both for ultimate and low-cost improvements. Right-of-way needs to accommodate recommended ultimate improvements are also identified.

Local Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include working with Advisory Panels for each SRA route during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format also is conducted in each county through which the route passes.

Final Route Improvement Plan/Report. As the final step in the planning process, a report for each SRA route documents the recommended improvements and findings.

1.6 STUDY DATA SOURCES AND METHODOLOGIES

Existing Roadway Characteristics Several data sources were compiled to create route inventories. Annual Average Daily Traffic (AADT) counts for major intersections were obtained from the City of Chicago Bureau of Street Traffic and from the Cook County Highway Department. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks, frontage roads, median, and other appurtenances. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

Existing Transit Characteristics Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained from data compiled by the Division of Public Transportation of IDOT. This was supplemented by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Locations of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field.

Development Characteristics Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC and City of Chicago aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general land use categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and Specific Plans, and during meetings with municipal officials. Such information was used to assess potential route impact and to plan for access.

Environmental Considerations Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible.

Floodplain boundaries were obtained from the Federal Emergency Management Agency (FEMA) on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps. The Illinois Department of Conservation (IDOC) National Wetlands Inventory Maps, local land use plans, and on-site surveys were used to identify wetlands and any streams which were not identified by FEMA.

IDOC also provided information from the Illinois Natural Heritage Database about endangered, threatened and watched species in Illinois and about natural areas. An endangered species is any species which is in danger of extinction as a breeding species in Illinois, while a threatened species is any breeding species which is likely to become a state endangered species within the foreseeable future. A species on the watch list is not listed as endangered or threatened, but is of special concern and could eventually become listed. Unless it could be determined that the species or area is not adjacent to the route, it is included in this inventory. This information was located to the nearest square mile.

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Location of historic buildings, districts, and markers were provided by the National Register of Historic Places in Illinois, the Inventory of Historic Structures prepared by the Illinois Historic Structures Survey, the Inventory of Historic Landmarks prepared by the Illinois Historic Landmarks Survey, the Illinois State Historical Markers Text Book, and IDOT. The buildings, districts, and other structures appearing on the Inventory of Historic Landmarks are not necessarily significant historical resources. This inventory includes all buildings constructed prior to World War II. Those buildings with aesthetic merit are included on the Inventory of Historic Structures. Historic districts were most often listed on the National Register of Historic Places in Illinois, but others appeared in the Inventory of Historic Landmarks. Selected information was refined by IDOT design studies.

The Hazardous Waste Research and Information Center provided a list of waste disposal and hazardous waste dumping sites. The landfills and dumps are located to the nearest square mile. Unless it could be determined that the site is not adjacent to the route, it is included in this inventory. The list notwithstanding, it is recommended that any site used for industrial purposes at any time be tested for hazardous waste.

The analysis of environmentally sensitive land uses included: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, parks, nature and forest preserves, hospitals, nursing homes, and hotels. While all such facilities and uses have been identified, there is no presumption that such uses would be negatively impacted by roadway improvements.

Year 2010 Traffic Demand Projections The Chicago Area Transportation Study (CATS) projected Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. Projections made for the SRA system are different from those made for most projects, because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption insures that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also insures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode, and trip assignment. Collectively, the number of vehicle trips was projected for each SRA to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

Roadway Capacity Estimates A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows change in several conditions that effect the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections, so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation; such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic; complete the information used in the analysis.

Cost Estimates Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars.

1.7 ORGANIZATION OF THE REPORT

This report on the Illinois Route 64 (North Avenue) SRA route study in Cook County is divided into four sections.

Section One, Introduction, provides information about the SRA system and Operation Green Light; SRA route types; desirable route characteristics; study objectives and the study process; and the organization of the report.

Section Two, Route Overview, presents a general description of the study process; existing route characteristics; and type of recommended improvements for the overall route.

Section Three, Route Characteristics and Improvements, present a detailed analysis of existing route characteristics and recommended route improvements. These sections correspond to the following route segments on Illinois Route 64 (North Avenue) through Cook County:

- **Section 3.8:** Interstate 294 (Tri-State Tollway) to 1st Avenue
- **Section 3.9:** 1st Avenue to Austin Avenue
- **Section 3.10:** Austin Avenue to Western Avenue
- **Section 3.11:** Western Avenue to LaSalle Street
- **Section 3.12:** LaSalle Street to Lake Shore Drive

For each route segment the following analyses are presented.

Existing Facility Characteristics. The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals and sidewalks, existing transit usage and routes, location of structures and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Environmental Characteristics. Environmental characteristics of the route segment are defined. Existing streams, wetlands and floodplains; historic properties and districts; flora/fauna; waste disposal sites; sensitive land uses and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

Existing and Projected Development Characteristics. The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the types, density or intensity of use; setbacks and access locations. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

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Recommended Improvements. The recommended improvements are identified for each route segment. Ultimate and low-cost improvements are specified in the categories of roadway, intersections, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations for the implementation of the recommended improvements and right-of-way expansion are analyzed. Cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Section Four, Public Involvement, summarizes the public involvement process during the study, including the Illinois Route 64 (North Avenue) Suburban Cook County and North Avenue East of Austin SRA Advisory Panel meetings, the Advisory Panel newsletters, the public hearing and other efforts to promote local involvement in the study process.

SECTION TWO **ROUTE OVERVIEW**

2.1 THE ILLINOIS ROUTE 64 (NORTH AVENUE) SRA STUDY AREA

Illinois Route 64 is a designated SRA route from the Kane/DeKalb County Line to Lake Shore Drive in the City of Chicago. The total distance between the Kane/DeKalb County Line and Lake Shore Drive is 50 miles.

This report includes those portions of Illinois Route 64 located in Cook County, extending from the Cook/DuPage County Line at Interstate 294 (Tri-State Tollway) in the Village of Northlake along North Avenue, LaSalle Street and LaSalle Drive to Lake Shore Drive in the City of Chicago, a total distance of approximately 16 miles. In this distance, the route passes through the Villages of Melrose Park, Elmwood Park, River Forest, Stone Park and Oak Park and the Cities of Northlake and Chicago.

2.2 REGIONAL TRANSPORTATION FACILITIES

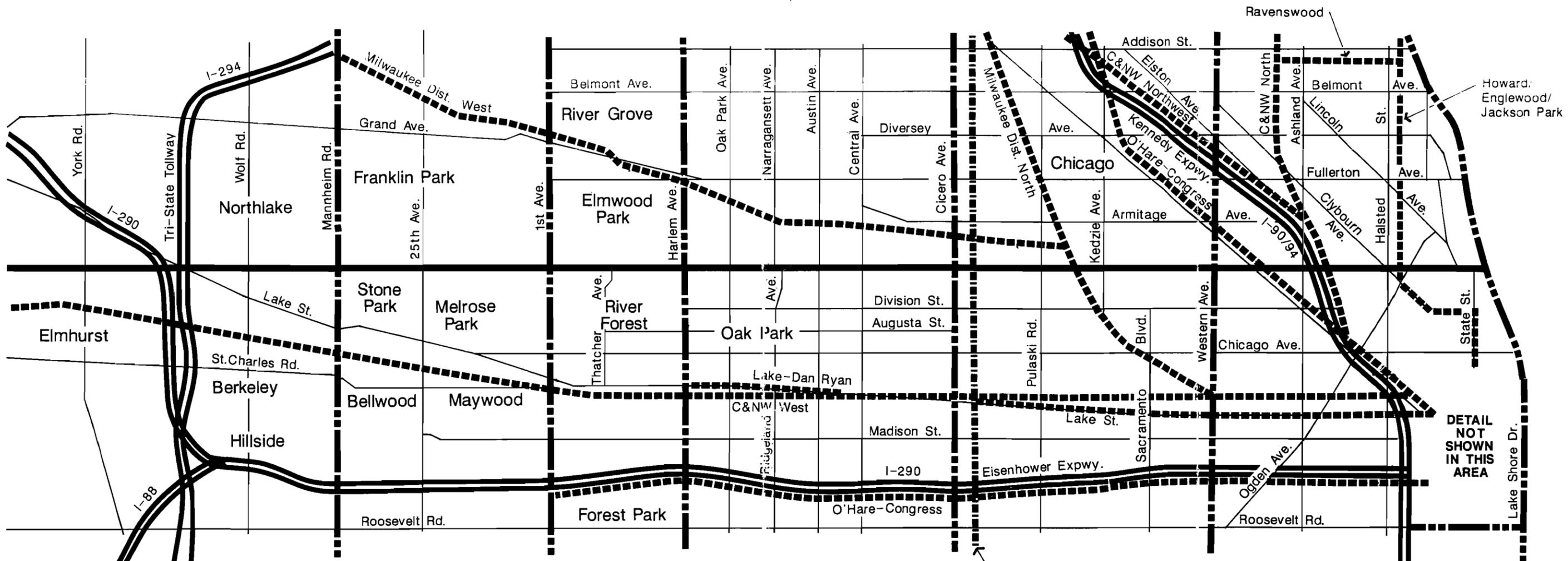
Figure 2.1 indicates the existing and proposed facilities connecting Illinois Route 64 (North Avenue) in Cook County to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

Illinois Route 64 (North Avenue) intersects six other designated SRA routes: U.S. Route 45 (Mannheim Road), 1st Avenue, Illinois Route 43 (Harlem Avenue), Illinois Route 50 (Cicero Avenue), Western Avenue, and Lake Shore Drive. Illinois Route 64 also intersects three expressway facilities: Interstate 290, Interstate 294 (Tri-State Tollway) and Interstate 94 (Kennedy Expressway). Metra commuter rail services on the Milwaukee District West and North lines, and the Chicago & North Western North and Northwest lines cross North Avenue. The Chicago Transit Authority Ravenswood, O'Hare and Howard rapid transit lines also cross North Avenue.

Additionally, the CATS 2010 TSD plan identifies a potential rapid transit facility identified as the "O'Hare/Ryan Interline Connector." This facility is a new 22 mile inner circumferential line that would run between the O'Hare rapid transit line (connecting at Jefferson Park or Montrose stations) and the Dan Ryan rapid transit line at 87th Street. The north-south portion of this line parallels Cicero Avenue; and the east-west portion parallels 74th Street as far east as Halsted Street, where the line proceeds southwest to 87th Street and Interstate 94 (Dan Ryan Expressway). Connections are provided to the Southwest Line, Ford City, and a number of the five commuter rail and three rapid transit lines which it intersects.

2.3 PROJECTED TRAVEL DEMAND

Figure 2.2 indicates the projected 2010 travel demand in terms of average annual daily traffic (AADT) for Illinois Route 64 (North Avenue) in Cook County. The projected 2010 AADT travel demand forecasts are taken from the regional travel simulation model developed by the Chicago Area Transportation Study.



-  Illinois 64 (North Avenue) SRA Route
-  Other SRA Route
-  Existing Expressway
-  Existing Major Transit Facility
-  Major Transit Project



O'Hare-Ryan Line
Rapid Transit Connector

DETAIL
NOT
SHOWN
IN THIS
AREA

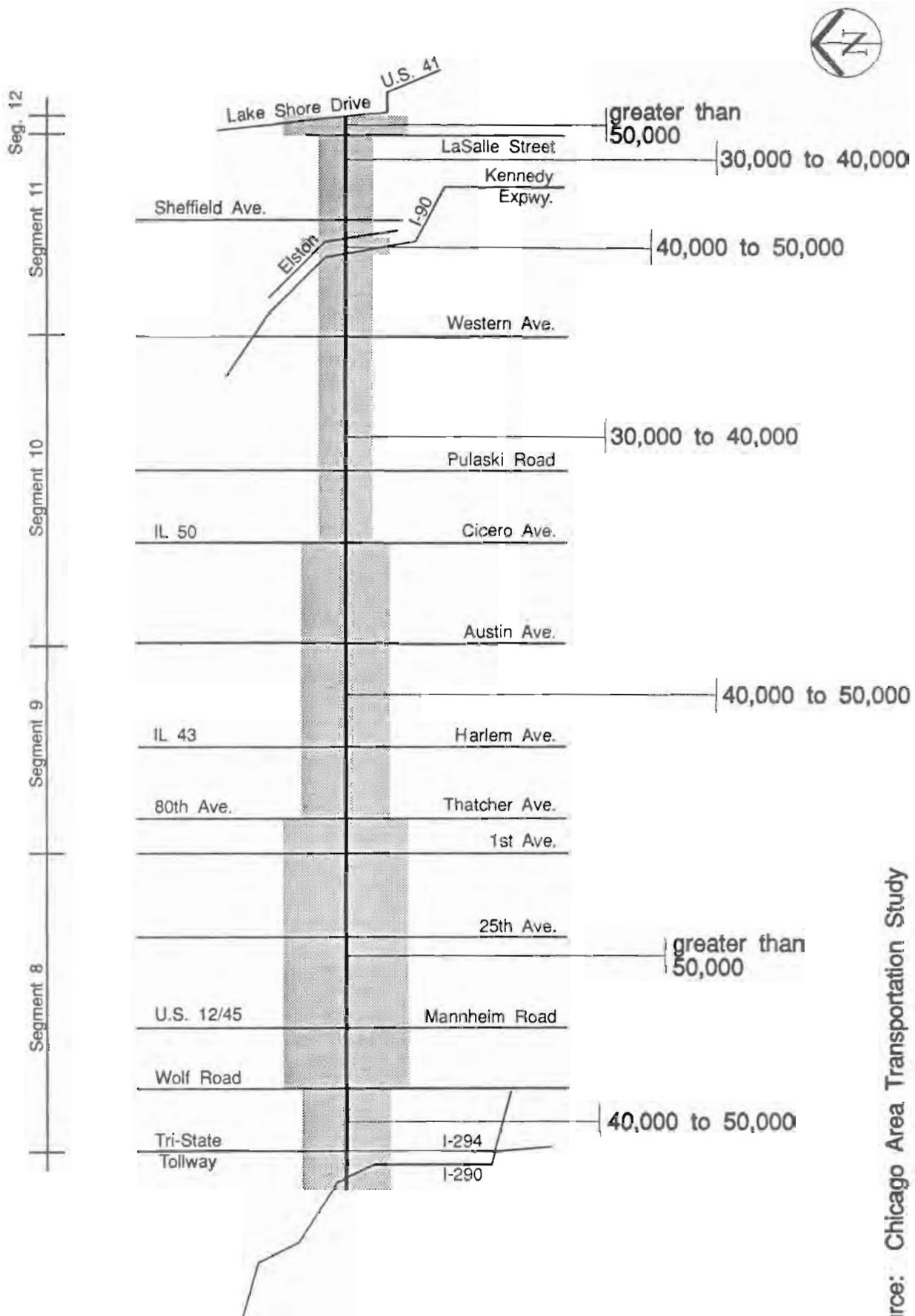
Illinois 64 (Cook County)

Regional Transportation Facilities



prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Figure 2.1



Source: Chicago Area Transportation Study

Illinois Route 64 (Cook County)

prepared by Harland Bartholomew & Associates, Inc.

2010 Projected Travel Demand Volumes

Figure 2.2

2.4 ROUTE AREA TYPES

Illinois Route 64 (North Avenue) in Cook County has been classified as a suburban SRA route from Interstate 294 (Tri-State Tollway) to 1st Avenue and as an urban SRA route from 1st Avenue to Lake Shore Drive. North Avenue is also a designated Class II truck route. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D" at which average travel speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour. The design speed for an urban SRA is 35 miles per hour, and the minimum desirable level of service is "D" at which average travel speeds are about 40 percent of the typical free flow speed of 33 miles per hour.

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

As shown in *Table 2.1*, both the existing right-of-way and number of through lanes are variable along the length of Illinois Route 64 (North Avenue) in Cook County. However, for most of the route, the current right-of-way width is greater than the desirable minimum for both the suburban and urban portions of the route, which is a 120 foot wide right-of-way for a suburban SRA route and a 72-foot wide right-of-way for an urban SRA route. For most of the route in Cook County, the existing number of through lanes is also at least the minimum number desirable, which is three lanes in each direction for a suburban SRA route and two lanes in each direction for an urban SRA route.

For each segment, the recommended right-of-way width and number of through lanes in each direction are shown. The recommended right-of-way width is the ultimate desirable right-of-way width for the segment. Where existing right-of-way width is greater than the desirable minimum, the recommended width for that segment indicates that the existing width be maintained.

The recommended number of through lanes in each direction is based upon an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment.

Only the route segment between Western Avenue and Orchard Street, where the existing right-of-way width is 66 feet, has less than two through traffic lanes in each direction. Due to the intensity of existing development abutting the right-of-way, no acquisition of additional right-of-way is recommended in this segment. However, the existing right-of-way will accommodate the desirable two through traffic lanes in each direction which is recommended for this segment.

After a thorough analysis of the segments of Illinois Route 64 (North Avenue) in Cook County, and particularly the existing facility characteristics and existing traffic volumes, the portion of the route between Western Avenue and Orchard Street has the greatest need for implementation of the recommended improvements in order to bring this segment to the desirable minimum standard for an urban SRA route. In addition, interconnection and coordination of traffic signals between Interstate 294 and 1st Avenue should be considered as a short-term, low-cost improvement to improve traffic flow in an area of significant existing traffic volumes. The recommended improvements for the remainder of Illinois Route 64 (North Avenue) in Cook County will be required when the anticipated increase in projected travel demand occurs.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview**

TABLE 2.1 Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
ILLINOIS ROUTE 64 (COOK)	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR AN SUBURBAN SRA		120-150		3
Segment 8 Interstate 294 to 1st Avenue	200	200	3	3
DESIRABLE STANDARD FOR AN URBAN SRA		96-110 ⁽¹⁾		2
Segment 9 1st Avenue to Harlem Avenue Harlem Avenue to Austin Avenue	100 100	100 100	3 3 ⁽²⁾	3 3 ⁽²⁾
Segment 10 Austin Avenue to Western Avenue	100	100	3	3
Segment 11 Western Avenue to Orchard Street Orchard Street to LaSalle Street	66 100	66 100	1 2	2 2
Segment 12 LaSalle Street to Lake Shore Drive	100-108	100-108	2	3
⁽¹⁾ 72'-86' where bus/HOV lanes are not provided				
⁽²⁾ 3 lanes in each direction during peak hours; 2 lanes in each direction during off peak hours				

Specific roadway and right-of-way recommendations for each route segment are discussed with the respective segments in Section Three of this report.

The results of the capacity analyses comparing the projected 2010 travel demand to the recommended number of through lanes for Illinois Route 64 (North Avenue) are given in *Table 2.2*.

Results of the capacity analyses for the SRA to SRA intersections can be found in the appropriate route segment section of the report.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview**

Table 2.2 Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 8A Interstate 294 to 25th Avenue	> 50,000	6 *	44,000 48,000	C D	No
		8	59,000 64,000	C D	Yes
Segment 8B 25th Avenue to 1st Avenue	> 50,000	6 *	35,000 41,000	C D	No
		8	47,000 55,000	C D	Yes
Segment 9A 1st Avenue to Thatcher Avenue	> 50,000	6 *	51,000	D	Yes
Segment 9B Thatcher Avenue to Austin Avenue	40 to 50,000	4	31,000	D	No
		6 ^{*(2)}	47,000	D	Yes
Segment 10A Austin Avenue to Illinois 50	40 to 50,000	4	30,000	D	No
		6 ^{*(2)}	46,000	D	Yes
Segment 10B Illinois 50 to Pulaski Road	30 to 40,000	4	34,000	D	No
		6 ^{*(2)}	51,000	D	Yes
Segment 10C Pulaski Road to Western Avenue	30 to 50,000	4	31,000	D	No
		6 ^{*(2)}	47,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					
⁽²⁾ Harlem to Western: 6 lanes in peak hours; 4 lanes in off-peak hours					
* - Indicates recommended number of through traffic lanes for this segment.					

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview**

Table 2.2 (continued) Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 11A Western Avenue to Sheffield Ave.	30 to 50,000	2	16,000	D	No
		4 *	33,000	D	No
Segment 11B Sheffield Avenue to LaSalle Street	30 to 40,000	4	27,000	D	No
		6 *	41,000	D	Yes
Segment 12 LaSalle Street to Lake Shore Drive	> 50,000	4	29,000	D	No
		6 *	44,000	D	No
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

2.6 TRANSIT

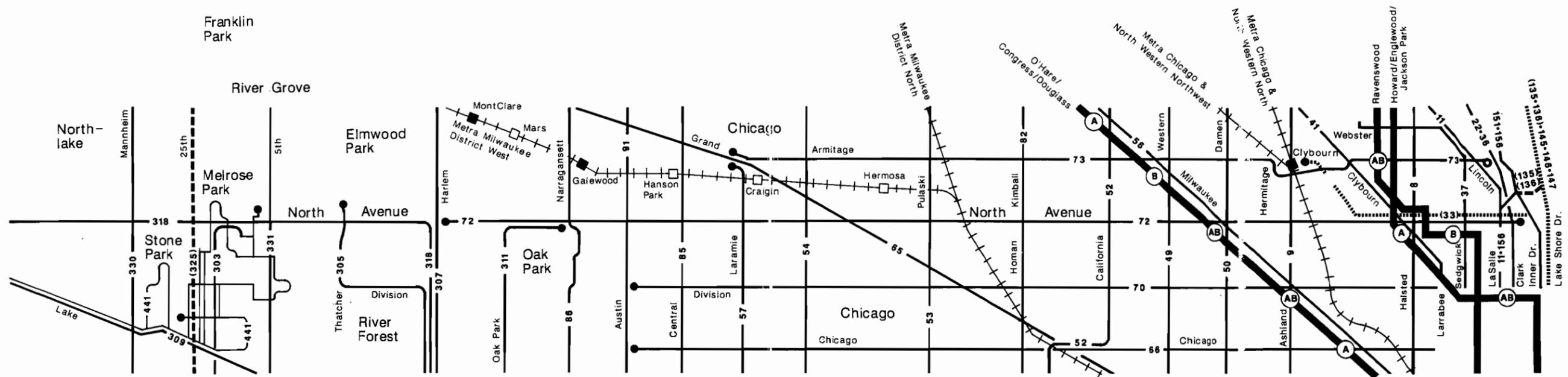
Transit service on Illinois Route 64 (North Avenue) in Cook County includes bus service by both Pace and CTA, and well as CTA rapid transit and Metra rail commuter service. The following sections discuss existing service and conditions, as well as the general type of recommended improvements for the overall route. Specific recommended improvements are discussed with the respective route segments in Section Three of this report.

2.6.1 EXISTING TRANSIT SERVICES AND FACILITIES

Bus Service

Pace serves the Illinois Route 64 (North Avenue) study area with 11 routes which carry almost 19,000 passengers on a typical weekday. Route #318 is the only route operating on North Avenue, and it connects with the CTA Route #72 at Harlem Avenue. (See Figure 2.3.) Nine north-south Pace routes meet or cross North Avenue between Wolf Road and Oak Park Avenue. Table 2.3 presents data for the Pace routes serving the Illinois Route 64 study area.

Twenty-two CTA bus routes operate on or across North Avenue, carrying over 15,000 riders in the morning peak hour. Of these routes, only the #72 operates on North Avenue, with 10 buses carrying 675 passengers during the morning peak hour. All other routes are north-south routes which cross North Avenue, consistent with the characteristic CTA grid system. (See Figure 2.3.)



Bellwood



Legend:

- Bus Route
- Express (no stops)
- Route Terminal
- 6 Route Number
- (135) Part-time Service Only
- Rapid Transit Line
- ⊙ Rapid Transit Station
- ++++ Metra Rail Service
- Metra Station
- Metra Station (rush-hour service only)

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview**

Table 2.3 Pace Route Characteristics			
Route Number	Average Weekday Ridership	Passengers Per Revenue Hour	Service Type ⁽¹⁾
<u>Service on or parallel to Illinois Route 64</u>			
318	2312	62.9	Inner suburban
309	1,497	44.7	Inner suburban
441	151	10.8	Inner suburban
<u>Service crossing Illinois Route 64</u>			
303	1,206	71.1	Inner suburban
305	2,350	43.6	Inner suburban
307	4,281	47.8	Inner suburban
311	2,361	53.1	Inner suburban
319	738	27.7	Inner suburban
325	640	n/a	Inner suburban
330	1,268	26.2	Inner suburban
331	2,030	35.1	Inner suburban
<p>⁽¹⁾Pace service types for INNER SUBURBAN (suburban Cook and eastern DuPage Counties) Source: Suburban Bus System Service Performance Report, January-March 1990.</p>			

Rapid Transit Service

Three CTA rapid transit lines cross North Avenue: the Howard, the Ravenswood, and the Northwest/O'Hare lines. The Clybourn station on the Howard line is a weekday only stop; the Sedgwick station on the Ravenswood line and the Damen station on the Northwest/O'Hare line have service throughout the day. Each weekday, over 6,000 passengers enter these stations. (See Table 2.4.)

Table 2.4 CTA Rapid Transit Ridership		
Line	Station	Entering Weekday Passengers
Howard	North/Clybourn ⁽¹⁾	1,600
Ravenswood	Sedgwick	1,500
Northwest/O'Hare	Damen	3,250
<p>⁽¹⁾Weekday stop only Source: CTA, 1989 rail system ridership counts, 5/2/90.</p>		

Commuter Rail Service

The Metra Milwaukee District West line, which operates between Elgin and Chicago Union Station, crosses North Avenue east of Pulaski Avenue and then generally parallels North Avenue as far as Narragansett Avenue. In this portion of the route, the Hermosa, Cragin, and Hanson Park stations are rush-hour only stops, while the Galewood station, located at Narragansett Avenue, has service throughout the day. West of Narragansett, the Milwaukee West line runs in a more northwesterly direction rather than parallel to North Avenue, and therefore, the stations west of Galewood are typically one to one and one-half miles north of North Avenue. The Metra Milwaukee District North line operating from Fox Lake to Chicago Union Station also crosses North Avenue east of Pulaski Avenue, where it splits from the West line and continues north. The closest station on this line is at Healy, about one mile north of North Avenue.

The Chicago & North Western West line, which operates between Geneva and the North Western Station in Chicago, is located about one and one-half miles south of North Avenue. There are stations at Oak Park, River Forest, Maywood, Melrose Park, Bellwood and Berkeley. The Clybourn station, which serves the Chicago & North Western North and Northwest lines, is located at Ashland Avenue, approximately one-half mile north of North Avenue.

Data on ridership for the Metra routes paralleling North Avenue is shown in *Table 2.5*.

2.6.2 RECOMMENDED IMPROVEMENTS

The following are general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of North Avenue are discussed in Section Three.

Bus Stops

Locations for bus stops have been recommended consistent with provision of express bus service along the segments of the route west of 1st Avenue. Typically, these locations are at signalized intersections with a one-quarter to one-half mile spacing and near locations of existing or planned commercial and employment centers and other transportation facilities. Typically, the recommended locations will provide for bus turnouts, consistent with Pace Development Guidelines, along with shelters and paved walks within the right-of-way. Throughout the remainder of the route, an element that is consistently lacking is shelters for waiting passengers. The narrow sidewalks in some segments make conventional shelters difficult to accommodate, but all major intersections should include shelters in their designs.

Signage

A comprehensive signage system along the SRA route is recommended and should include directional signs on Illinois Route 64 at key points such as expressway interchanges and other SRA routes. These directional signs should also identify stations, such as those in Melrose Park or Elmwood Park, which are near, although not directly accessible from, the SRA. At

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview**

Table 2.5 Metra Service Characteristics			
Station	Entering Weekday Passengers	Available Parking Spaces	Parking Use (%)
<u>Chicago & North Western - West Line</u>			
Oak Park	841	151	98
River Forest	270	150	87
Maywood	73	84	27
Melrose Park	146	47	32
Bellwood	202	201	39
Berkeley	248	160	75
<u>Milwaukee District - West Line</u>			
Hermosa	68	82	52
Cragin	54	26	92
Hanson Park	43	28	64
Galewood	287	128	55
Mars	117	181	10
Mont Clare	464	232	69
Elmwood Park	436	118	61
River Grove	238	109	49
Franklin Park	553	264	87
Mannheim	38	30	20
Source: Metra Fall 1989 Passenger Count, Metra Parking Assessment, 11/12/90.			

the approaches to stations signage specific directional instructions for access drives to parking facilities, "kiss-and-ride" areas or drop-off points should be provided. Within the station area, consistent graphics should direct the motorist or passenger to specific locations. Also, for bus stops at the station areas, informational signage should provide graphic illustrations of routes, with information on schedules and connecting routes.

Service Drives

To provide for existing or potential future transit operation, service drives should be protected where there is adequate right-of-way available either contiguous to or parallel with the existing right-of-way. Where appropriate to provide local bus service shared access agreements could be negotiated with major office and commercial developments along North Avenue to allow bus use of parking lot and driveway areas. Minor lengths of pavement could connect adjacent parking lots and allow buses to travel between developments parallel to North Avenue for significant distances.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 2: Route Overview

Transportation Management Association

It is recommended that a Transportation Management Association (TMA) be considered for those portions of Illinois Route 64 west of 1st Avenue. Advantages of associating in a TMA include opportunities for a vigorous, unified marketing effort; heightening awareness of employers; potential provision of shuttle services from rail or rapid transit stations to job site; coordinated corridor planning; and cost efficiencies in service delivery.

2.7 SUMMARY OF CONSTRUCTION AND RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Illinois Route 64 (North Avenue) in Cook County is shown in *Table 2.6*.

Table 2.6	
Construction Cost Estimates for Illinois Route 64 (North Avenue)/Cook County	
Improvement	Estimated Cost
Ultimate	
Roadway	\$16,400,000
Resurfacing	\$11,700,000
Intersection Improvements	\$3,100,000
Structure Modification	\$15,700,000
Transit	\$800,000
Right-of-way Acquisition	\$5,300,000
Total Estimated Cost for Ultimate Improvements	\$53,000,000
Low-Cost	
Intersection Improvements	\$400,000
Signal Interconnection	\$2,600,000
Transit	\$180,000
Total Estimated Cost for Low-Cost Improvements	\$3,180,000
Total Estimated Cost for All Improvements	\$56,180,000

SECTION THREE
ROUTE ANALYSIS

3.8 SRA SEGMENT 8: INTERSTATE 294 (TRI-STATE TOLLWAY) TO 1ST AVENUE

3.8.1 LOCATION

Segment 8 of Illinois Route 64 (North Avenue) in Cook County extends from Interstate 294 (Tri-State Tollway) on the west to 1st Avenue on the east, distance of approximately five miles. (See *Figure 3.20*.) This segment passes through the City of Northlake and the Villages of Melrose Park, Stone Park and River Grove.

3.8.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 8 of Illinois Route 64 (North Avenue) are shown on Route Maps A-10 and A-11.

Traffic Volumes

The Average Annual Daily Traffic (AADT) volumes according to the 1990 IDOT Cook County Traffic Map range from 41,400 vehicles near Wolf Road to 44,800 vehicles near 1st Avenue. Field observations have indicated a relatively high percentage of freight vehicle traffic.

Right-of-Way

The right-of-way along this entire segment is at least 200 feet wide.

Pavement Width and Number of Lanes

The paved roadway width is a continuous 72 feet, providing six through lanes of travel (three in each direction). The roadway is divided by a raised median, and there is curb-and-gutter.

Traffic Signals

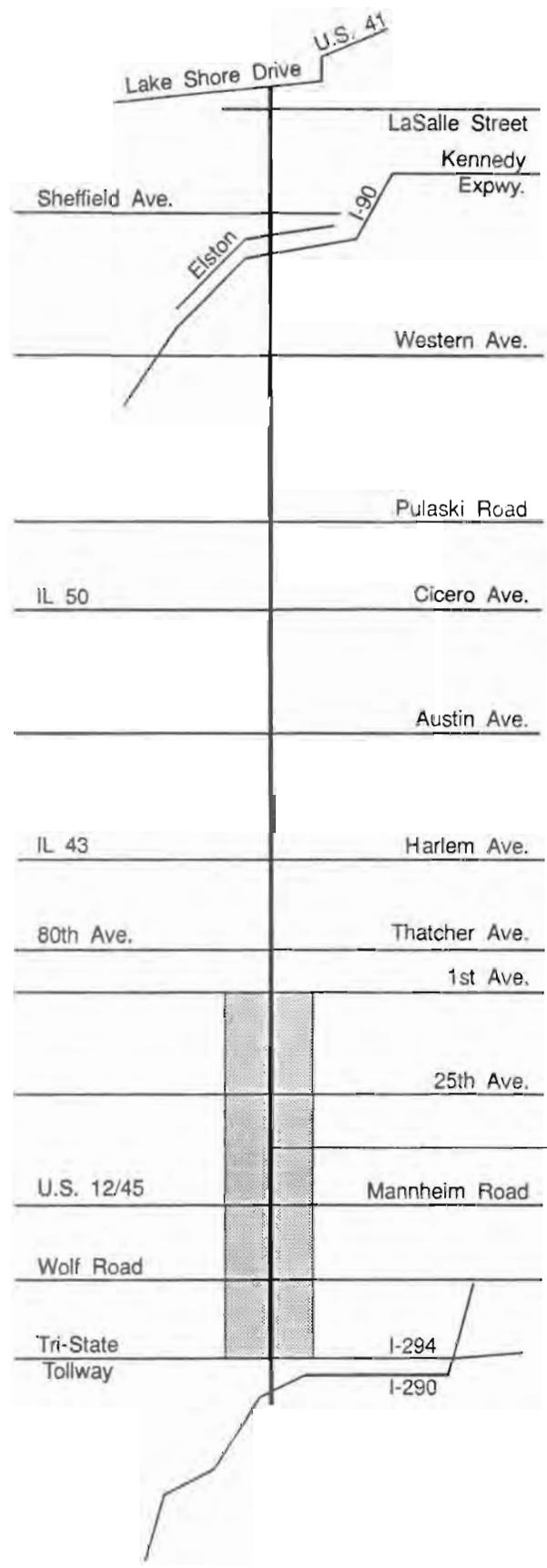
There are 16 signalized intersections in this segment. They are listed from west to east in *Table 3.35*.

Parking, Sidewalks, and Frontage Roads

There are no on-street parking spaces.

There are sidewalks on both sides of the roadway between 15th Street and the Winston Plaza shopping center entrance, and between Fifth Avenue and First Avenue.

There are two-way frontage roads along both sides of the roadway from Railroad Avenue to 30th Avenue/Ruby Avenue, and between 25th Avenue and 19th Avenue. Access



Segment 8

Location Map
Figure 3.20

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Table 3.35 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Northwest Avenue	3	3	EB	WB	
Railroad Avenue	3	3	YES	WB	Part of N-S signal system
Wolf Road	3	3	YES	WB	
Roy Avenue	3	3	YES	NO	
Cornell Avenue	3	3	YES	NO	
Hawthorne Avenue	3	3	YES	NO	
30th/Ruby Streets	3	3	NO	NO	
25th Avenue	3	3	YES	NO	
19th/Broadway Avenue	3	3	YES	NO	Offset, Interconnected
15th Avenue	3	3	YES	NO	
George Street	3	3	NO	EB	
Winston Plaza	3	3	YES	YES	
9th Avenue	3	3	YES	EB	Interconnected 9th to 5th
Maywood Park	3	3	NO	NO	Interconnected 9th to 5th
5th Avenue	3	3	YES	WB	Interconnected 9th to 5th
1st Avenue	3	3	YES	YES	
Note: EB = eastbound; WB = westbound					

between the through lanes and the frontage roads is provided by slip ramps and at signalized intersections.

Structures

There are twelve structures in this segment, as listed in *Table 3.36*.

Transit

The segment is served by Pace Route #318 which is an east-west route operating on North Avenue between DuPage County and Harlem Avenue.

Crossing North Avenue are Pace Route #319 on Wolf Road; Route #330 on U.S. Route 12/45 (Mannheim Road), linking the Metra Heritage Corridor with O'Hare Airport; Route #325, a peak period service operating on 25th Avenue and linking Cermak Road with the O'Hare Line CTA rail; and Route #331 operating on 5th Avenue and linking the Metra Burlington Northern Line with the O'Hare Line CTA rail.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Table 3.36					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
I-294 SB	016-9790	—————	14'-2"	46'-6"	SRA under
I-294 NB	016-9791	—————	14'-2"	46'-6"	SRA under
U.S. Route 20	016-0590	—————	14'-2"	—	SRA under
C&NW R.R. #1	016-0495	.2 mi E. of I-294	14'-0"	—	SRA under
C&NW #2	016-0496	.2 mi E. of I-294	14'-0"	—	SRA under
C&NW #3	016-0497	.2 mi E. of I-294	14'-0"	—	SRA under
C&NW #4	016-0498	.2 mi E. of I-294	14'-0"	—	SRA under
Addison Creek	016-2005	E. of Roy	N/A	72'	SRA over
Mannheim Road	016-0336	—————	14'-4"	80'	SRA under
Indiana Harbr RR	016-0499	E. of Hawthorne	14'-2"	—	SRA under
Soo R.R. #1	016-0500	Maywood Park	14'-3"	—	SRA under
Soo R.R. #2	016-1126	Maywood Park	14'-3"	—	SRA under
Note: N/A=Not Applicable					

Service to Winston Plaza includes Pace Routes #303 and #313. Pace Route #441 serves Stone Park just south of the segment.

Other Characteristics

At the western end of this segment, Illinois Route 64 (North Avenue) intersects Interstate 294 (Tri-State Tollway). It is important to note that there is no direct interchange access between Interstate 294 (Tri-State Tollway) and Illinois Route 64 (North Avenue). To access Interstate 294 (Tri-State Tollway) from Illinois Route 64 (North Avenue) often requires circuitous routing onto Interstate 290, designated U-turns through the neighborhood immediately west of Interstate 290 and/or doubling back on the same stretch of Illinois Route 64 (North Avenue).

There is a full-movement interchange with "button hook" ramp design at U.S. Route 12/45 (Mannheim Road).

Truck traffic is very intensive. The location of major industrial facilities, major railroad facilities and yards, freight distribution terminals and Interstate 290/Interstate 294 (Tri-State Tollway) all contribute to this traffic.

3.8.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include wetlands, floodplains and sensitive land uses and are shown in Route Maps B-10 and B-11.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Streams/Wetlands/Floodplains

Three 100-year floodplain crossings have been identified:

- One crossing of Addison Creek, east of Roy Avenue, which is 50 about feet wide, and
- Two crossings of Silver Creek which intersect Illinois Route 64 (North Avenue) between the Indiana Harbor Belt Railroad and George Avenue. One floodplain area is about 300 feet wide and the other is about 1,500 feet wide.

There is a stream east of Wolf Road for which no flood boundaries are identified.

Sensitive Land Uses

The Northlake City Hall is on the south side of the route east of Wolf Road. There is a church between the City Hall and Wolf Road, and Northlake Community Hospital is located between City Hall and U.S. Route 12/45 (Mannheim Road). Between 25th Avenue and 9th Avenue on the north side of the route are a church and a motel. East of 9th Avenue, Gottlieb Memorial Hospital is located on the north side of the route.

3.8.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-10 and C-11.

Jurisdiction

The segment passes through the City of Northlake, and the Villages of Melrose Park, Stone Park and River Grove. The eastern end of the segment is in unincorporated Cook County. The Northlake jurisdiction extends from Interstate 294 (Tri-State Tollway) to Alvin Avenue. Illinois Route 64 passes through Melrose Park between Alvin Avenue and 5th Avenue on the north side of the route and 30th Avenue and 9th Avenue on the south side of the route. The Stone Park jurisdiction is on the south side of the route between U.S. Route 12/45 (Mannheim Road) and 30th Avenue. A portion of the north side of the route at 5th Avenue is within River Grove.

Type and Intensity of Development

Industrial and commercial properties adjoin the right-of-way. Residential development is immediately to the north and south of this corridor.

Maywood Park Race Track is located on the south side of the route between 1st Avenue and 5th Avenue. Other amusement enterprises are located on the north side of the route here.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Development Access and Setback

Two-way frontage roads serve as the primary access to abutting development. In the areas where frontage roads do not exist (30th Avenue to 25th Avenue; and 19th Avenue to 1st Avenue), curb cuts and cross streets provide access.

Development setbacks range from 10 to 20 feet from the right-of-way line, except in the areas of intense industrial development where the setbacks are greater.

Future Development

According to municipal records as of August, 1990, there are no plans for development on this segment. Most land is currently developed.

3.8.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvements cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-10 and D-11.

Ultimate Improvements

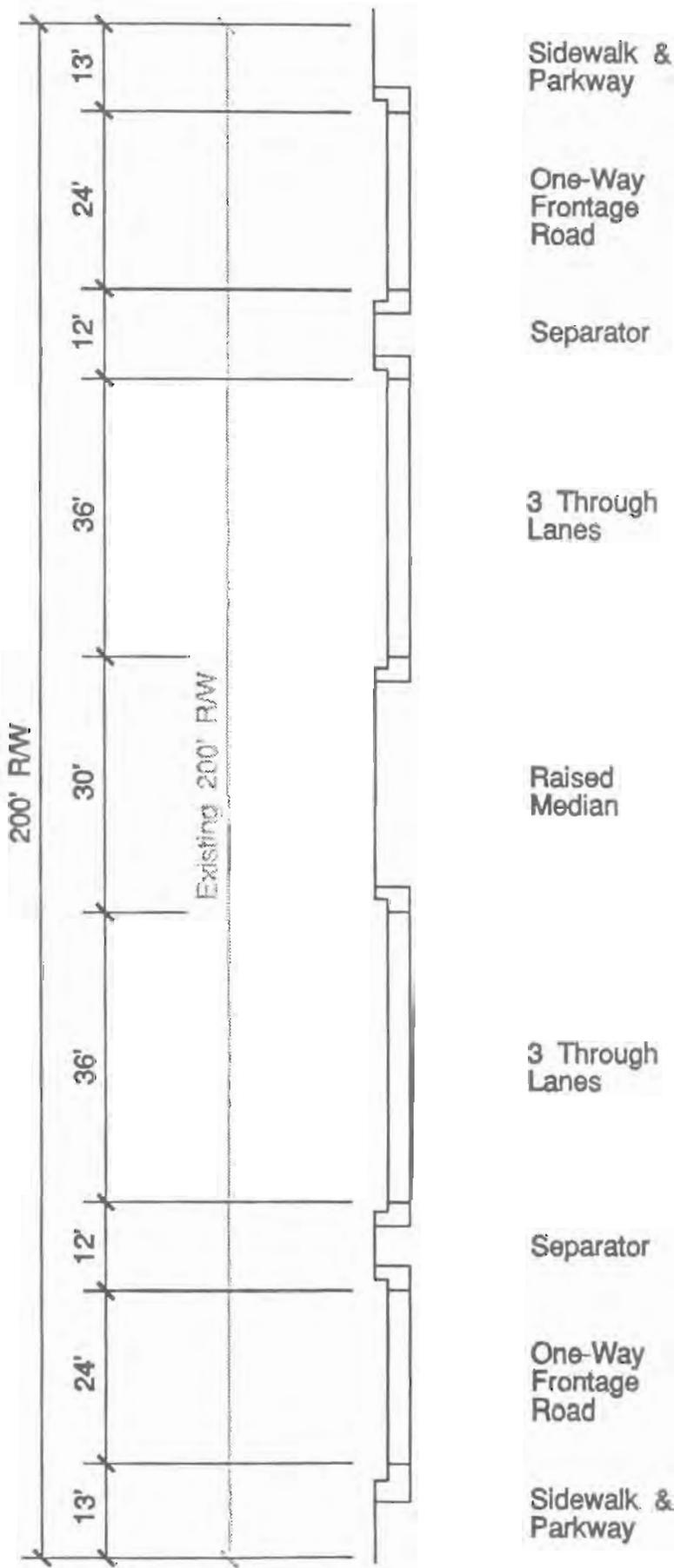
Roadway

The recommended ultimate roadway configuration between Interstate 294 (Tri-State Tollway) and U.S. Route 12/45 (Mannheim Road) consists of six through lanes with a 30-foot barrier center median, and one-way frontage roads within the existing 200-foot right-of-way. (See *Figure 3.21*.) From U.S. Route 12/45 (Mannheim Road) to 1st Avenue the recommended ultimate roadway configuration consists of six through lanes with a 30-foot barrier center median, as shown in *Figure 3.22*.

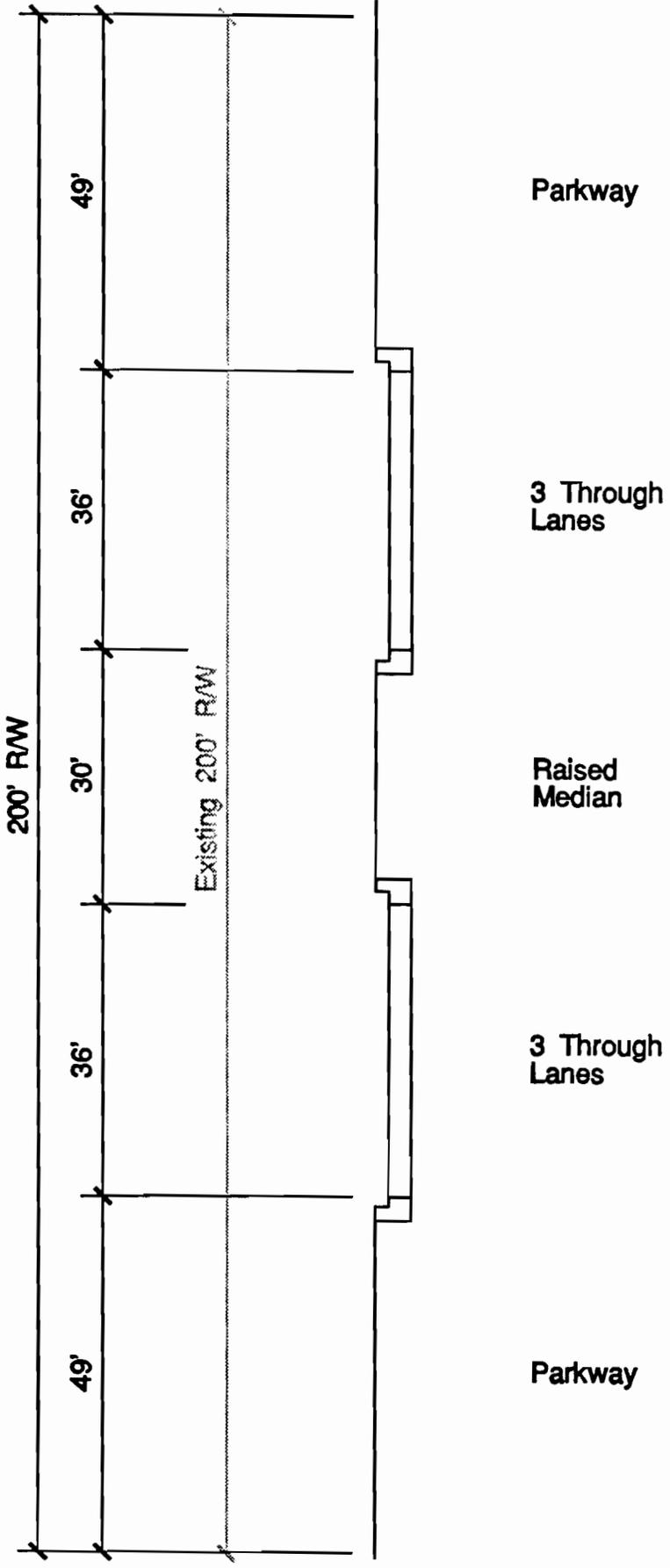
To facilitate the movement of freight vehicles, it is recommended that the section of Railroad Avenue between Lake Street and Illinois Route 64 be improved to consist of two through lanes plus dual left-turn lanes at Illinois Route 64, as shown in Detail 8.

The recommended frontage road jughandle intersection configuration at Wolf Road and Roy Street are shown on Details 9 and 10, respectively.

Results of the capacity analysis for Segment 8 are given in *Table 3.37*. This analysis is based upon a typical arterial roadway configuration. With the provision of frontage roads in this segment, there would be less side-friction from traffic entering or exiting, and therefore the recommended roadway would have a higher capacity than a typical 6-lane arterial. On-street parking should not be permitted along the frontage roads.



Section K-K
 Recommended Roadway Typical Section
 Illinois Route 64 (Cook County) Interstate 294 (Tri-State Tollway) to U.S. Route 12/45 (Mannheim Road)
 prepared by Harland Bartholomew & Associates, Inc. Figure 3.21



Section L-L
 Recommended Roadway Typical Section
 U.S. Route 12/45 (Mannheim Road) to 1st Avenue
 Figure 3.22

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Table 3.37					
Capacity Analysis for Segment 8 - Illinois Route 64 (Cook County)					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Interstate 294 to 25th Avenue	> 50,000	6 *	44,000 48,000	C D	No
		8	59,000 64,000	C D	Yes
25th Avenue to 1st Avenue	> 50,000	6 *	35,000 41,000	C D	No
		8	47,000 55,000	C D	Yes
(1)Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

The intersections of Illinois Route 64 (North Avenue) with Wolf Road (See Detail 9.), 25th Avenue (See Detail 11.), 5th Avenue and 1st Avenue (See Detail 12.) should provide for dual left-turn lanes and separate right-turn lanes in each direction from Illinois Route 64 (North Avenue).

It is recommended that all other signalized intersections provide for a single left-turn lane and a separate right-turn lane in each direction from Illinois Route 64 (North Avenue).

Because 1st Avenue is an SRA route, the level of service was calculated for each intersection movement and for the total intersection. For 1st Avenue, the AADT used was 25,000 vehicles and for Illinois Route 64 the AADT used was 41,000 vehicles. The resulting levels of service are shown in *Table 3.38*.

Traffic Signalization

It is recommended that SRA traffic signal warrant criteria be reviewed at the existing traffic signals located at 30th Street/Ruby Street, the signal between 25th Avenue and Broadway Avenue and at Winston Plaza Shopping Center. If these signals are found to be unwarranted, consideration should be given to their removal.

No additional traffic signals are recommended.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue**

Table 3.38 Illinois Route 64/1st Avenue Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through and right turn	D
Illinois Route 64 westbound	left turn	C
Illinois Route 64 westbound	through and right turn	C
1st Avenue northbound	left turn	C
1st Avenue northbound	through and right turn	D
1st Avenue southbound	left turn	B
1st Avenue southbound	through and right turn	C
Total Intersection		D

Structures

The existing Illinois Route 64 over Addison Creek structure (SN 016-2005) will require modification to accommodate the recommended roadway cross-section. It is recommended that the continuous 30-foot median be tapered at the Chicago & North Western Railroad structures, the U.S. Route 12/45 (Mannheim Road) structure, the Indiana Harbor Belt Railroad structure and the Soo Line structures to allow for retention of the existing structures and avoid the need for structural modification.

Access Management

All traffic on unsignalized local streets should be restricted to right-in/right-out movements. Access into the residential areas and traffic crossing the route should be restricted to the signalized intersections.

It is recommended that existing parking areas in front of the commercial areas be maintained. Curb cut access to the commercial areas not served by frontage roads should be consolidated to approximate 500-foot intervals by providing public access through existing parking areas.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

Other Improvements

It is recommended that IDOT and the Illinois State Toll Highway Authority (ISHTA) undertake a joint study to determine the feasibility of modifying the Interstate 290/Interstate 294/U.S. Route 20/Illinois Route 64 interchange area, particularly addressing the feasibility of providing direct access from Interstate 294 to eastbound Illinois Route 64 and from westbound Illinois Route 64 to Interstate 294.

Low-Cost Improvements

Intersections

It is recommended that left-turn lanes from Illinois Route 64 (North Avenue) be constructed at the intersections with Northwest Avenue, 30th Street/Ruby Street, George Street and Maywood Park (between George Street and 9th Avenue).

Traffic Signalization

It is recommended that the existing traffic signals be interconnected into two separate, closed loop systems. The first system should include the existing traffic signals at Railroad Avenue, Wolf Road and Roy Avenue. The second system should include all existing traffic signals between Cornell Avenue and 1st Avenue.

Access Management

It is recommended that the mid-block slip ramps that allow traffic from Illinois Route 64 (North Avenue) to directly enter the frontage roads be closed. Access to the frontage roads from Illinois Route 64 should only be allowed at signalized intersections.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Berkeley, Bellwood and Melrose Park stations of the Chicago & North Western West line, and at the Franklin Park and Mannheim Road stations of the Milwaukee District West line. This signage should indicate distance and direction to the stations.

3.8.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

Intersection improvements at Railroad Avenue, Wolf Road and Roy Avenue will require additional right-of-way. In obtaining this right-of-way, certain parcels and structures will also be acquired.

The temporary use of additional right-of-way for railroad detours may be required during reconstruction of the railroad overpasses.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Interstate 294 (Tri-State Tollway) to 1st Avenue

3.8.7 POTENTIAL ENVIRONMENTAL CONCERNS

No significant changes to the roadway are contemplated, so no other environmental concerns are expected to be raised for this segment of the roadway.

3.8.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to SRA Segment 8 of Illinois Route 64 (North Avenue) is shown in *Table 3.39*.

Table 3.39	
Construction Cost Estimates for Segment 8 - Illinois Route 64 (Cook County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$16,400,000
Intersection Improvements	\$3,100,000
Structure Modification	\$200,000
Transit	\$200,000
Right-of-way Acquisition	\$5,200,000
Total Estimated Cost for Ultimate Improvements	\$25,100,000
Low-Cost	
Intersection Improvements	\$400,000
Signal Interconnection	\$600,000
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$1,020,000
Total Estimated Cost for All Improvements	\$26,120,000

3.9 SRA SEGMENT 9: 1ST AVENUE TO AUSTIN AVENUE

3.9.1 LOCATION

Segment 9 of Illinois Route 64 (North Avenue) in Cook County extends from 1st Avenue on the west to Austin Avenue on the east, a distance of 2.5 miles. (See *Figure 3.23*.)

3.9.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 9 are shown on Route Map A-11.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes were obtained from the 1990 Cook County Traffic Map. Traffic volumes range from 50,800 vehicles at Thatcher Avenue to 42,000 vehicles at Illinois Route 43 (Harlem Avenue)

Right-of-Way

The existing right-of-way width between 1st Avenue and Thatcher Avenue is 200 feet. From Thatcher Avenue to Austin Avenue, the right-of-way width is 100 feet.

Pavement Width and Number of Lanes

The roadway configuration provides four through lanes (two in each direction) except from 1st Avenue to Thatcher Avenue, where there are six through lanes (three in each direction). The roadway is separated by double yellow pavement marking or by flush medians.

The paved roadway width varies in this segment. It is:

- 56 feet from Thatcher Avenue to Clinton Road,
- 72 feet from Clinton Road to Neva Avenue,
- 58 feet from Neva Avenue to Ridgeland Avenue, and
- 70 feet from Ridgeland Avenue to Austin Avenue.

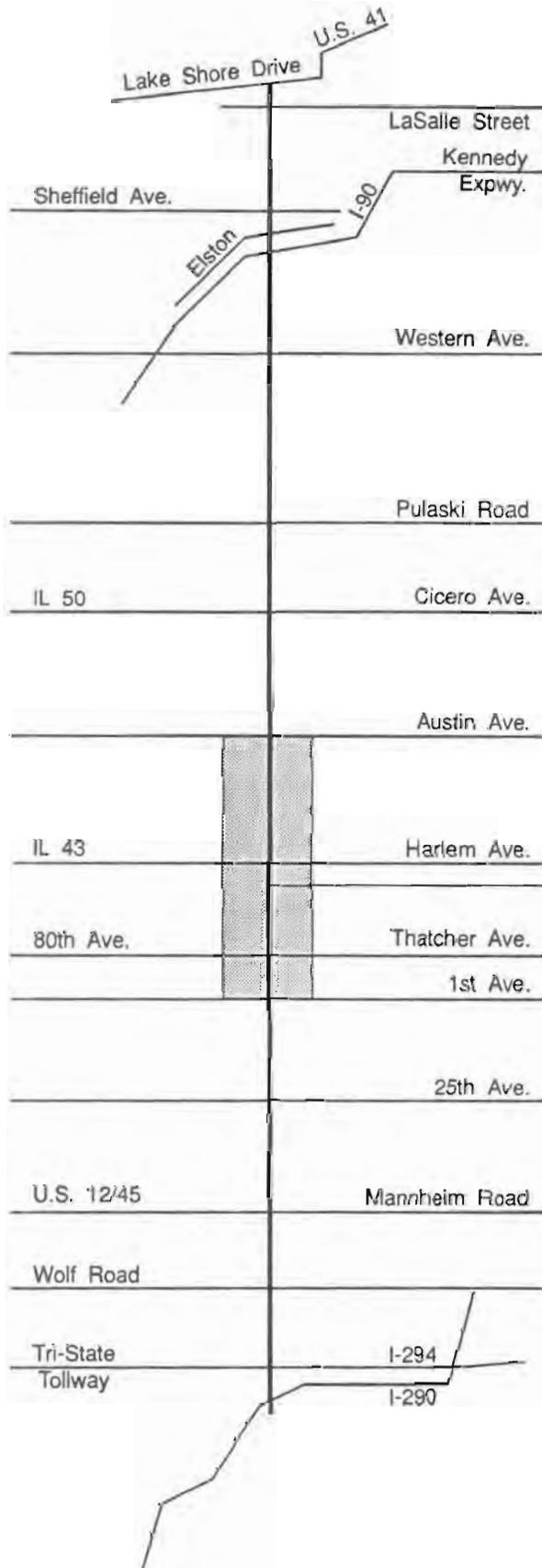
There is curb-and-gutter throughout the segment.

Traffic Signals

There are nine signalized intersections. They are listed from west to east in *Table 3.40*.

Parking, Sidewalks, and Frontage Roads

There are sidewalks on both sides of the road. On-street parking is permitted along both sides of the roadway, except between 1st Avenue and Thatcher Avenue. There are no frontage roads. East of Thatcher Avenue there is an extensive and almost continuous alley system serving both the north and south sides of the segment.



Segment 9

Location Map
Figure 3.23

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

Table 3.40 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Polk Bros.	3	3	YES	EB	
Thatcher Avenue	2	2	YES	EB	
Lathrop Avenue	2	2	NO	NO	
Illinois 43 (Harlem Ave)	3	3	YES	NO	
Oak Park Avenue	2	2	YES	NO	
Columbian/Natoma	2	2	WB	NO	
Narragansett Ave.	2	2	EB	NO	Part of E-W signal system
Ridgeland/Mobile Ave.	2	2	WB	NO	Part of E-W signal system
Austin Avenue	2	2	YES	WB	
Note: EB = eastbound; WB = westbound					

Structures

There is one structure, as shown in *Table 3.41*.

Table 3.41 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
DesPlaines River	016-0501	Fullerton Woods	N/A	78'	SRA over
Note: N/A= Not Applicable					

Transit

Pace Route #318 and CTA Route #72 bus services meet at about Illinois Route 43 (Harlem Avenue). There is a transfer stop with a station.

The Pace Routes link the segment with other transit facilities:

- the #305 crosses at Thatcher Avenue and travels south to the CTA Harlem, DesPlaines and Laramie rail stations before reaching Morton College;
- the #307 travels Illinois 43 (Harlem Avenue) on its route between 63rd Street and Grand Avenue via the Metra Milwaukee West line Mont Clare station, and the CTA Harlem stations on both the Halsted and Congress lines; and
- the #311 travels Oak Park Avenue similarly linking rail stations between North Avenue and the Metra Burlington Northern line in Berwyn.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

The CTA Routes also provide regional transit linkages:

- the #86 crosses at Narragansett Avenue linking Irving Park Boulevard with the CTA rail Ridgeland station via the Galewood Metra Milwaukee West line station; and
- the #91 crosses at Austin Avenue linking Illinois Route 38 (Roosevelt Road) and Irving Park Boulevard via the Austin Avenue CTA rail stations.

Other Characteristics

A majority of the cross streets are offset.

3.9.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include a floodplain, wetlands and sensitive land uses, and are shown in Route Map B-11.

Streams/Wetlands/Floodplains

The DesPlaines River and its wetlands are a 300-foot wide part of the Fullerton Woods East frontage west of Thatcher Avenue.

Sensitive Land Uses

There are three churches on the south side of the segment: at the south east corner of the intersection with Lathrop Avenue, east of Oak Park Avenue, and at the southwest corner of the intersection with Ridgeland Avenue.

Fullerton Woods East Forest Preserve adjoins the northern edge of the right-of-way between 1st Avenue and Thatcher Avenue, and a portion of Thatcher Woods adjoins the southern edge of the right-of-way at the DesPlaines River.

3.9.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Map C-11.

Jurisdiction

The segment travels through the Villages of Elmwood Park, River Forest and Oak Park, and the City of and Chicago. Elmwood Park borders the segment on the north side between Thatcher Avenue and Illinois Route 43 (Harlem Avenue); River Forest is on the south side of the right-of-way. Between Illinois Route 43 (Harlem Avenue) and Austin Avenue, Oak Park has jurisdiction to the south of the right-of-way, and the City of Chicago has jurisdiction to the north.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

Type and Intensity of Development

Commercial development is the predominant land use fronting the segment. Abutting the commercial development to the north and south almost all land is devoted to residential development. Multi-family residential uses front the segment east of Thatcher Avenue. Additionally, commercial development extends north and south along Illinois Route 43 (Harlem Avenue).

Development Access and Setback

There is little direct access to development on this segment. Cross streets provide space for on-street parking, entrances to off-street parking lots and access to alleys which service residential garages. There are some curb cuts serving off-street parking lots.

Most buildings fronting the segment are not set back from the right-of-way line.

Future Development

This segment is an intensely developed urban area. There are no vacant parcels large enough to accommodate significant future development. The last remaining developable parcel was at the intersection with Ridgeland Avenue. The parcel is now being developed as a shopping center. According to municipal records as of August, 1990, this is the only development planned for the segment.

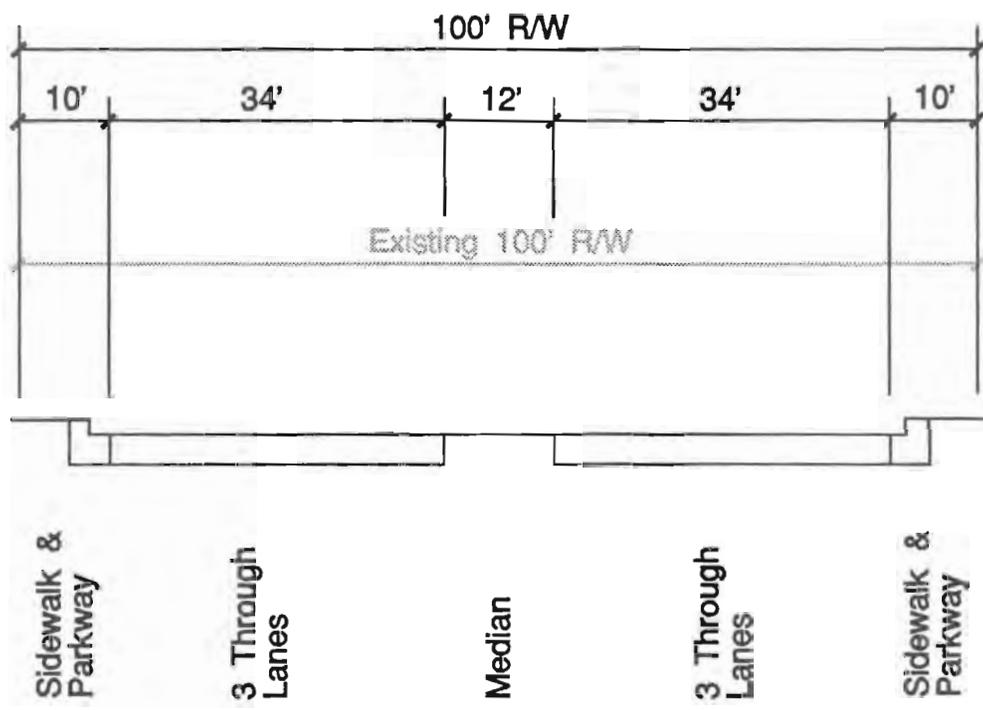
3.9.5 RECOMMENDED IMPROVEMENTS

The full extent of recommended improvements is designed to meet the projected year 2010 travel demand along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, structures, traffic signalization, parking and loading, access, transit and other improvements. Right-of-way requirements, potential environmental impacts and construction/right-of-way cost estimates are also provided in this section. Recommended improvements are shown on Route Map D-11.

Ultimate Improvements

Roadway

It is recommended that the ultimate roadway section between 1st Avenue and Illinois Route 43 (Harlem Avenue) consist of six through lanes and a 12-foot median. This configuration can be accommodated within the existing 100 foot right-of-way, if certain areas are reconstructed to provide a 12-foot curb lane in place of the on-street parking. On-street parking between Thatcher Avenue and Illinois Route 43 (Harlem Avenue) could be relocated to one or more of the vacant parcels shown on Route Map D-11. The recommended ultimate roadway section between 1st Avenue and Illinois Route 43 (Harlem Avenue) is shown on *Figure 3.24*.



Section M-M
 Recommended Roadway Typical Section
 1st Avenue to
 Illinois Route 64 (Cook County) Illinois Route 43 (Harlem Avenue)

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

It is recommended that during peak hour travel periods the ultimate roadway section between Illinois Route 43 (Harlem Avenue) and Austin Avenue consist of six through lanes and a 12-foot median. During off-peak periods, the curb lane could be used for parking leaving four through lanes and a 12-foot median. New facilities needed to accommodate parking spaces now available on the street should be developed in quantities and locations sufficient to insure peak hour access to the businesses they serve. Route Map D-11 displays certain vacant parcels which could be sites for off-street parking facilities. Wherever feasible it is recommended the existing roadway be widened by two to four feet to provide a 12-foot curb lane. The recommended ultimate roadway cross-section between Illinois Route 43 (Harlem Avenue) and Austin Avenue is shown in *Figure 3.25*.

Results of the capacity analysis for Segment 9 are given in *Table 3.42*.

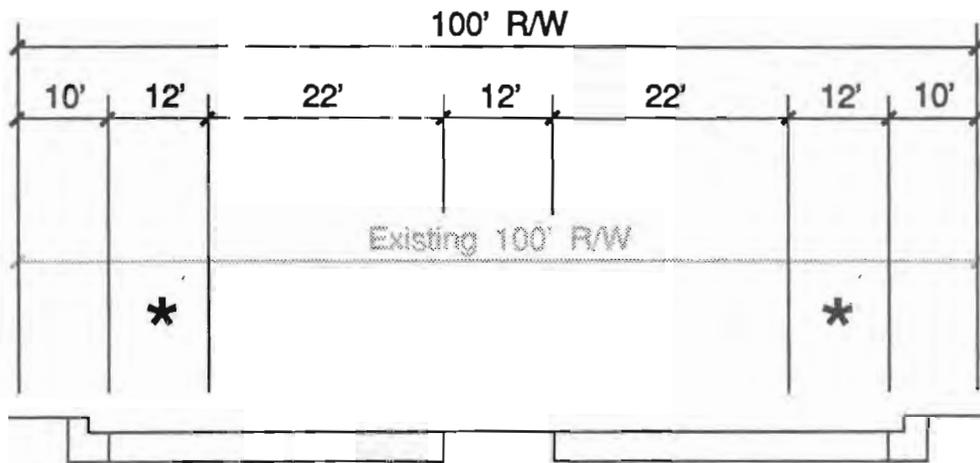
Table 3.42 Capacity Analysis for Segment 9 - Illinois Route 64 (Cook County)					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
1st Avenue to Thatcher Avenue	> 50,000	6 *	51,000	D	Yes
Thatcher Avenue to Austin Avenue	40 to 50,000	4	31,000	D	No
		6 ^{*(2)}	47,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic ⁽²⁾ Harlem to Austin: 6 lanes in peak hours; 4 lanes in off-peak					
* - Indicates recommended number of through lanes for this segment.					

Intersections

The recommended roadway operation for peak and off-peak travel periods at the intersection of Illinois Route 64 (North Avenue) and Illinois Route 43 (Harlem Avenue) is shown in Detail 13.

It is recommended that five local streets on the south side of Illinois Route 64 between Thatcher Avenue and Illinois Route 43 (Harlem Avenue) be closed to Illinois Route 64, subject to a satisfactory traffic impact analysis.

Because Illinois Route 43 (Harlem Avenue) is an SRA route, the level of service was calculated for each intersection movement and for the total intersection. For Illinois Route 43 the AADT used was 19,000 and for Illinois Route 64 the AADT used was 47,000 vehicles. The resulting levels of service are shown in *Table 3.43*.



Sidewalk	3 Through Lanes (Peak)	2 Through Lanes (Off Peak)	Median	2 Through Lanes (Off Peak)	3 Through Lanes (Peak)	Sidewalk
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* Peak Hour Parking Restrictions

Section N-N
Recommended Roadway Typical Section
 Illinois Route 43 (Harlem Avenue)
 to Austin Avenue

Illinois Route 64 (Cook County)

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.25

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

Table 3.43 Illinois Route 64/Illinois Route 43 (Harlem Avenue) Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through and right turn	C
Illinois Route 64 westbound	left turn	C
Illinois Route 64 westbound	through	D
Illinois Route 43 northbound	left turn	D
Illinois Route 43 northbound	through	B
Illinois Route 43 northbound	through and right turn	B
Illinois Route 43 southbound	left turn	B
Illinois Route 43 southbound	through and right turn	D
Total Intersection		D

Traffic Signalization

It is recommended that SRA traffic signal warrant criteria be reviewed at the existing traffic signal at the shopping center east of 1st Avenue. If this signal is found to be unwarranted, consideration should be given to its removal.

No additional traffic signals are recommended.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. Because there is limited right-of-way and development in close proximity to the right-of-way, bus turnout areas are not feasible at most intersections. However, shelters and other amenities should be provided as recommended in the Pace Development Guidelines.

Low-Cost Improvements

Traffic Signalization

It is recommended that the existing traffic signals at Oak Park Avenue, Columbian Avenue, Narragansett Avenue, Ridgeland Avenue and Austin Avenue be interconnected into a signal system. As synchronized systems are developed on intersecting SRAs, such as Illinois Route 43 (Harlem Avenue), integration of the Illinois Route 64 system into an overall network is recommended.

Intersections

It is recommended that the current left-turn restrictions from Illinois Route 64 (North Avenue) at Columbian/Natoma Avenue, Narragansett Avenue and Ridgeland Avenue be maintained.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

Parking and Loading

Between Thatcher Avenue and Illinois Route 43 (Harlem Avenue) all on-street parking should be relocated as new off-street parking facilities are provided, to allow for the ultimate recommended roadway section. On-street loading activities should be permanently prohibited. Alleyways provide public access to the rear of commercial establishments. These alleyways should be improved to provide loading areas and, wherever possible, to allow for additional parking.

Access Management

It is recommended that no additional curb cuts providing access to the segment be permitted. It is recommended that, as parcels are redeveloped, access is limited to a maximum of one curb cut for each property or 500 feet, whichever is the greater distance. Wherever possible in areas of existing development access should be consolidated via mutual access easements between adjacent parking lots.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the River Forest and Oak Park stations of the Chicago & North Western West line, and at the Elmwood Park, Mont Clare, Mars and Galewood stations of the Milwaukee District West line. This signage should indicate distance and direction to the stations.

Close to Narragansett Avenue and Illinois Route 64 (North Avenue), there is a turnaround which serves both Pace and CTA buses. This facility should be improved for passengers as well as for traffic flow. Acquisition of the snack shop on the northeast corner of the intersection would permit a redesign of the offset intersection and improved signalization, and would facilitate bus movements into and out of the turnaround. The new facility could be attractively designed and offer comfortable, sheltered waiting facilities for people transferring from city to suburban buses.

3.9.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required for the implementation of either the ultimate or low-cost improvements.

3.9.7 POTENTIAL ENVIRONMENTAL CONCERNS

Because no change is proposed in character of the existing roadway, the impact of recommended improvements on the natural environment is not expected to be significant. Relocation of parking, particularly is likely to be perceived by some business owners along the route as having a negative impact on the ease of access to their establishments. Results of research into similar relocations should be consulted and used to develop mitigation strategies including relocation.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - 1st Avenue to Austin Avenue**

3.9.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to SRA Segment 9 of Illinois Route 64 (North Avenue) is shown in *Table 3.44*.

Table 3.44 Construction Cost Estimates for Segment 9 - Illinois Route 64 (Cook County)	
Improvement	Estimated Cost
Ultimate	
Resurfacing	\$3,300,000
Transit	\$100,000
Total Estimated Cost for Ultimate Improvements	\$3,400,000
Low-Cost	
Signal Interconnection	\$500,000
Transit	\$100,000
Total Estimated Cost for Low-Cost Improvements	\$600,000
Total Estimated Cost for All Improvements	\$4,000,000

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

3.10 SRA SEGMENT 10: AUSTIN AVENUE TO WESTERN AVENUE

3.10.1 LOCATION

Segment 10 extends from Austin Avenue on the west to Western Avenue, a distance of approximately 4.5 miles. (See *Figure 3.26*.) The entire segment is located in the City of Chicago.

3.10.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 10 are shown on Route Maps A-11 and A-12.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes were obtained from the 1990 Cook County Traffic Map. The volumes are 25,100 vehicles at Illinois Route 50 (Cicero Avenue) and 24,300 vehicles at Western Avenue.

Right-of-Way

The existing right-of-way width is 100 feet.

Pavement Width and Number of Lanes

The roadway configuration provides four through lanes (two in each direction) along the entire segment. The through lanes as well as on-street parking lanes are accommodated within a paved roadway 66 feet wide. The roadway is separated by either double-yellow pavement markings or a mountable median that is eight to 12 feet wide. There is curb-and-gutter.

Traffic Signals

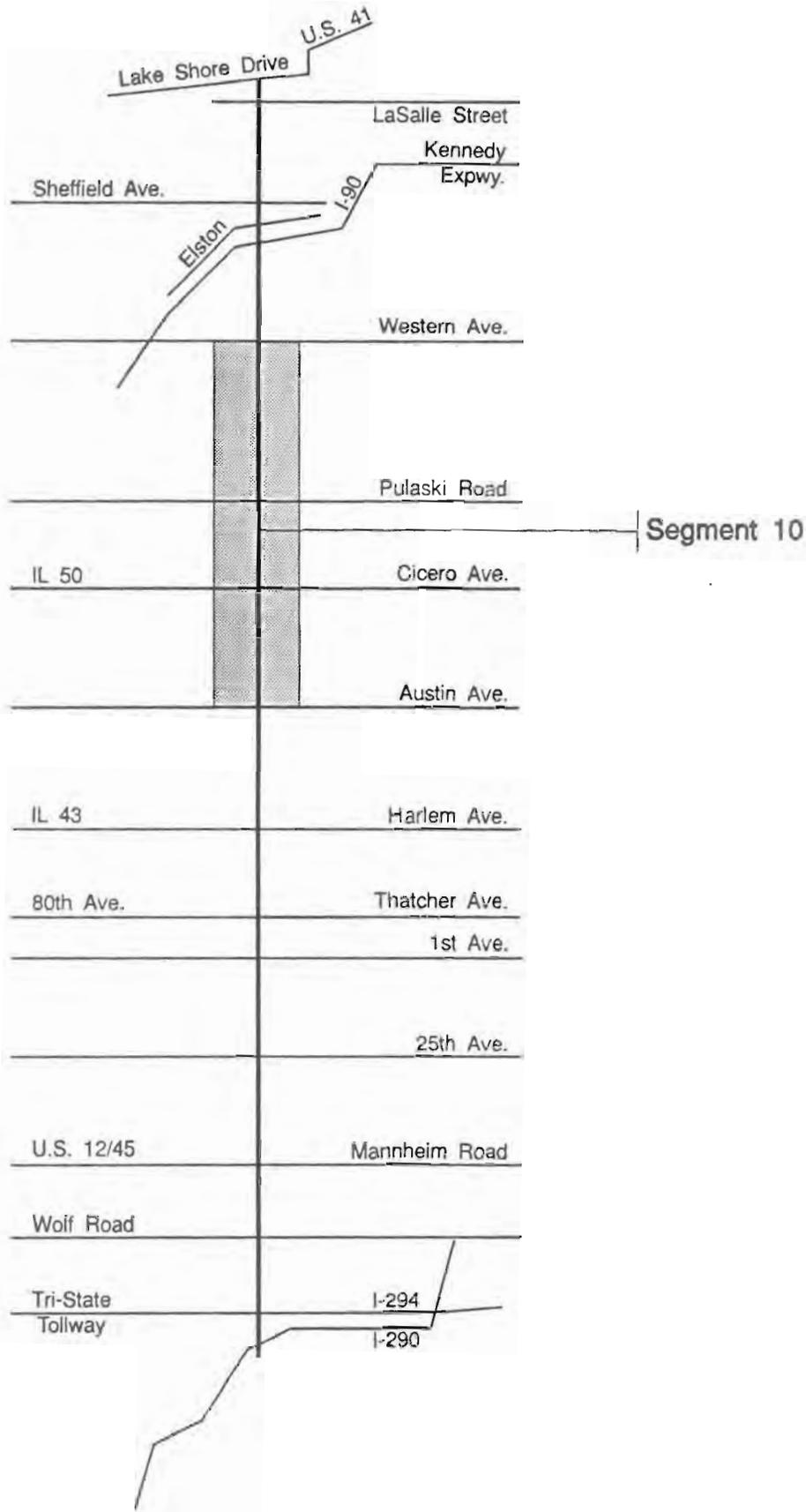
There are 20 signalized intersections. These intersections are listed from west to east in *Table 3.45*.

Parking, Sidewalks, and Frontage Roads

On-street parking and sidewalks exist along both sides of the route for the length of the segment. There are no frontage roads. There is a system of alleyways that parallels the right-of-way along both sides of the roadway for almost the entire length of the segment.

Structures

There are three structures in this segment, as shown in *Table 3.46*.



Location Map
Figure 3.26

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

Table 3.45 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Menard Avenue	2	2	NO	NO	
Central Avenue	2	2	YES	WB	
Long Avenue	2	2	EB	NO	
Laramie Avenue	2	2	YES	NO	
LeClaire Avenue	2	2	NO	NO	
Illinois 50 (Cicero Ave.)	2	2	YES	NO	
Kostner Avenue	2	2	WB	NO	
Grand Avenue	2	2	NO	NO	
Lowell Avenue	2	2	NO	NO	
Keeler Avenue	2	2	WB	NO	
Pulaski Road	2	2	YES	NO	
Hamlin Avenue	2	2	WB	NO	
Lawndale Avenue	2	2	WB	NO	
Central Park Avenue	2	2	WB	NO	
Kimball Avenue	2	2	WB	NO	
Kedzie Avenue	2	2	YES	NO	
Humboldt Boulevard	2	2	YES	NO	
California Avenue	2	2	EB	NO	
Rockwell Avenue	2	2	EB	NO	
Western Avenue	2	2	YES	NO	
Note: EB = eastbound; WB = westbound					

Table 3.46 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
CMSTP&P RR	016-0625	E. of Cicero Ave.	13'-8"	—	SRA under
C&NW RR	016-0626	E. of Cicero Ave.	13'-8"	—	SRA under
CMSTP&P RR	016-0627	E. of Hamlin Ave.	13'-2"	—	SRA under

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

Transit

CTA bus route #72 provides service along this entire segment and intersects other CTA routes at:

- Austin - Route #91
- Central - Route #85
- Laramie - Route #57
- Cicero - Route #54
- Pulaski - Route #53
- Homan - Route #82
- California - Route #52
- Western - Route #49

The Metra Milwaukee District West and North lines cross Illinois Route 64 east of Pulaski Road. There are peak period stations at Hanson Park, Cragin and Hermosa on the Milwaukee District West line just north of Illinois Route 64. Also the CTA O'Hare line Western station is just north of Illinois Route 64.

Other Characteristics

The intersection of with Kostner Avenue, Grand Avenue, and Lowell Avenue is triangular.

Between Austin Avenue and Kedzie Avenue most of the intersecting cross streets are offset from one another.

Almost all development on the segment is served by alleys parallel to both sides of the right-of-way.

3.10.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 10 include historic structures and sensitive land uses. They are shown on Route Maps B-11 and B-12.

Historical Significance

The Lions Club Building located on the north side of the route east of Lowell Avenue is listed in the Inventory of Historic Structures.

Sensitive Land Uses

Humboldt Park abuts the south side of the route between Kedzie Avenue and California Avenue, and there is a Chicago branch library west of Central Avenue. There are churches on the south side of the route west of Central Park Avenue and between Laramie Avenue and Illinois Route 50 (Cicero Avenue); and on the north side of the route at Humboldt Park.

3.10.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Maps C-11 and C-12.

Jurisdiction

This segment is entirely within the city limits of Chicago.

Type and Intensity of Development

Commercial development is the prevailing land use that abuts the segment. Abutting the commercial development to the north and south is residential development. Industrial uses are at the Chicago & North Western Railroad and the Soo Line Railroad, and also in an area approximately one-quarter mile north of the route between Central Avenue and Kedzie Avenue along the Soo Line Railroad.

Development Access and Setback

There is little direct access to development on this segment. Cross streets provide space for on-street parking, entrances to off-street parking lots and access to alleys which service residential garages. There are some curb cuts serving off-street parking lots.

Buildings fronting this segment are rarely set back from the right-of-way line.

Future Development

Most of the land on this segment is developed. A shopping center is planned at the southwest corner of the intersection with Illinois Route 50 (Cicero Avenue). According to municipal records as of August, 1990, this is the only development planned for the segment.

3.10.5 RECOMMENDED IMPROVEMENTS

The full extent of recommended improvements is designed to meet the projected year 2010 travel demand along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structural, parking and access, transit and other improvements. Right-of-way requirements, potential environmental impacts and construction/right-of-way cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-11 and D-12.

Ultimate Improvements

Roadway

It is recommended that during peak hour travel periods the ultimate roadway section throughout Segment 10 consist of six through lanes plus a 12-foot wide median. During off-

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

peak periods, the curb lane could be used for parking leaving four through lanes plus a 12-foot wide median. New facilities needed to accommodate parking spaces now available on the street should be developed in quantities and locations sufficient to insure peak hour access to the businesses they serve. Route Maps D-11 and D-12 display certain vacant parcels which could be sites for off-street parking facilities. Wherever feasible it is recommended that the existing roadway be widened by two to four feet to provide a 12-foot curb lane. The recommended ultimate roadway section between Austin Avenue and Western Avenue is shown in *Figure 3.27*.

Results of the capacity analysis for Segment 10 are given in *Table 3.47*.

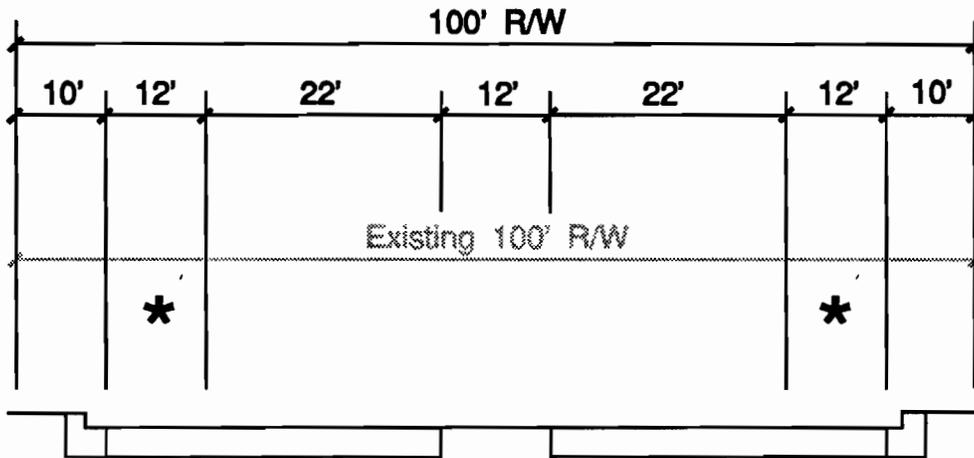
Table 3.47 Capacity Analysis for Segment 10 - Illinois Route 64 (Cook County)					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Austin Avenue to Illinois 50	40 to 50,000	4	30,000	D	No
		6 *	46,000	D	Yes
Illinois 50 to Pulaski Road	30 to 40,000	4	34,000	D	No
		6 *	51,000	D	Yes
Pulaski Road to Western Avenue	30 to 50,000	4	31,000	D	No
		6 *	47,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

It is recommended that a separate eastbound right-turn lane from North Avenue at Illinois Route 50 (Cicero Avenue) be constructed, as shown in Detail 14.

It is recommended that left-turns from North Avenue onto Grand Avenue be prohibited.

The peak and off-peak travel period operations along North Avenue at the intersection with Western Avenue are shown on Detail 15. During peak-hour operations, the curb eastbound through lane on North Avenue should become an exclusive right-turn lane only at Western Avenue.



Sidewalk 3 Through Lanes (Peak) 2 Through Lanes (Off Peak) Median 2 Through Lanes (Off Peak) 3 Through Lanes (Peak) Sidewalk

* Peak Hour Parking Restrictions

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

Because Illinois Route 50 (Cicero Avenue) and Western Avenue are intersecting SRA routes, the level of service for each intersection movement and for the total intersection was calculated at both locations. The capacity for these SRA route to SRA route intersections was based on the year 2010 projected AADT volumes. The AADT volumes used in each calculation were 46,000 vehicles on Illinois Route 64 at Illinois Route 50, 27,000 vehicles on Illinois Route 50, 31,000 vehicles on Illinois Route 64 at Western Avenue, and 29,000 vehicles on Western Avenue. The resulting levels of service are shown in *Tables 3.48 and 3.49*.

Table 3.48 Illinois Route 64/Illinois Route 50 (Cicero Avenue) Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	B
Illinois Route 64 westbound	left turn	B
Illinois Route 64 westbound	through and right turn	D
Illinois Route 50 northbound	left turn	B
Illinois Route 50 northbound	through	D
Illinois Route 50 northbound	right turn	A
Illinois Route 50 southbound	left turn	B
Illinois Route 50 southbound	through and right turn	D
Total Intersection		D

Table 3.49 Illinois Route 64/Western Avenue Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 westbound	right turn	B
Illinois Route 64 westbound	left turn	C
Illinois Route 64 westbound	through and right turn	D
Western Avenue northbound	left turn	D
Western Avenue northbound	through and right turn	D
Western Avenue southbound	left turn	C
Western Avenue southbound	through and right turn	B
Total Intersection		D

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

Traffic Signalization

No additional traffic signals are recommended; and it is recommended that no existing traffic signals be removed.

Structures

The three existing railroad structure overpasses in Segment 10 (SN 016-0625, SN 016-0626 and SN 016-0627) will require modification or reconstruction to accommodate the recommended six lane plus existing 10-12 foot median peak-hour roadway section. When modified or reconstructed, it is recommended that a vertical clearance of 14 feet six inches be provided.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. Because there is limited right-of-way and development in close proximity to the right-of-way, bus turnout areas are not feasible in this route segment. However, shelters and other amenities should be provided as recommended in the [Pace Development Guidelines](#).

Construction of the proposed inner circumferential rapid transit facility would create a convergence of several modes and routes of mass transit near the Illinois Route 50 (Cicero Avenue) intersection. Existing facilities include the Metra Milwaukee - West line and CTA bus routes #65, #54, #57 and #72. Because the area is now being redeveloped, it is suggested that a future project as a joint venture with private development could be considered to acquire and adaptively reuse an existing industrial property as a transportation center. Such a center would offer commuter related convenience commercial in addition to providing an intermodal transfer point.

Low-Cost Improvements

Traffic Signalization

It is recommended that all existing traffic signals in Segment 10 be interconnected into a signal system as an extension of the signal system recommended for Segment 9.

Parking and Loading

On-street loading activities should be permanently prohibited. Alleyways provide public access to the rear of commercial establishments. These alleyways should be improved to provide loading areas and, wherever possible, to allow for additional parking.

Access Management

It is recommended that no additional curb cuts providing access to the segment be permitted. It is recommended that, as parcels are redeveloped, access is limited to a

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue**

maximum of one curb cut for each property or 500 feet, whichever is the greater distance. Wherever possible in areas of existing development access should be consolidated via mutual access easements between adjacent parking lots.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Hanson Park, Cragin and Hermosa stations of the Milwaukee District West line. This signage should indicate distance and direction to the stations.

3.10.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The additional right-of-way required for the recommended eastbound right-turn lane at Illinois Route 50 (Cicero Avenue) is shown in Detail 14. Use of right-of-way may be required for railroad detours during the reconstruction of rail overpasses. No other additional right-of-way is expected to be required.

3.10.7 POTENTIAL ENVIRONMENTAL CONCERNS

Because no change in the character of the existing roadway is proposed and little additional right-of-way is to be acquired, the impact of recommended improvements is not expected to be significant.

Relocation of parking in peak periods is likely to be perceived by some business owners along the route as having a negative impact on the ease of access to their establishments. Results of research into similar relocations should be consulted and used to develop mitigation strategies.

3.10.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to SRA Segment 10 of Illinois Route 64 (North Avenue) is shown in *Table 3.50*.

Costs associated with the inner circumferential rapid transit facility are not included in the cost estimate. This is a complementary, but separate, project from the SRA improvements, and requires further analysis beyond the scope of this study to identify future costs.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Austin Avenue to Western Avenue

Table 3.50	
Construction Cost Estimates for Segment 10 - Illinois Route 64 (Cook County)	
Improvement	Estimated Cost
Ultimate	
Resurfacing	\$4,900,000
Structure Modification	\$2,500,000
Transit	\$200,000
Right-of-way Acquisition	\$100,000
Total Estimated Cost for Ultimate Improvements	\$7,700,000
Low-Cost	
Signal Interconnection	\$900,000
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$920,000
Total Estimated Cost for All Improvements	\$8,620,000

3.11 SRA SEGMENT 11: WESTERN AVENUE TO LASALLE STREET

3.11.1 LOCATION

Segment 11 extends from Western Avenue on the west to LaSalle Street on the east, a distance of approximately 2.75 miles. (See *Figure 3.28*.) This entire segment is located in the City of Chicago.

3.11.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 11 are shown on Route Map A-13.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes were obtained from the 1990 Cook County Traffic Map. Volumes on this segment are 22,800 vehicles at Ashland Avenue and 33,600 vehicles between Interstate 90/94 (Kennedy Expressway) and Clybourn Avenue.

Right-of-Way

Between Western Avenue and Orchard Street, the existing right-of-way width is 66 feet. Between Orchard Street and LaSalle Street, the existing right-of-way is 100 feet.

Pavement Width and Number of Lanes

The 48-foot wide paved roadway includes two through lanes (one in each direction) west of Larrabee Street as well as on-street parking. The roadway is separated by single-dashed yellow pavement markings. There is curb-and-gutter.

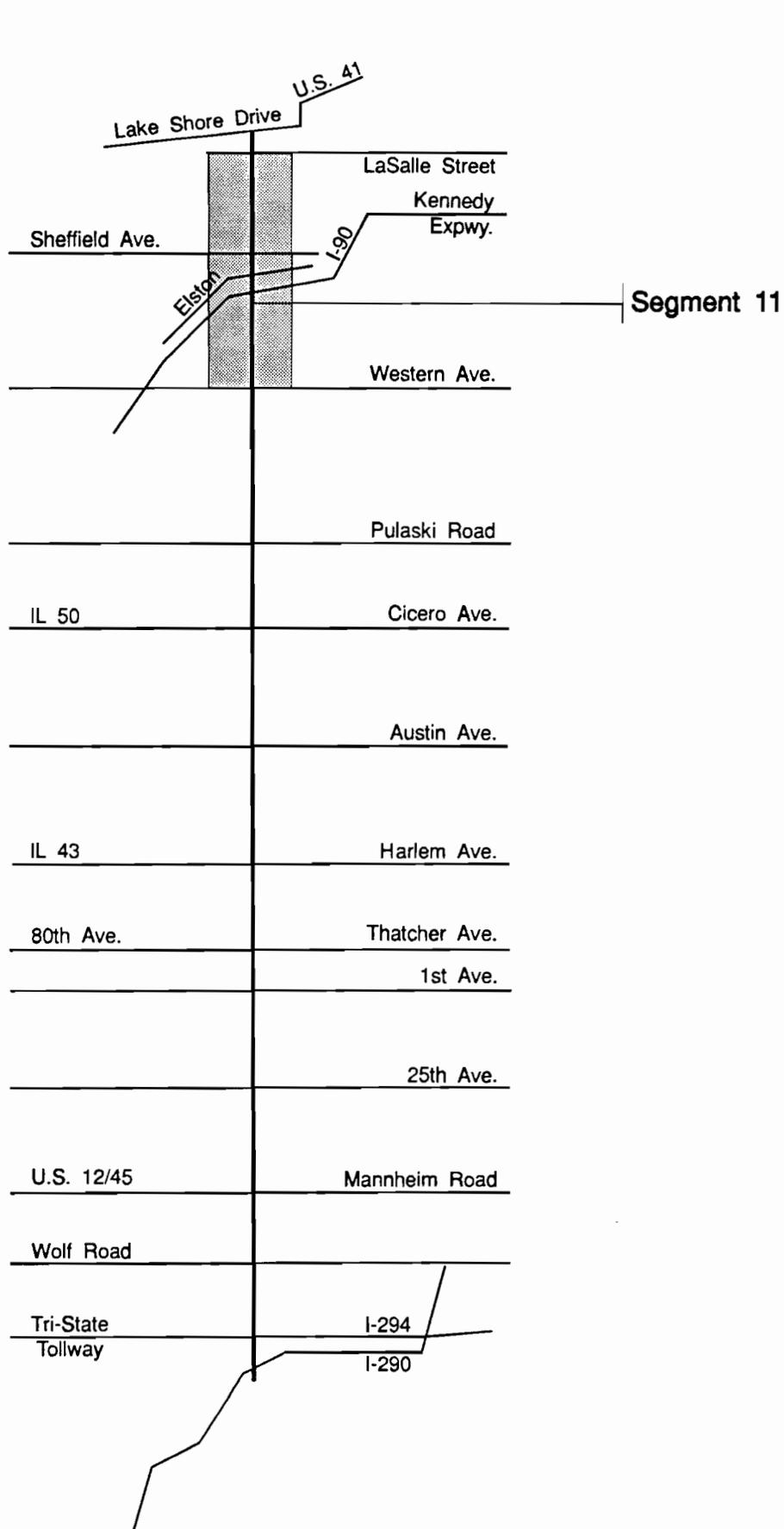
East of Larrabee Street, the roadway is 64 feet wide with four through lanes (two in each direction); this also accommodates on-street parking lanes east of Wieland Avenue. The roadway is divided by a landscaped median which varies between two- and eight-feet wide. There is curb-and-gutter.

Traffic Signals

There are 15 signalized intersections. They are listed from west to east in *Table 3.51*.

Parking, Sidewalks, and Frontage Roads

Sidewalks exist along both sides of the roadway for the length of this entire route segment. There is on-street parking from Western Avenue to Halsted Street and from Wieland Avenue to LaSalle Street. Parking is prohibited between Western Avenue and Halsted Street for eastbound Illinois Route 64 between 7 and 9 a.m. (Monday through Friday) and for westbound Illinois Route 64 between 4 and 6 p.m. (Monday through Friday). There are no frontage roads. Most commercial establishments fronting the route are served by alleys parallel to the route.



Location Map
Figure 3.28

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street

Table 3.51					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Oakley Boulevard	1	1	NO	NO	
Leavitt Street	1	1	NO	NO	
Damen/Milwaukee Ave.	1	1	YES	NO	
Wood Street	1	1	NO	NO	
Ashland Avenue	1	1	YES	NO	
I-90/94 SB Ramp	1	1	WB	EB	right-turn lane is unstriped
I-90/94 NB Ramp	1	1	NO	NO	
Elston Avenue	1	1	YES	NO	
Sheffield Avenue	1	1	NO	NO	
Clybourn Avenue	1	1	NO	NO	
Halsted Street	1	1	YES	NO	
Ogden/Larabee Ave.	2	2	YES	WB	
Sedgwick Street	2	2	YES	NO	
Wells Street	2	2	YES	NO	
LaSalle Street	2	2	EB	NO	
Note: EB = eastbound; WB = westbound					

Structures

There are five structures in this segment. They are listed in *Table 3.52*.

Table 3.52					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
CTA O'Hare	016-9897	W. of Damen Ave.	—	—	SRA under
Interstate 90/94	016-0134	—————	12'-4"	134'	SRA under
C&NW RR	016-0628	E. of I-90/94	12'-4"	—	SRA under
Chicago River	016-6039	E. of I-90/94	N/A	36'	SRA over
CTA Ravenswd	016-9898	E. of Halsted St.	—	—	SRA under
Note: N/A=Not Applicable					

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street**

Transit

CTA bus route #72 provides service along this entire segment. Other CTA bus routes intersect Illinois Route 64 at:

- Damen Avenue - Route #50
- Ashland Avenue - Route #9
- Clybourn Avenue - Route #41
- Halsted Street - Route #8
- Sedgwick Street - Route #37
- LaSalle Street - Route #11 and Route #156

CTA bus route #33, which provides express service between the Chicago & North Western Clybourn Station and Michigan Avenue, operates on this segment of Illinois Route 64; however, there are no local stops made.

Three stations of the CTA rapid transit system are located on or near this segment of Illinois Route 64: The Damen station at Damen Avenue and Illinois Route 64, on the O'Hare line; the North/Clybourn station on the Howard line; and the Sedgwick station at Sedgwick Street south of Illinois Route 64 on the Ravenswood line.

Other Characteristics

There are three at-grade rail crossings. The Chicago & Northwestern Railroad crosses North Avenue near the intersection of Magnolia Street; the Milwaukee Road crosses North Avenue one-half mile west of Interstate 90/94 (Kennedy Expressway); and a second crossing of the Milwaukee Road one-half mile east of Interstate 90/94 (Kennedy Expressway).

There are three intersections of Illinois Route 64 with more than one other arterial street:

- A six-legged intersection with Milwaukee Avenue and Damen Avenue.
- A six-legged intersection with Clybourn Avenue and Dayton Street.
- A five-legged intersection with Ogden Avenue and Larrabee Street.

There is an interchange with Interstate 90/94 (Kennedy Expressway) east of Ashland Avenue.

3.11.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics include the Chicago River, historic structures and districts, and sensitive land uses. All are shown on Route Map B-13.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street**

Streams/Wetlands/Floodplains

The segment crosses the North Branch of the Chicago River east of Interstate 90/94 (Kennedy Expressway). At this point the river is approximately 200 feet wide.

Historical Significance

There are three historic structures and two historic districts. The Yondorf Block and Hall (a National Register property) is at the northeast corner of the intersection with Halsted Street. There is a commercial building on the north side of the route between Halsted Street and Larrabee Street listed in the Illinois Historic Structures Survey. The CTA elevated transit station at the southwest corner of the intersection with Sedgwick Street is also included in the Illinois Historic Structures Survey.

The Wicker Park Historic District begins at Bell Avenue and extends to one-half block east of Damen Avenue on the north side of Illinois Route 64 and to Wood Street on the south side. The Old Town Triangle Historic District extends north of the route between Mohawk Street and Clark Street. Both districts are listed in the National Register of Historic Places.

Sensitive Land Uses

Noise sensitive land uses on this segment include a church on the south side of the route between Western Avenue and Damen Avenue; Seton Medical Center on the south side of the route between Halsted Street and Larrabee Street; and St. Michael High School on the north side of the route west of Sedgwick Street.

3.11.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Map C-13.

Jurisdiction

Segment 11 is entirely within the Chicago city limits.

Type and Intensity of Development

Land use includes commercial, residential and industrial uses. Between Western Avenue and Interstate 90/94 (Kennedy Expressway), commercial development is the predominant land use fronting Illinois Route 64. To the immediate north and south of this development, land use is predominantly residential. Commercial development also extends from the route to the north and south along Western Avenue, Milwaukee Avenue, Damen Avenue and Ashland Avenue.

Industrial development begins about one-quarter mile north of Illinois Route 64 at the Soo Line Railroad between Western Avenue and Ashland Avenue and continues along the route between Interstate 90/94 (Kennedy Expressway) and Halsted Street.

ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street

From Halsted Street to LaSalle Street, residential development is the predominant land use on the north side, and commercial development is predominant on the south side. Flanking the commercial development is a mixture of residential and commercial uses to the south.

Development Access and Setback

There is little direct access to development on this segment. Cross streets provide space for on-street parking, entrances to off-street parking lots and access to alleys which service residential garages. There are some curb cuts serving off-street parking lots. Between Interstate 90/94 (Kennedy Expressway) and the Chicago River, cross streets serve as interior circulation for industrial development. Curb cuts serve off-street parking lots.

Buildings fronting the segment are most often not set back from the right-of-way line.

Future Development

There is virtually no vacant land. According to municipal records as of August, 1990, there are no plans for future development on this segment. Buildings are being renovated and restored, so it is likely that setbacks will remain the same during the planning period and beyond.

3.11.5 RECOMMENDED IMPROVEMENTS

The recommended improvements are designed to meet the projected year 2010 travel demand along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structural, parking and loading, access management, transit and other improvements. Right-of-way requirements, potential environmental impacts and construction/right-of-way cost estimates are also provided in this section. Recommended improvements are shown on Route Map D-13.

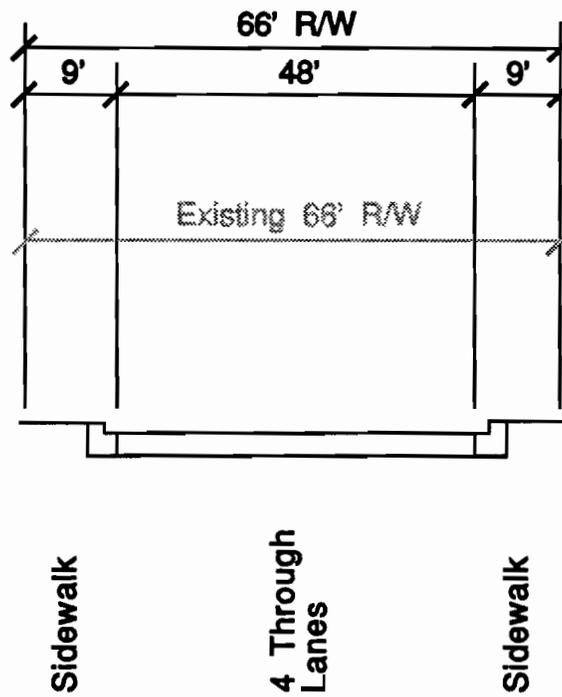
Ultimate Improvements

Roadway

It is recommended that the roadway section between Western Avenue and Orchard Street consist of four through lanes within the existing 66 foot right-of-way. (See *Figure 3.29*.) To implement this roadway section, the permanent relocation of all existing on-street parking will be required.

It is recommended that the roadway section between Orchard Street and LaSalle Street retain the existing configuration of four through lanes plus a 10- to 12-foot wide raised median, as well as on-street parking, within the existing 100 foot right-of-way. (See *Figure 3.30*.)

Results of the capacity analysis for Segment 11 are given in *Table 3.53*.

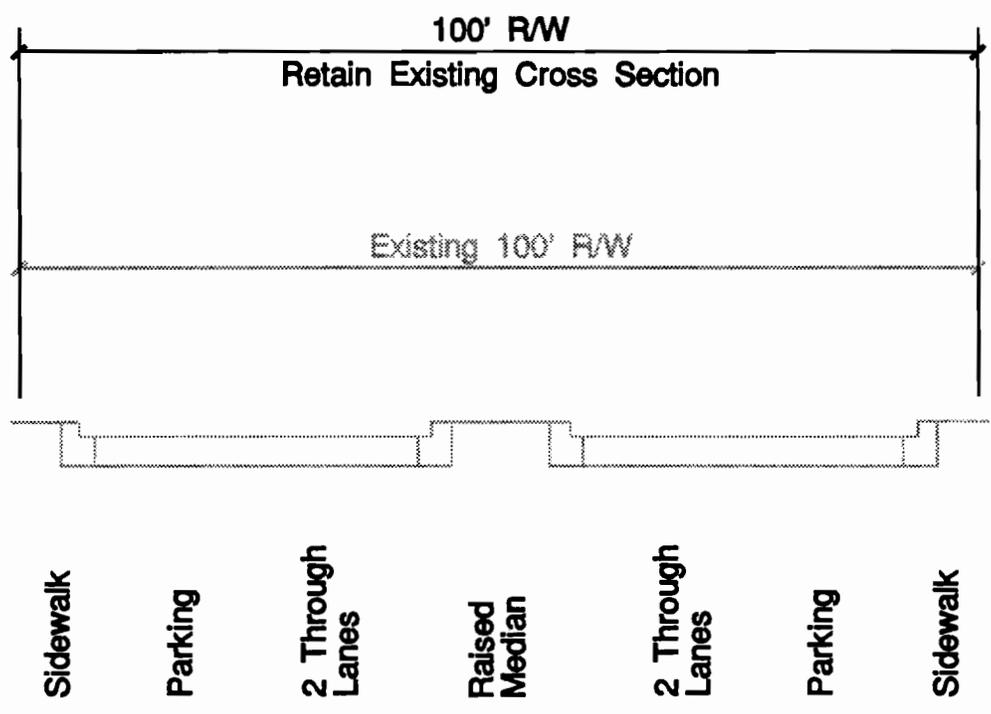


Section O-O

Recommended Roadway Typical Section

Illinois Route 64 (Cook County) Western Avenue to Orchard Street

prepared by Harland Bartholomew & Associates, Inc. Figure 3.29



Section P-P

Recommended Roadway Typical Section

Illinois Route 64 (Cook County) Orchard Street to LaSalle Street

prepared by Harland Bartholomew & Associates, Inc. Figure 3.30

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street**

Table 3.53 Capacity Analysis for Segment 11 - Illinois Route 64 (Cook County)					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Western Avenue to Sheffield Ave.	30 to 50,000	2	16,000	D	No
		4 *	33,000	D	No
Sheffield Avenue to LaSalle Street	30 to 40,000	4	27,000	D	No
		6 *	41,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

It is recommended that left-turns from North Avenue to cross streets between Western Avenue and Orchard Street be permitted only at signalized intersections.

It is recommended that the existing pavement on North Avenue at the interchange with Interstate 90/94 (Kennedy Expressway) be restriped to include two through lanes in each direction and separate left-turn lanes. This recommended arrangement is shown in Details 16 and 18.

Because LaSalle Street is an SRA route, the level of service was calculated for each intersection movement and for the total intersection at Illinois Route 64. For LaSalle Street the AADT used was 29,000 vehicles and for Illinois Route 64 the AADT used was 27,000 vehicles. The resulting levels of service are shown in *Table 3.54*.

Traffic Signalization

It is recommended that no existing traffic signals be removed or additional signals be constructed.

Structures

All of the structures in this segment except at Interstate 90/94 will require modification or reconstruction to accommodate the recommended roadway section of four through lanes. When North Avenue passes underneath a structure, a vertical clearance of 14'-6" should be provided.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street**

Table 3.54 Illinois Route 64/LaSalle Street Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	C
Illinois Route 64 eastbound	through	D
Illinois Route 64 westbound	right turn	B
Illinois Route 64 westbound	left turn	B
Illinois Route 64 westbound	through and right turn	D
LaSalle Street northbound	left turn	D
LaSalle Street northbound	through and right turn	D
LaSalle Street southbound	left turn	C
LaSalle Street southbound	through	C
LaSalle Street southbound	right turn	B
Total Intersection		D

Transit

Locations for future bus stops in this segment are recommended for all major intersections. Because there is limited right-of-way and development in close proximity to the right-of-way, bus turnout areas are not feasible in this route segment. However, shelters and other amenities should be provided as recommended in the Pace Development Guidelines.

Low-Cost Improvements

Traffic Signalization

It is recommended that all existing traffic signals be incorporated into a single system which extends west through Segments 9 and 10.

Parking and Loading

Between Western Avenue and Orchard Street, all on-street parking should be relocated to allow for the ultimate recommended roadway section. Possible locations for parking facilities are noted on Route Map D-13. On-street loading activities should be permanently prohibited. Alleys provide public access to the rear of commercial establishments. These alleys should be improved to provide loading areas and, wherever possible, to allow for additional parking.

**ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street**

Access Management

It is recommended that no additional curb cuts providing access to the segment be permitted. It is recommended that, as parcels are redeveloped, access is limited to a maximum of one curb cut for each property or 500 feet, whichever is the greater distance. Wherever possible in areas of existing development access should be consolidated via mutual access easements between adjacent parking lots.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for CTA rapid transit service at the Clybourn station of the Howard line, at the Sedgwick station of the Ravenswood line and at the Damen station of the Northwest/O'Hare line. This signage should indicate distance and direction to the stations.

3.11.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

Recommended improvements are suggested to be accomplished within the existing right-of-way. No additional right-of-way is needed.

3.11.7 POTENTIAL ENVIRONMENTAL CONCERNS

No significant change to the roadway is contemplated, so concerns relating to the natural environment are not expected to be raised for this segment of the roadway.

Relocation of parking, particularly at other than peak periods, is likely to be perceived by some business owners along the route as having a negative impact on the ease of access to their establishments. Results of research into similar relocations should be consulted and used to develop mitigation strategies.

3.11.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to SRA Segment 11 of Illinois Route 64 (North Avenue) is shown in *Table 3.55*.

*ILLINOIS ROUTE 64 (NORTH AVENUE)/COOK COUNTY
SECTION 3: Route Analysis - Western Avenue to LaSalle Street*

Table 3.55 Construction Cost Estimates for Segment 11 - Illinois Route 64 (Cook County)	
Improvement	Estimated Cost
Ultimate	
Resurfacing	\$2,900,000
Structure Modification	\$13,000,000
Transit	\$200,000
Total Estimated Cost for Ultimate Improvements	\$15,100,000
Low-Cost	
Signal Interconnection	\$500,000
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$520,000
Total Estimated Cost for All Improvements	\$16,620,000

3.12 SRA SEGMENT 12: LASALLE STREET TO LAKE SHORE DRIVE

3.12.1 LOCATION

Segment 12 serves as a connection between the North Avenue segments of Illinois Route 64 and Lake Shore Drive (U.S. Route 41) and is located on LaSalle Street and LaSalle Drive. This connection travels northward from North Avenue to Clark Street and passes through the southern end of Lincoln Park, a distance of one-half mile. (See *Figure 3.31*.) The entire segment is located within the City of Chicago.

3.12.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 12 are shown on Route Map A-13.

Traffic Volumes

An Average Annual Daily Traffic (AADT) volume of 20,700 vehicles for this segment is indicated on the 1986 Cook County Traffic Map.

Right-of-Way

The right-of-way width is 108 feet on LaSalle Street. There appears to be no dedicated right-of-way width for LaSalle Drive through Lincoln Park.

Pavement Width and Number of Lanes

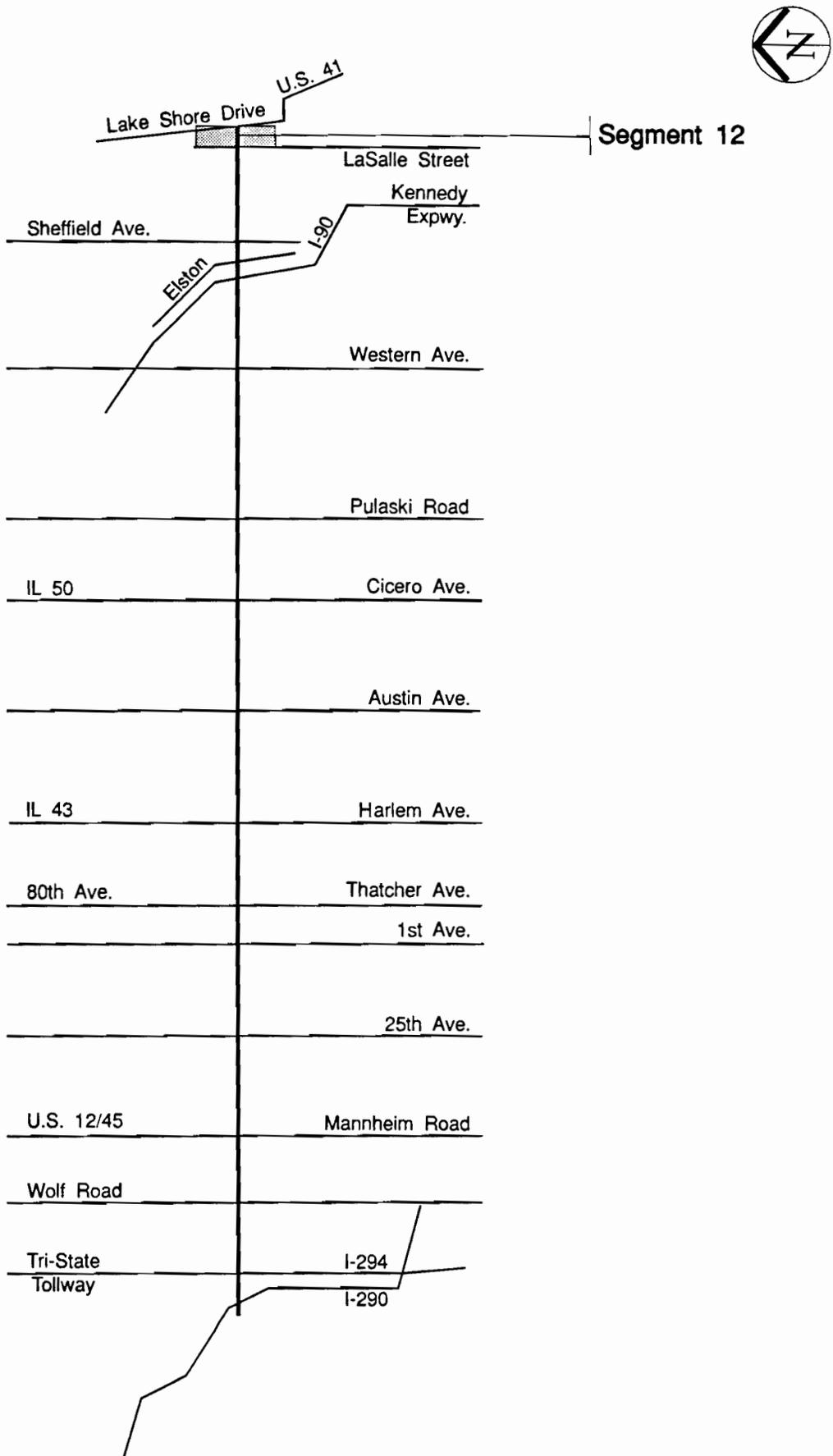
The roadway configuration along LaSalle Street includes four through lanes (two in each direction) separated by double-yellow pavement markings as well as on-street parking. Along LaSalle Drive the roadway expands to six through lanes separated by a two-foot wide raised concrete median until it meets with the west ramps for Lake Shore Drive. The paved roadway width along LaSalle Street is 76 feet and includes curb-and-gutter. Along LaSalle Drive, the paved roadway width is 94 feet from LaSalle Street to the west Lake Shore Drive ramps and decreases to 60 feet for the remainder of the route segment. There is curb-and-gutter.

Traffic Signals

There are five signalized intersections as shown in *Table 3.56*.

Parking, Sidewalks, and Frontage Roads

Both sides of the LaSalle Street portion of the segment allow on-street parking and are served by sidewalks. LaSalle Drive does not allow for parking or sidewalks. There are no frontage roads.



Location Map
Figure 3.31

**ILLINOIS ROUTE 64 (LASALLE STREET-LASALLE DRIVE)/COOK COUNTY
SECTION 3: Route Analysis - LaSalle Street to Lake Shore Drive (U.S. Route 41)**

Table 3.56 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
LaSalle Drive	3	3	NB	NO	
Clark Street	3	3	YES	NO	
Stockton Drive	3	3	EB	WB	T intersection
Lake Shore Dr SB Ramp	3	2	NO	EB	
Lake Shore Dr NB Ramp	3	2	YES	YES	
Note: EB = eastbound; WB = westbound; NB = northbound; SB = southbound					

Structures

There are three structures. They are listed in *Table 3.57*.

Table 3.57 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Pedestrian Upss	016-9704	Stockton Drive	N/A	95.6'	SRA over
Pedestrian Upss	016-6490	Stockton Drive	N/A	96'	SRA over
Lake Shore Drive	016-6189	—————	—————	100'	SRA under
Note: N/A=Information Not Available					

Transit

The CTA bus route #72 ends at North Avenue just east of Clark Street, departing Illinois Route 64 where the route follows LaSalle Street. During the peak periods routes #135 and #136 operate on LaSalle Street and LaSalle Drive to Lake Shore Drive. Route #135 links the Ravenswood CTA rail line at the Damen station, the Metra North Western north line Ravenswood station, and the Loop as far south as Jackson Street. Route #136 links the Howard line CTA Granville station and the Loop as far south as Jackson Street. Routes #22 and #36 cross the LaSalle Drive portion and serve the Loop via Clark Street and State Street respectively.

Other Characteristics

There is full directional interchange access between Lake Shore Drive and LaSalle Drive.

3.12.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 12 include historic structures and districts, and sensitive land uses. They are shown in Route Map B-13.

Historical Significance

On this segment there are four historic structures and a historical monument listed on the Inventory of Historic Structures and one historic district listed on the National Register of Historic Places. Two of the historic structures are the Moody Memorial Church and the Chicago Historical Society which are opposite one another northeast and northwest of the intersection of North Avenue and Clark Street. The other two are residences along the west side LaSalle Street. The Lincoln Memorial Statue is on LaSalle Drive. The Gold Coast Historic District extends south from North Avenue between Clark Street and Lake Shore Drive.

Sensitive Land Uses

Lincoln Park is adjacent to the route throughout the LaSalle Drive portion of the segment east of Clark Street.

3.12.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are displayed on Route Map C-13.

Jurisdiction

Segment 12 is located within the City of Chicago.

Type and Intensity of Development

From North Avenue to Clark Street, land use is a mixture of commercial and residential development.

Development Access and Setback

There is little direct access to development on this segment. Cross streets provide space for on-street parking, entrances to off-street parking lots and access to alleys which service residential garages.

Structures are not set back from the right-of-way line.

Future Development

There is virtually no vacant land. According to municipal records as of August, 1990, there are no plans for future development.

**ILLINOIS ROUTE 64 (LASALLE STREET-LASALLE DRIVE)/COOK COUNTY
SECTION 3: Route Analysis - LaSalle Street to Lake Shore Drive (U.S. Route 41)**

3.12.5 RECOMMENDED IMPROVEMENTS

The recommended improvements are designed to meet the projected year 2010 travel demand along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and Low-cost, and divided into those related to the roadway, intersections, traffic signalization, structural, parking, access management, transit and other improvements. Right-of-way requirements, potential environmental impacts and construction/right-of-way cost estimates are also provided in this section. Recommended improvements are shown on Route Map D-13.

Ultimate Improvements

Roadway

It is recommended that the roadway section retain the existing six through lanes plus existing median, as well as on-street parking, along LaSalle Street and LaSalle Drive as shown in *Figure 3.32*.

Results of the capacity analysis are given in *Table 3.58*.

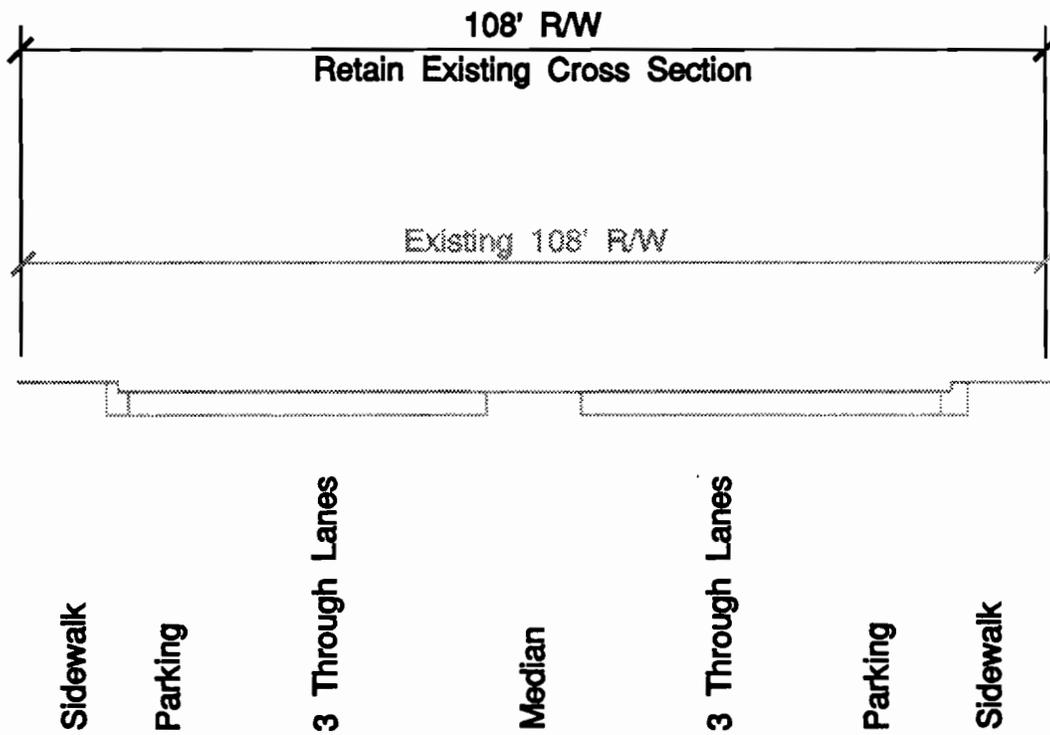
Table 3.58 Capacity Analysis for Segment 12 - Illinois 64 (Cook County)					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
LaSalle Street to Lake Shore Drive	> 50,000	4	29,000	D	No
		6 *	44,000	D	No
⁽¹⁾ Average Annual Daily Traffic					
* Recommended number of through traffic lanes					

Traffic Signalization

It is recommended that no existing traffic signals be removed or additional signals be constructed.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. Because there is limited right-of-way and development in close proximity to the right-of-way, bus turnout areas are not feasible in this route segment. However, shelters and other amenities should be provided as recommended in the Pace Development Guidelines.



Section Q-Q

Recommended Roadway Typical Section

Illinois Route 64 (Cook County) LaSalle Street to Lake Shore Drive

prepared by Harland Bartholomew & Associates, Inc. Figure 3.32

**ILLINOIS ROUTE 64 (LASALLE STREET-LASALLE DRIVE)/COOK COUNTY
SECTION 3: Route Analysis - LaSalle Street to Lake Shore Drive (U.S. Route 41)**

Low-Cost Improvements

Traffic Signalization

It is recommended that all traffic signals along LaSalle Street and LaSalle Drive be interconnected into a signal system.

Intersections

It is recommended that a separate right-turn lane for southbound LaSalle Street at North Avenue be implemented, as shown in Detail 17.

Parking

It will be necessary to establish permanent parking restrictions on southbound LaSalle Street to accommodate the recommended right-turn lane at North Avenue.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for CTA rapid transit service at the Sedgwick station of the Ravenswood line. This signage should indicate distance and direction to the station.

Other Improvements

Landscaping and other aesthetic enhancements should be considered for implementation on LaSalle Drive to fit in with the character and theme of Lincoln Park.

3.12.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way will be required.

3.12.7 POTENTIAL ENVIRONMENTAL CONCERNS

Relocation of parking, particularly at other than peak periods, is likely to be perceived by some business owners along the route as having a negative impact on the ease of access to their establishments. Suitable replacement parking near the establishments and outside of the right-of-way could be pursued. Results of research into similar relocations should be consulted and used to develop mitigation strategies.

3.12.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to SRA Segment 12 of Illinois Route 64 (LaSalle Street-LaSalle Drive) is shown in *Table 3.59*.

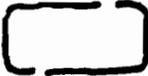
**ILLINOIS ROUTE 64 (LASALLE STREET-LASALLE DRIVE)/COOK COUNTY
SECTION 3: Route Analysis - LaSalle Street to Lake Shore Drive (U.S. Route 41)**

Improvement	Estimated Cost
Ultimate	
Resurfacing	\$600,000
Transit	\$100,000
Total Estimated Cost for Ultimate Improvements	\$700,000
Low-Cost	
Signal Interconnection	\$100,000
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$120,000
Total Estimated Cost for All Improvements	\$820,000

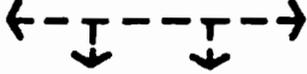
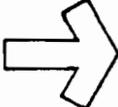
FACILITY CHARACTERISTICS

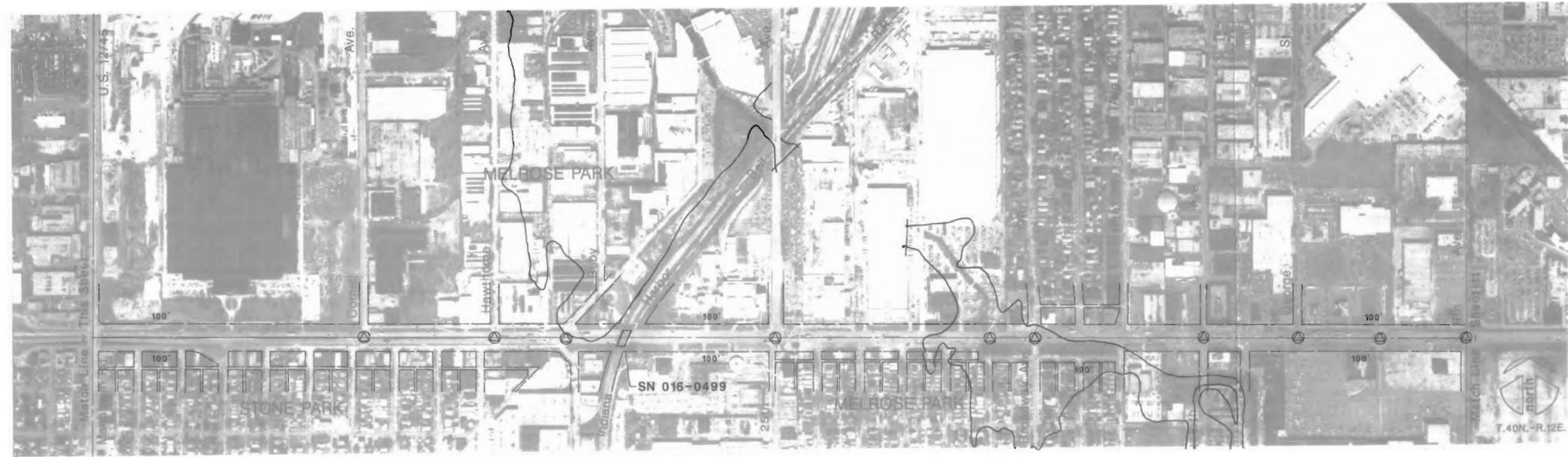
	Existing R/W
	Existing Signal
	Existing Structure
	Bus Stop
	Bus Shelter
	Taxi Stand

ENVIRONMENTAL CHARACTERISTICS

	Wetlands
	Floodplain
	Historic Site
	Sensitive Land Use

RECOMMENDED IMPROVEMENTS

	Proposed R/W
	Proposed Signal
	Modify Structure
	Consolidate Access
	Maintain Access
	Mid-Mile Collector



Illinois 64

prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION



Existing Facility Characteristics **SRA** Strategic Regional Arterial Planning Study

Route Map A-10



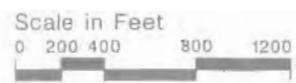
Illinois 64

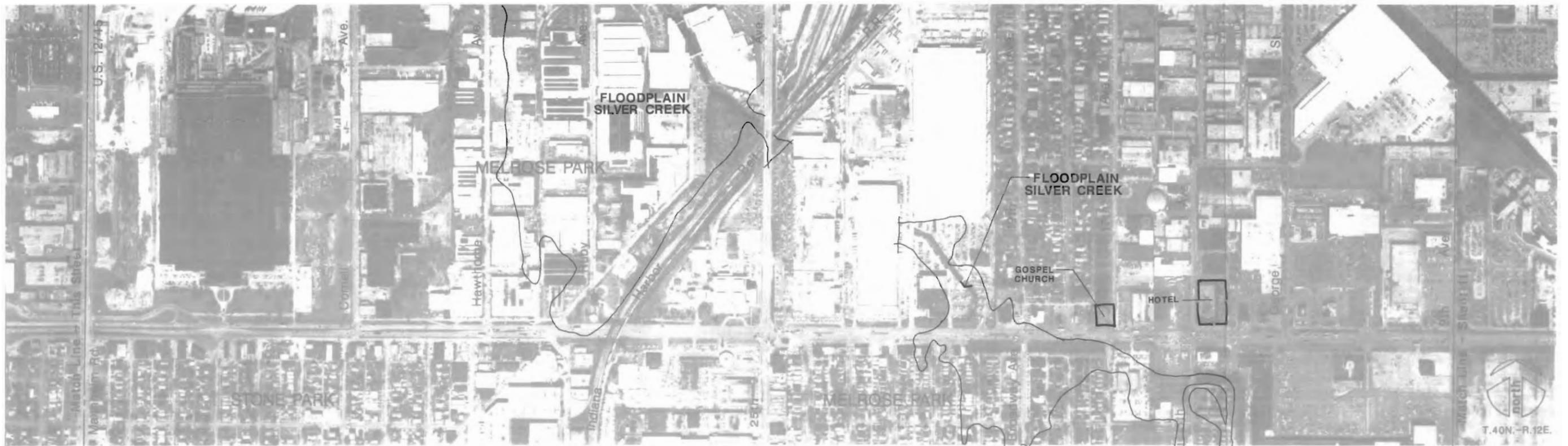




Illinois 64

Existing Facility Characteristics





Illinois 64

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ILLINOIS DEPARTMENT OF TRANSPORTATION



Environmental Characteristics



Route Map B-10



Illinois 64

Environmental Characteristics



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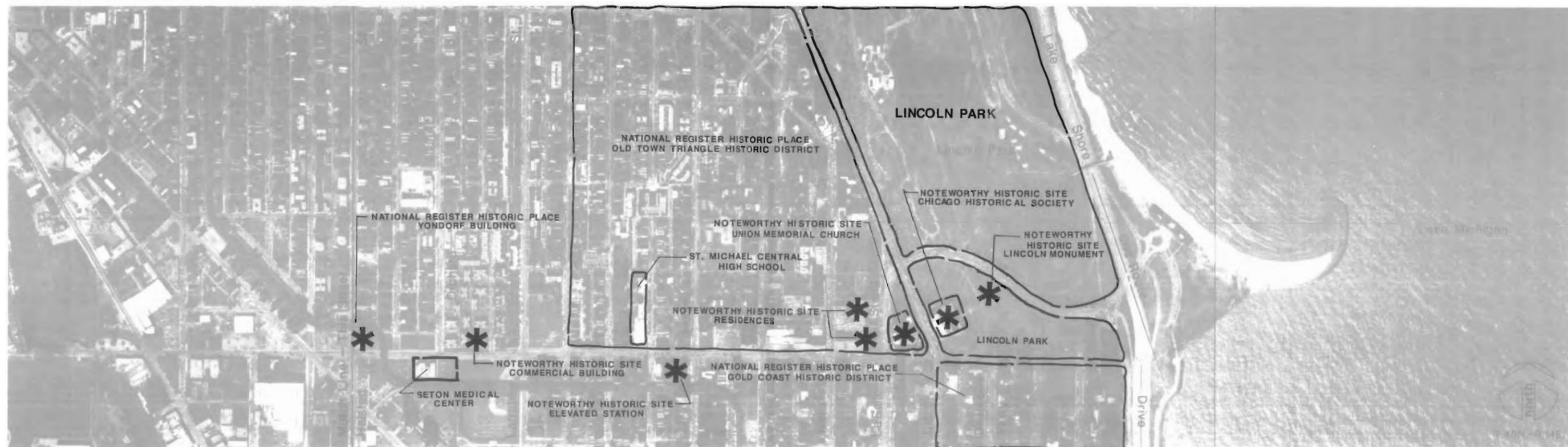
Illinois 64

Environmental Characteristics



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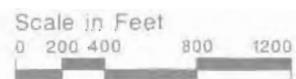


Illinois 64

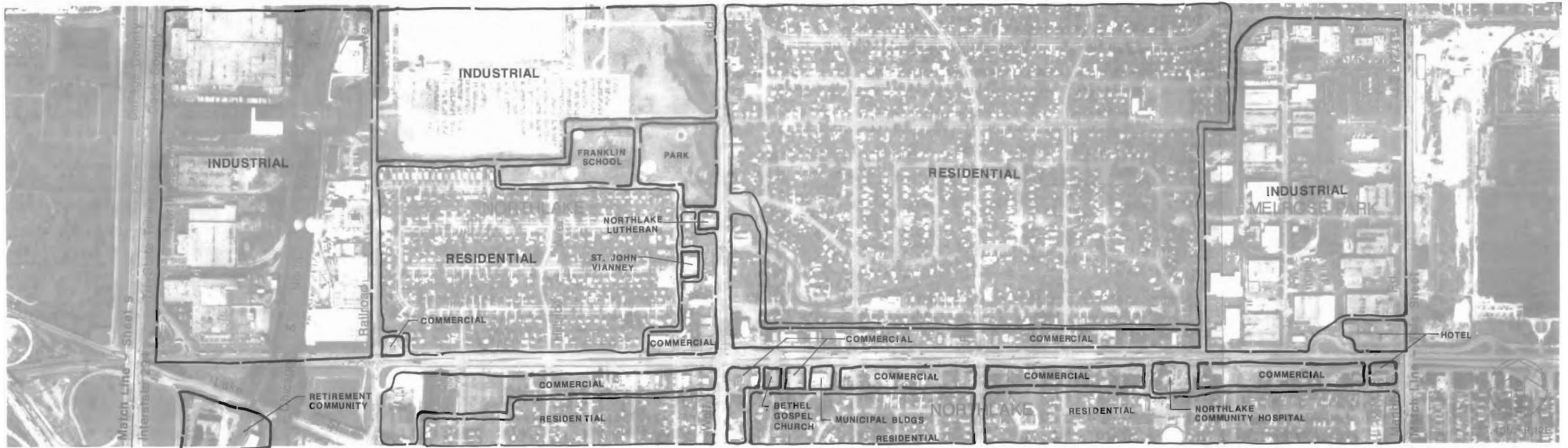
Environmental Characteristics



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ILLINOIS DEPARTMENT OF TRANSPORTATION



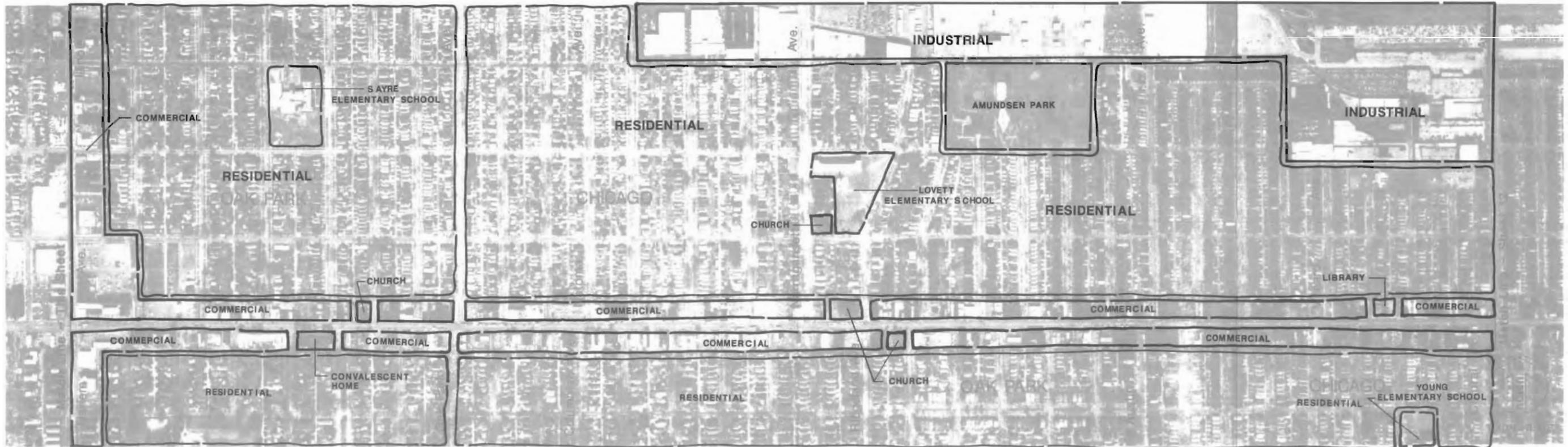
Route Map B-13



Illinois 64

Development Characteristics





Illinois 64

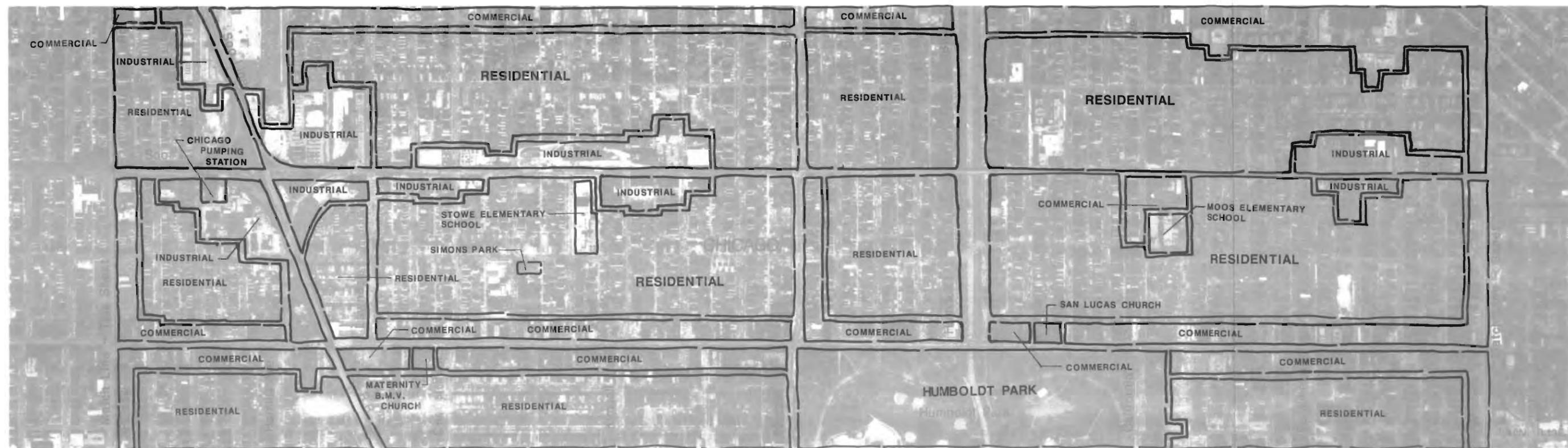
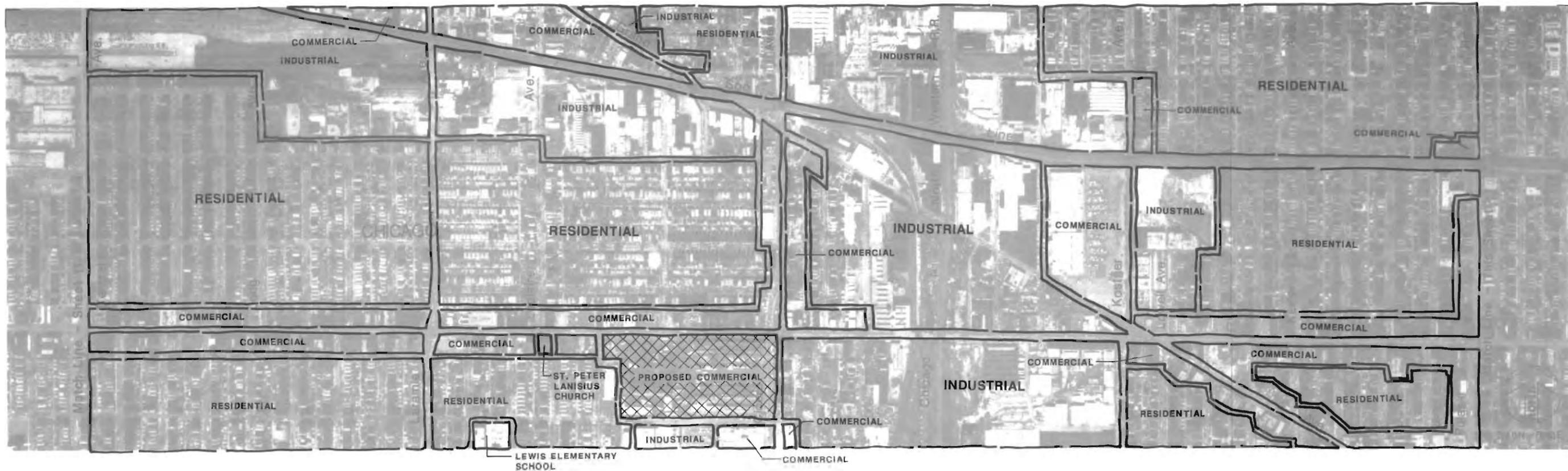
Development Characteristics



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Route Map C-11



Illinois 64

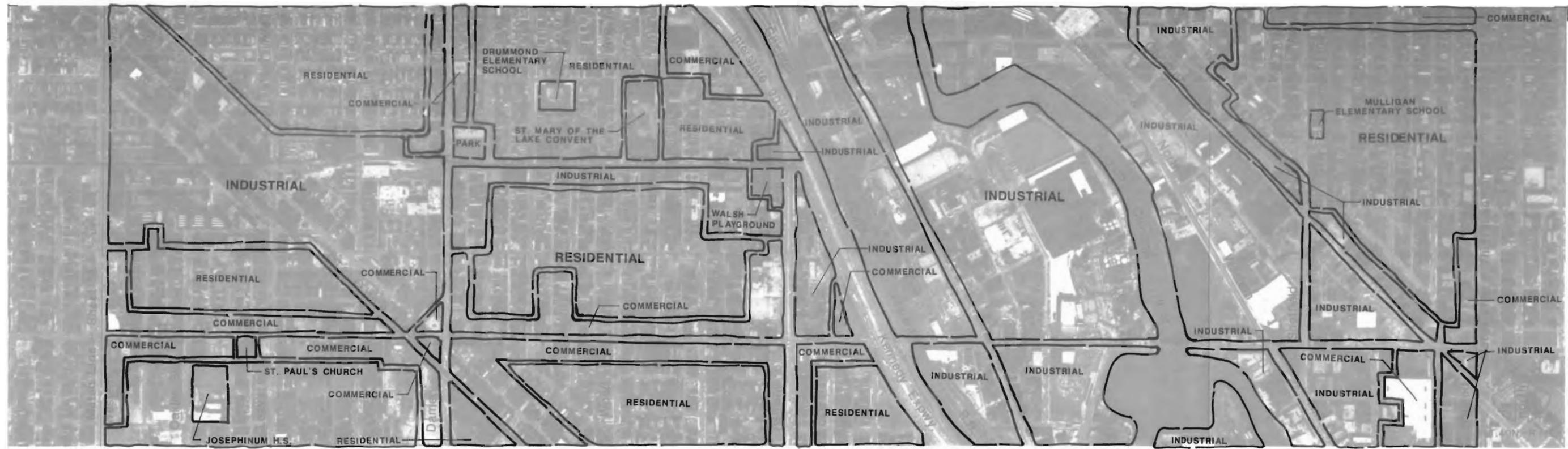
Development Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the
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Route Map C-12



Illinois 64

Development Characteristics



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Route Map C-13



Illinois 64

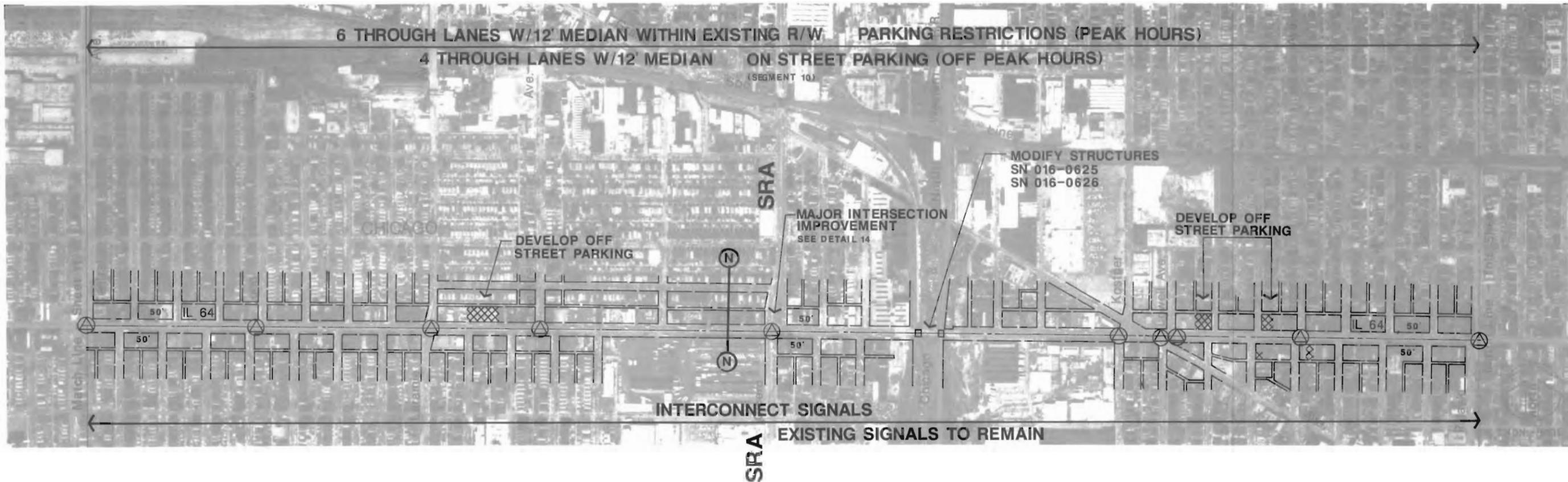
Recommended Improvements



prepared by Harland Bartholomew & Associates, Inc. for the

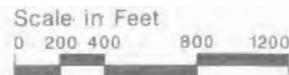
ILLINOIS DEPARTMENT OF TRANSPORTATION





Illinois 64

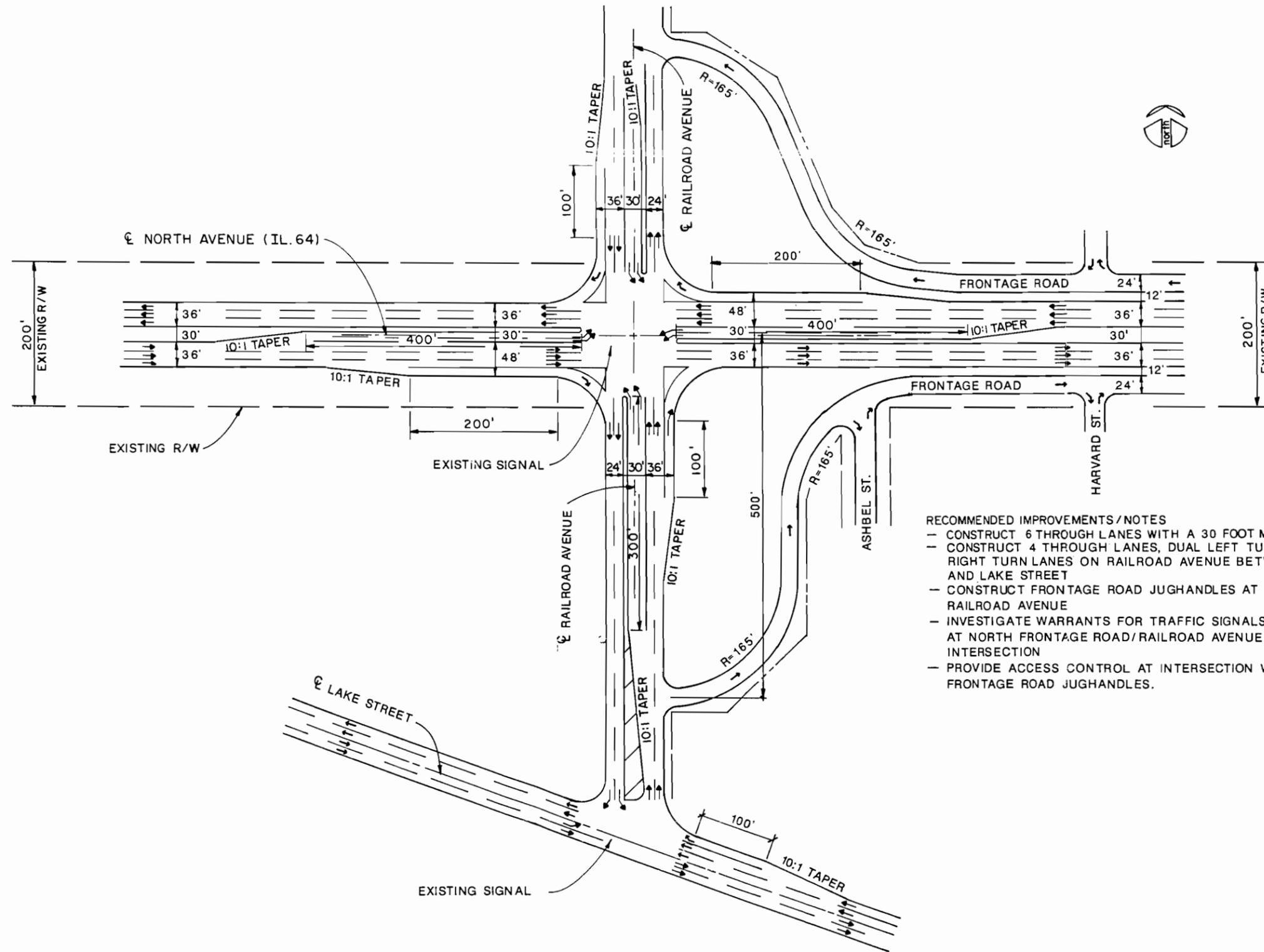
Recommended Improvements





Illinois 64

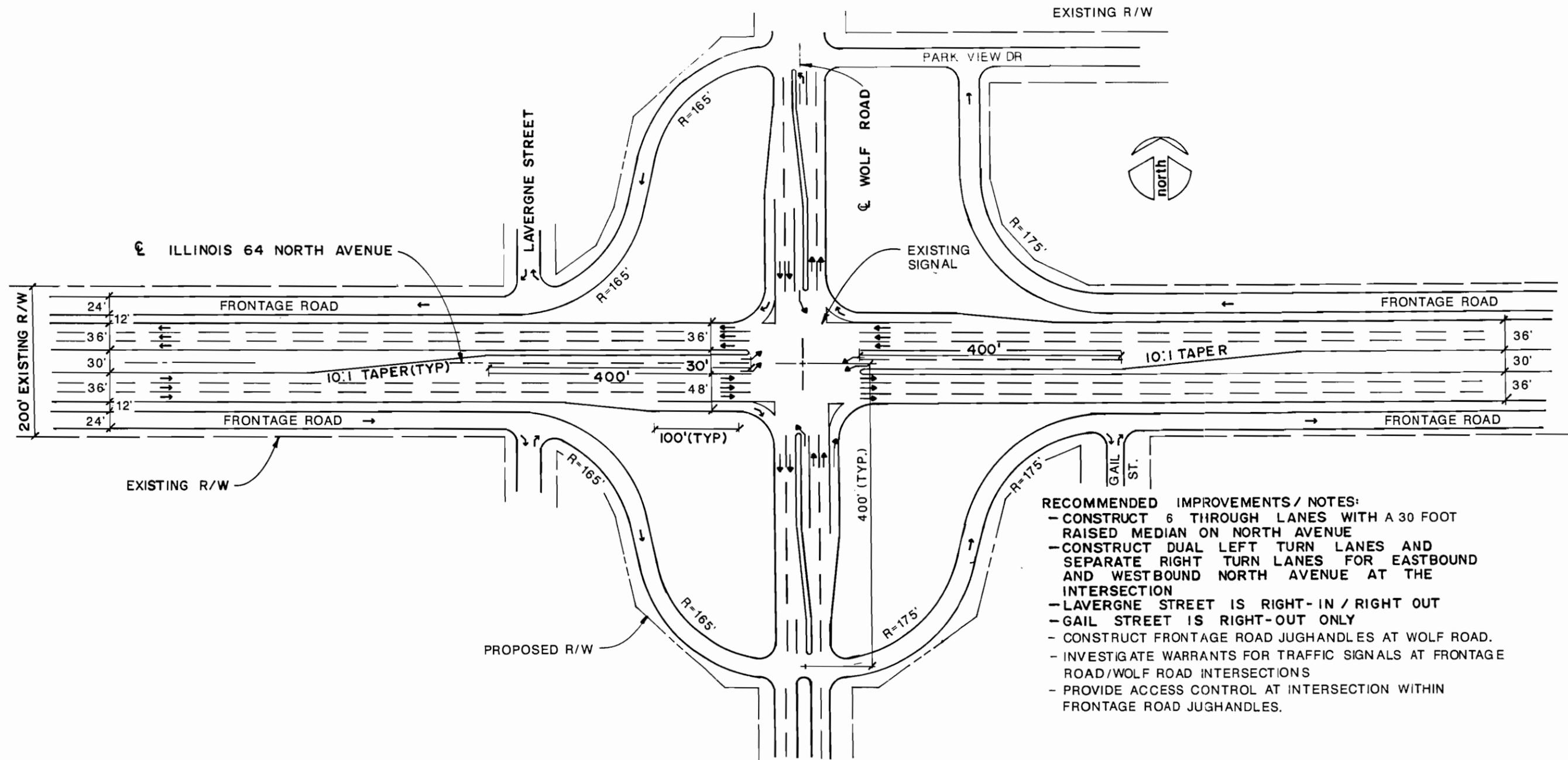




- RECOMMENDED IMPROVEMENTS/NOTES
- CONSTRUCT 6 THROUGH LANES WITH A 30 FOOT MEDIAN ON NORTH AVENUE.
 - CONSTRUCT 4 THROUGH LANES, DUAL LEFT TURN LANES AND SEPARATE RIGHT TURN LANES ON RAILROAD AVENUE BETWEEN NORTH AVENUE AND LAKE STREET
 - CONSTRUCT FRONTAGE ROAD JUGHANDLES AT RAILROAD AVENUE
 - INVESTIGATE WARRANTS FOR TRAFFIC SIGNALS AT NORTH FRONTAGE ROAD/RAILROAD AVENUE INTERSECTION
 - PROVIDE ACCESS CONTROL AT INTERSECTION WITHIN FRONTAGE ROAD JUGHANDLES.

North Avenue (IL 64) @ Railroad Avenue

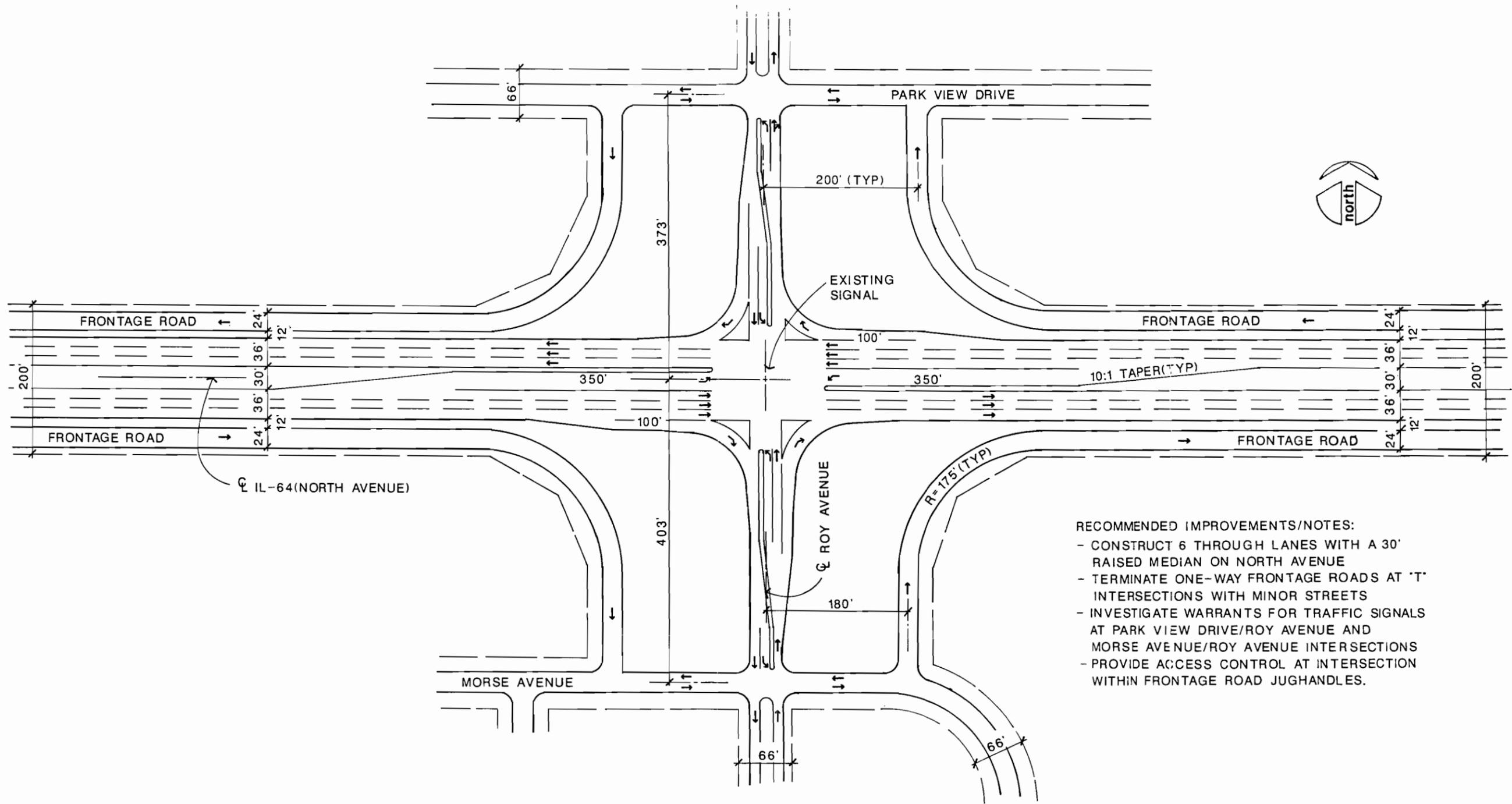




- RECOMMENDED IMPROVEMENTS / NOTES:**
- CONSTRUCT 6 THROUGH LANES WITH A 30 FOOT RAISED MEDIAN ON NORTH AVENUE
 - CONSTRUCT DUAL LEFT TURN LANES AND SEPARATE RIGHT TURN LANES FOR EASTBOUND AND WESTBOUND NORTH AVENUE AT THE INTERSECTION
 - LAVERGNE STREET IS RIGHT-IN / RIGHT OUT
 - GAIL STREET IS RIGHT-OUT ONLY
 - CONSTRUCT FRONTAGE ROAD JUGHANDLES AT WOLF ROAD.
 - INVESTIGATE WARRANTS FOR TRAFFIC SIGNALS AT FRONTAGE ROAD/WOLF ROAD INTERSECTIONS
 - PROVIDE ACCESS CONTROL AT INTERSECTION WITHIN FRONTAGE ROAD JUGHANDLES.

North Avenue (IL 64) @ Wolf Road





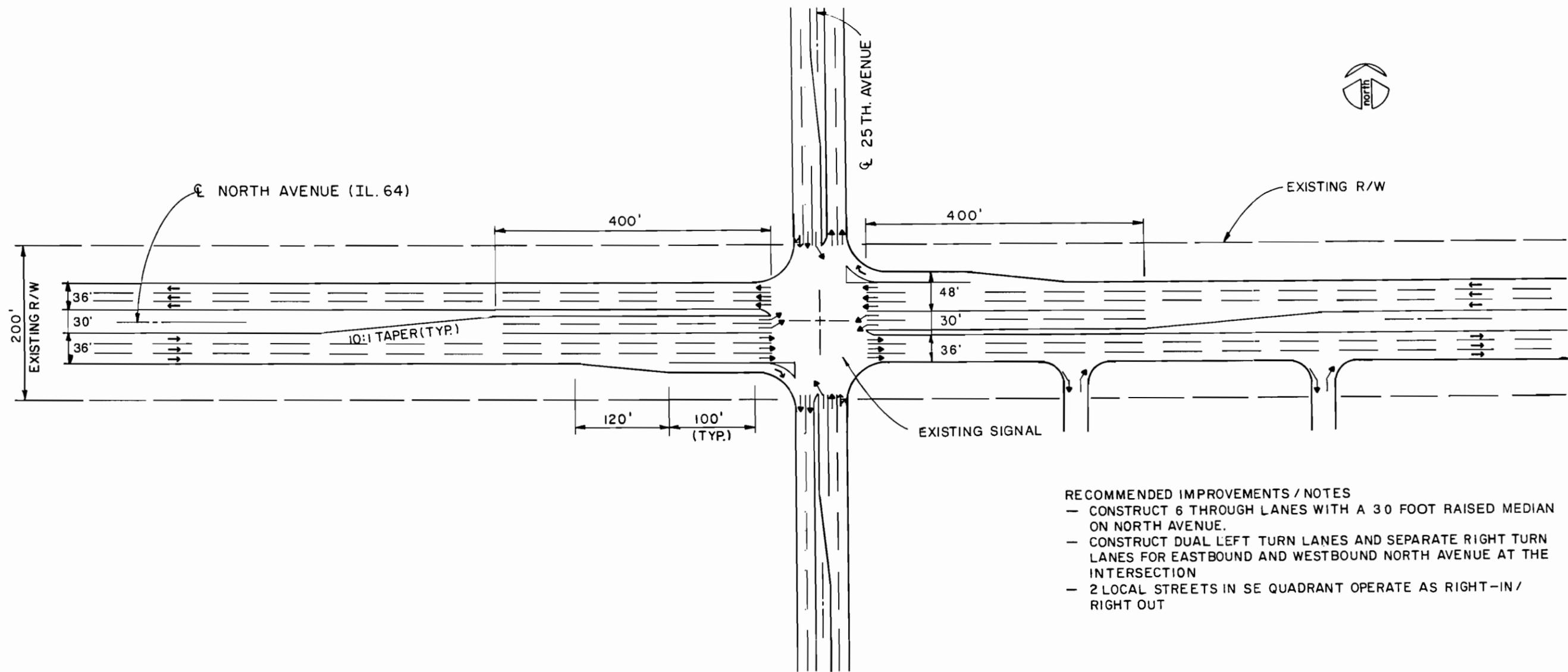
- RECOMMENDED IMPROVEMENTS/NOTES:
- CONSTRUCT 6 THROUGH LANES WITH A 30' RAISED MEDIAN ON NORTH AVENUE
 - TERMINATE ONE-WAY FRONTAGE ROADS AT 'T' INTERSECTIONS WITH MINOR STREETS
 - INVESTIGATE WARRANTS FOR TRAFFIC SIGNALS AT PARK VIEW DRIVE/ROY AVENUE AND MORSE AVENUE/ROY AVENUE INTERSECTIONS
 - PROVIDE ACCESS CONTROL AT INTERSECTION WITHIN FRONTAGE ROAD JUGHANDLES.

IL-64 (North Avenue) @ Roy Avenue



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ILLINOIS DEPARTMENT OF TRANSPORTATION



- RECOMMENDED IMPROVEMENTS / NOTES
- CONSTRUCT 6 THROUGH LANES WITH A 30 FOOT RAISED MEDIAN ON NORTH AVENUE.
 - CONSTRUCT DUAL LEFT TURN LANES AND SEPARATE RIGHT TURN LANES FOR EASTBOUND AND WESTBOUND NORTH AVENUE AT THE INTERSECTION
 - 2 LOCAL STREETS IN SE QUADRANT OPERATE AS RIGHT-IN / RIGHT OUT

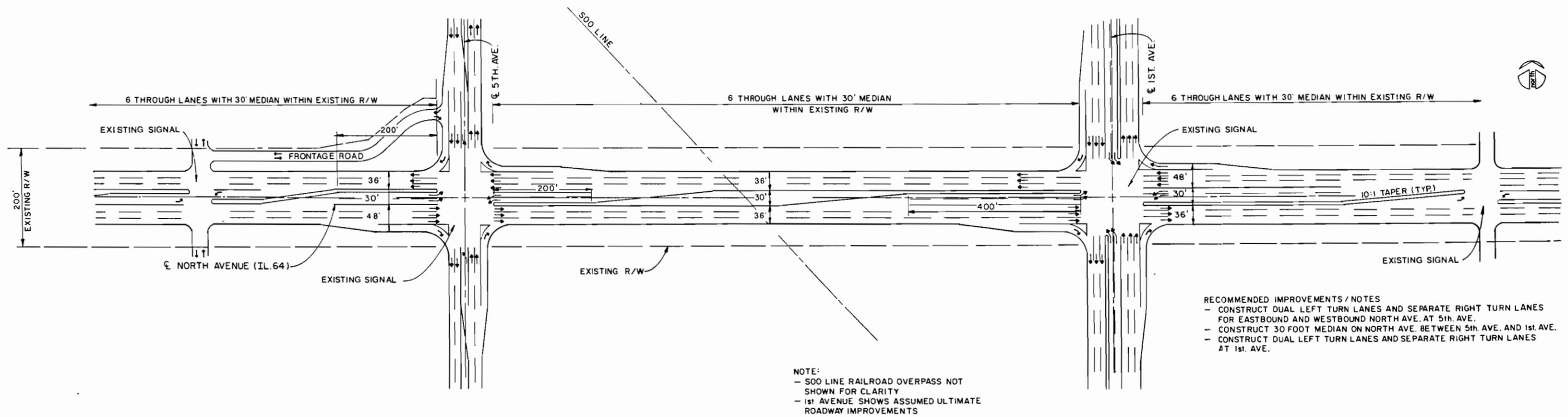
North Avenue (IL 64) @ 25th Avenue



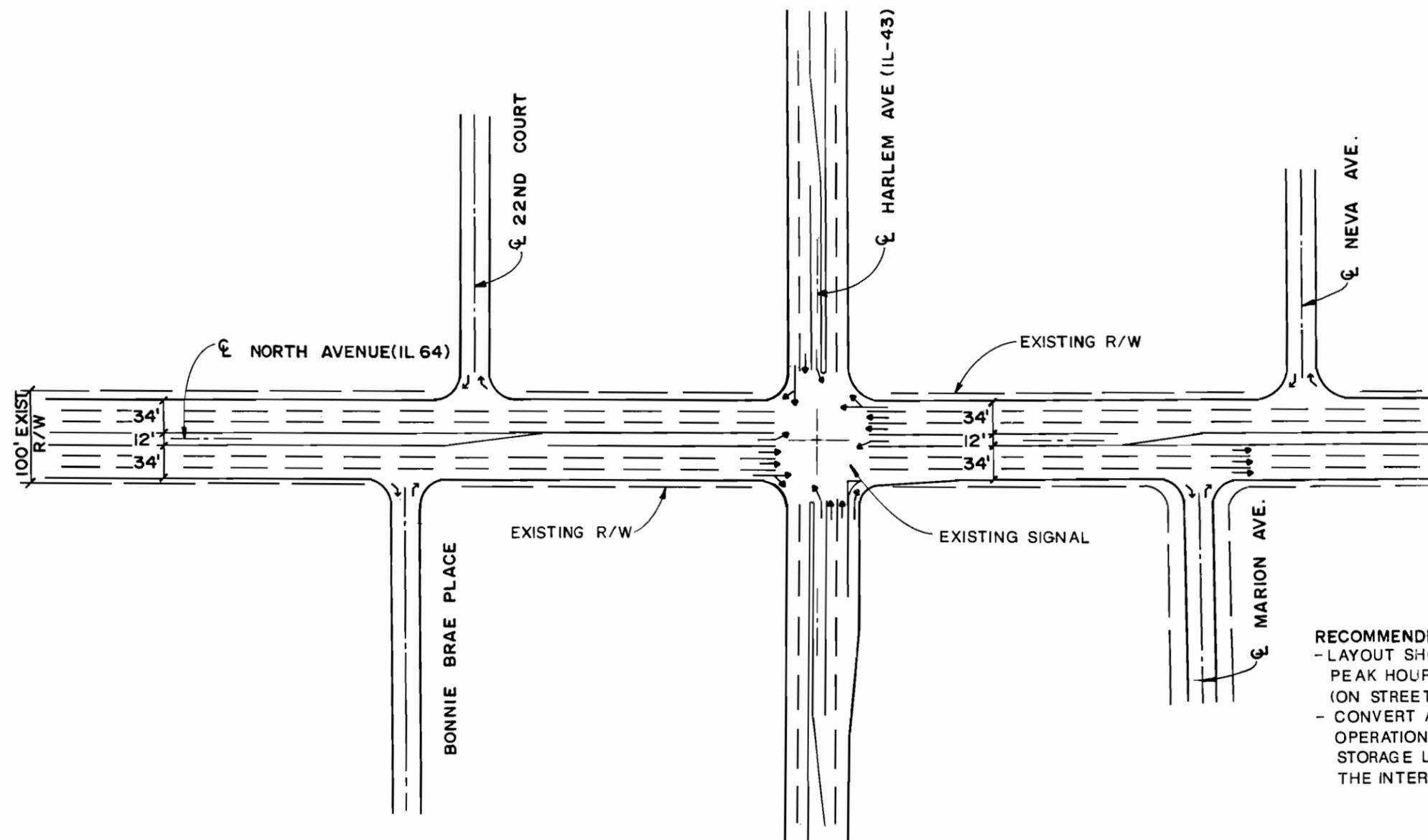
prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Detail 11



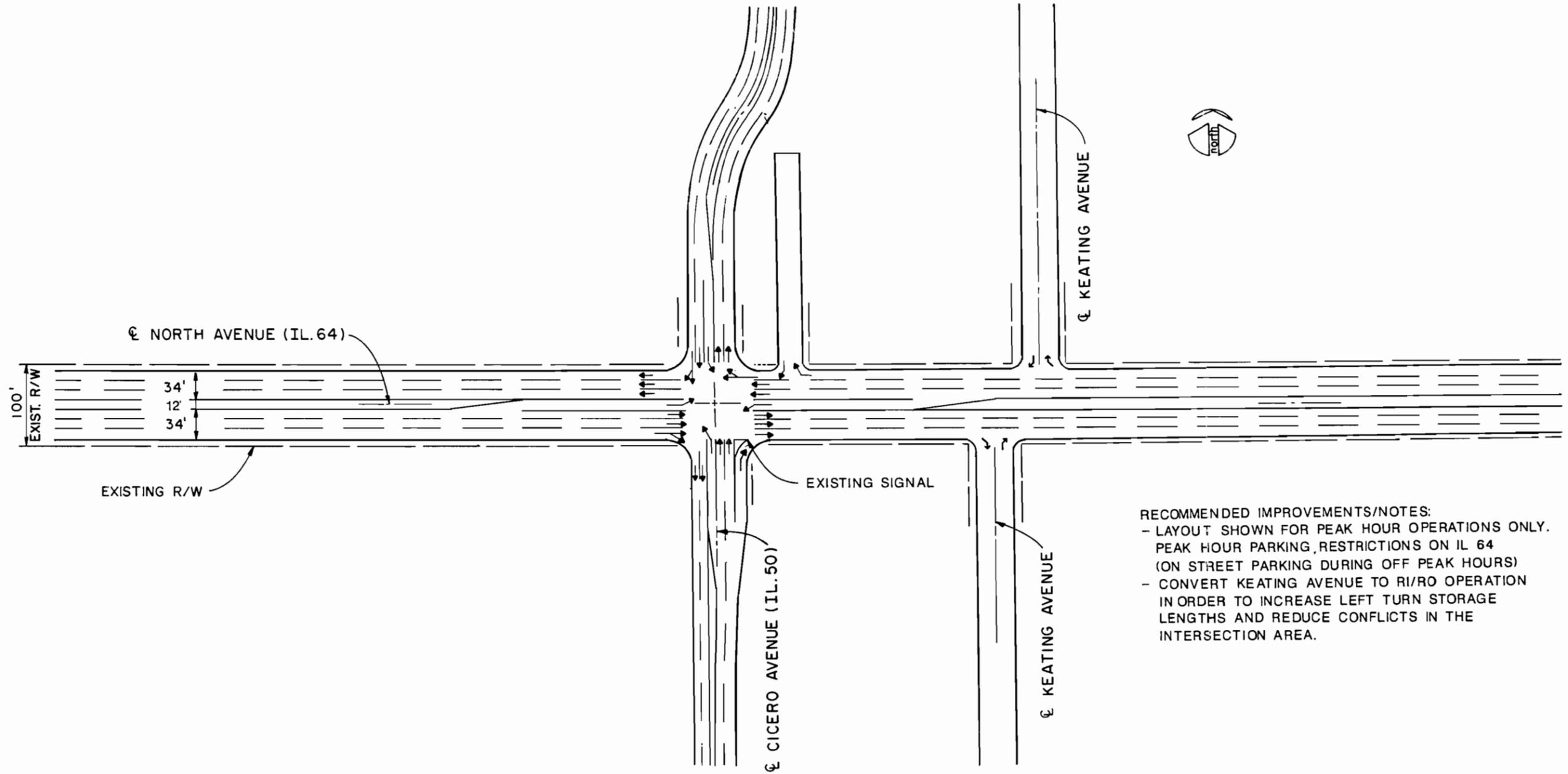
North Avenue (IL 64) @ 5th and 1st Avenues



- RECOMMENDED IMPROVEMENTS / NOTES:**
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY. PEAK HOUR PARKING RESTRICTIONS ON IL 64 (ON STREET PARKING DURING OFF PEAK HOURS)
 - CONVERT ADJACENT CROSS STREET TO RI/RO OPERATION IN ORDER TO INCREASE LEFT TURN STORAGE LENGTHS AND REDUCE CONFLICTS IN THE INTERSECTION AREA.

North Avenue (IL 64) @ Harlem Avenue

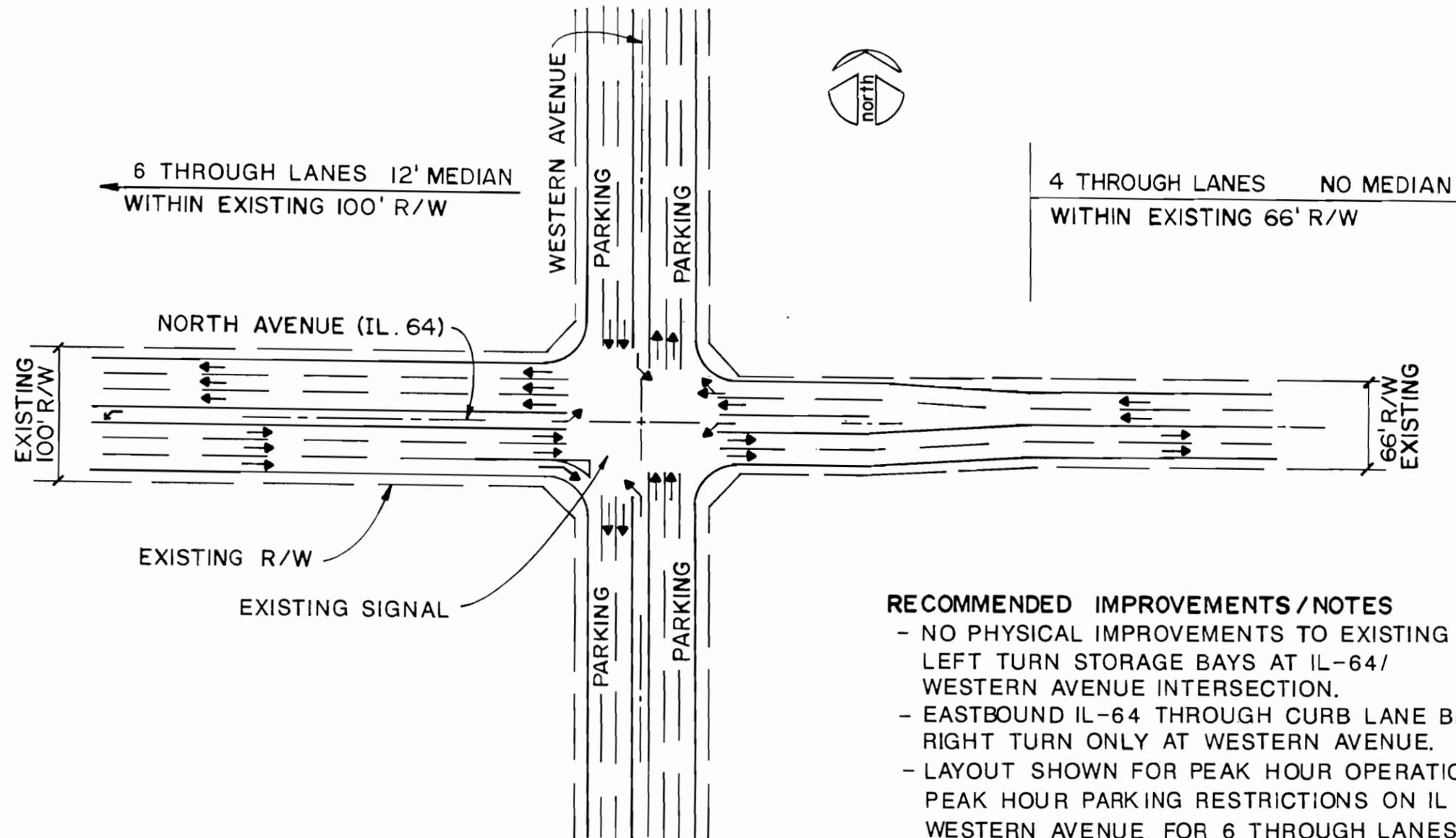




- RECOMMENDED IMPROVEMENTS/NOTES:
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY. PEAK HOUR PARKING RESTRICTIONS ON IL 64 (ON STREET PARKING DURING OFF PEAK HOURS)
 - CONVERT KEATING AVENUE TO RI/RO OPERATION IN ORDER TO INCREASE LEFT TURN STORAGE LENGTHS AND REDUCE CONFLICTS IN THE INTERSECTION AREA.

North Avenue (IL 64) @ Cicero Avenue





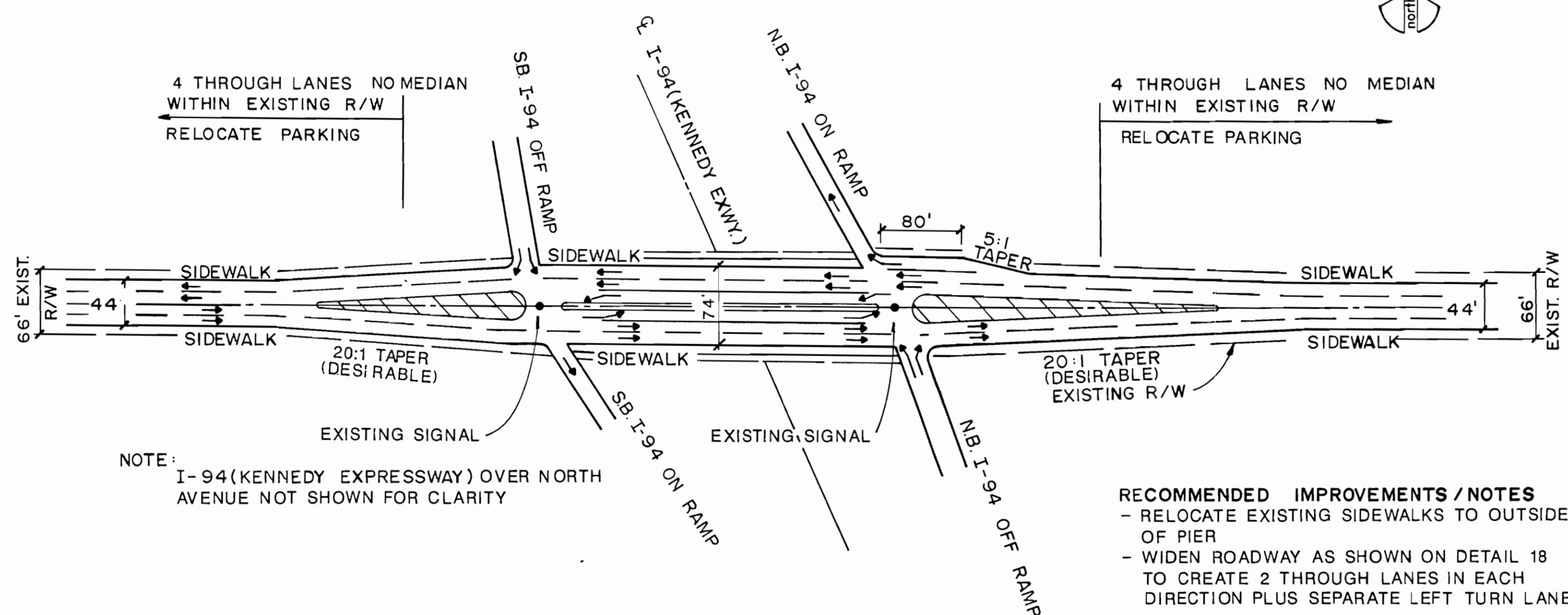
RECOMMENDED IMPROVEMENTS / NOTES

- NO PHYSICAL IMPROVEMENTS TO EXISTING LEFT TURN STORAGE BAYS AT IL-64/ WESTERN AVENUE INTERSECTION.
- EASTBOUND IL-64 THROUGH CURB LANE BECOMES RIGHT TURN ONLY AT WESTERN AVENUE.
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY. PEAK HOUR PARKING RESTRICTIONS ON IL 64 WEST OF WESTERN AVENUE. FOR 6 THROUGH LANES (4 THROUGH LANES WITH ON STREET PARKING OFF PEAK HOURS)
- PERMANENTLY RESTRICT PARKING EAST OF WESTERN AVENUE FOR 4 THROUGH LANES WITH NO MEDIAN.

North Avenue (IL 64) @ Western Avenue

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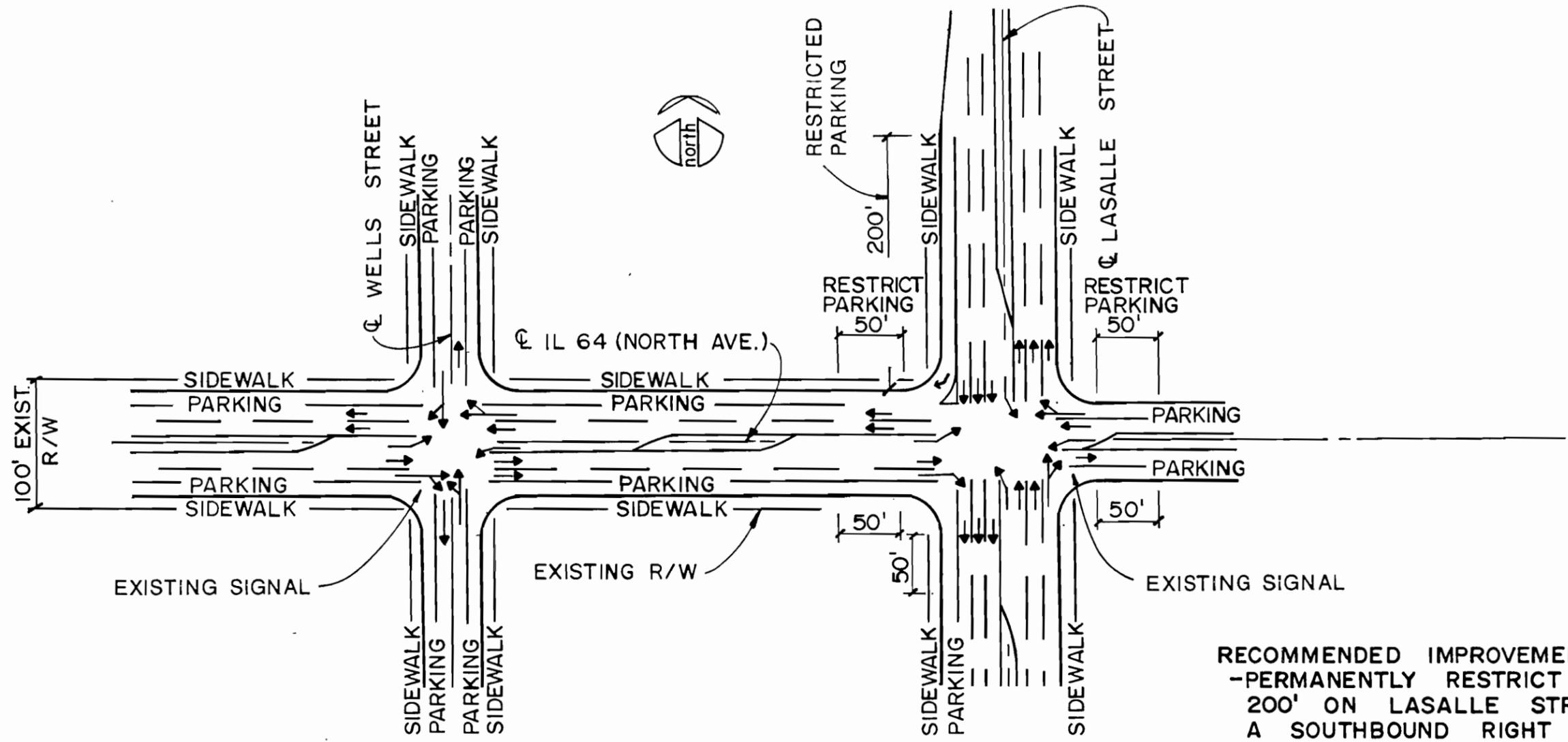
NOTE:
I-94 (KENNEDY EXPRESSWAY) OVER NORTH AVENUE NOT SHOWN FOR CLARITY

- RECOMMENDED IMPROVEMENTS / NOTES**
- RELOCATE EXISTING SIDEWALKS TO OUTSIDE OF PIER
 - WIDEN ROADWAY AS SHOWN ON DETAIL 18 TO CREATE 2 THROUGH LANES IN EACH DIRECTION PLUS SEPARATE LEFT TURN LANES

North Avenue (Il 64) @ Kennedy Expressway (I-94)

prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION



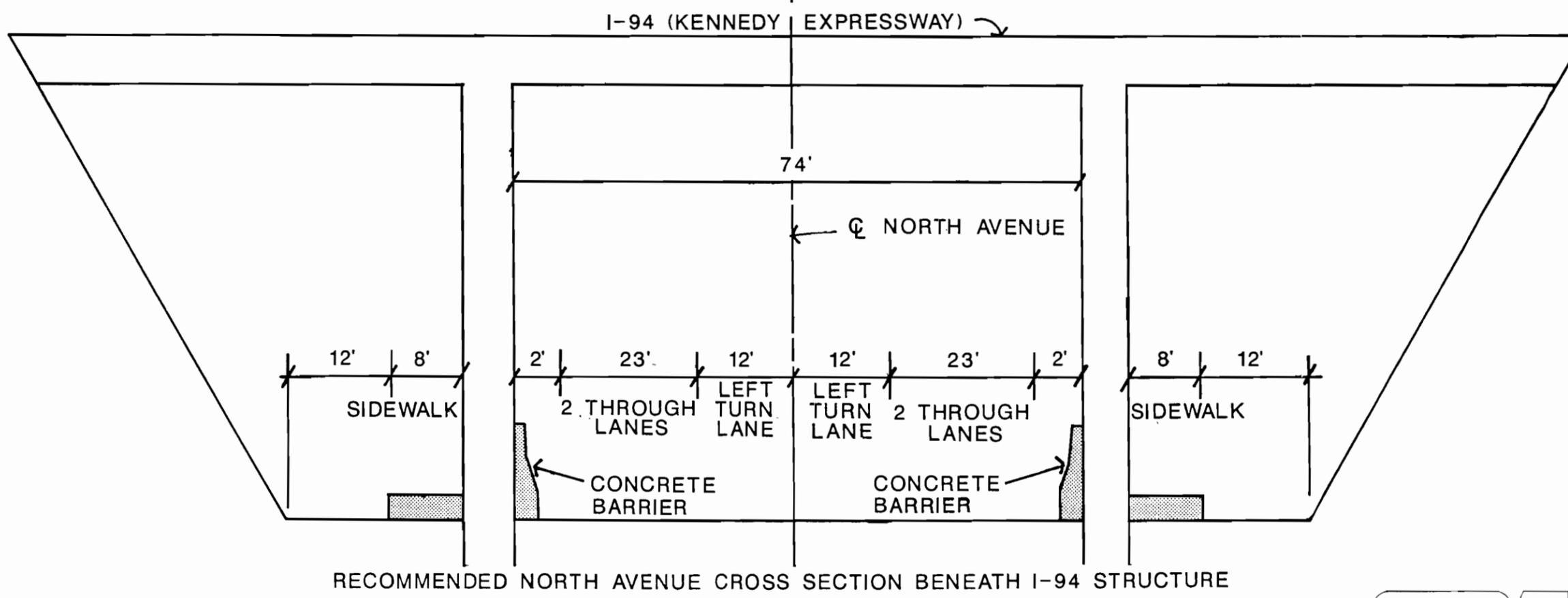
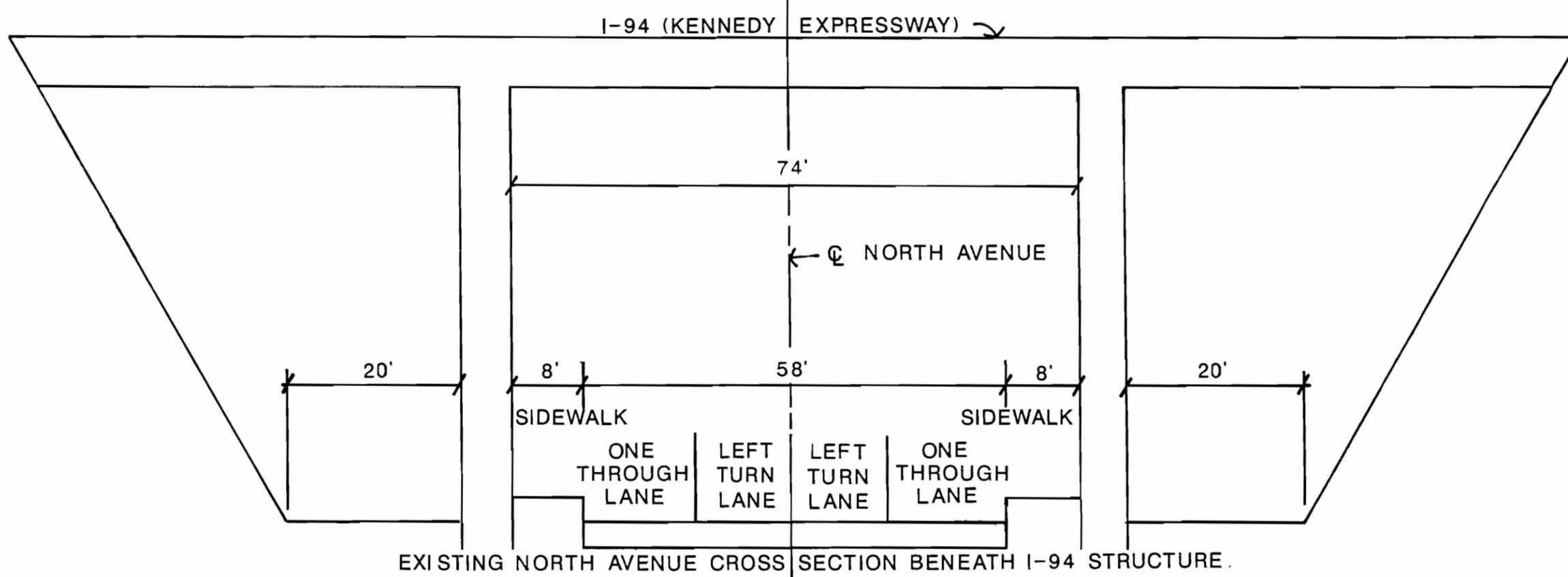


- RECOMMENDED IMPROVEMENTS / NOTES:**
- PERMANENTLY RESTRICT PARKING FOR 200' ON LASALLE STREET TO CREATE A SOUTHBOUND RIGHT TURN LANE TO WESTBOUND NORTH AVENUE
 - PERMANENTLY RESTRICT PARKING FOR 50' ON NORTH AVENUE AT LASALLE STREET.
 - NO PHYSICAL IMPROVEMENTS TO EXISTING LEFT TURN STORAGE BAYS

North Avenue (IL 64) @ Wells and LaSalle Streets

prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION





**SECTION FOUR
PUBLIC INVOLVEMENT**

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel Meetings, the Public Hearing, and the newsletters to the Panel members and coordinator. The Panel Meetings were held on March 13 and 14, 1990 and November 14 and 29, 1990. A final Panel meeting will be held prior to the Public Hearing, both of which are scheduled for the Fall of 1991. SRA newsletters – called the **Spotlight** – were issued in July, October and December, 1990; and in March, May, July and October, 1991. An additional issue is planned for January, 1992.

Copies of the meetings minutes and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 64, COOK COUNTY**

10:00 AM - MARCH 13, 1990
NORTHLAKE CITY HALL
55 EAST NORTH AVENUE
NORTHLAKE, IL

=====

The SRA Advisory Panel Meeting for IL 64 in Cook County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 13, 1990 at the Northlake City Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Nancy Magnus (IDOT) provided the Introduction to the SRA Study.
3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Will the consultant be going out to each individual municipality to gather information? Ans: Can't possibly go to each one.
2. What level of land use will be scrutinized? Each Parcel? Ans: Not at that level, just major impacts.
3. Vehicle speeds are too high through Northlake, more traffic signals would slow them down.
4. The operation of the frontage roads along North Avenue has caused many accidents. Vehicles enter and exit frontage roads to avoid red signal on North Avenue. Two-way frontage road operation has caused wrong way entrances onto North Avenue.



5. Damaged roadway lighting has not been replaced.
6. Potential for Lake St. truck by pass of North Avenue through Elmhurst threatened by low clearance at rail-road overpass.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads 'Mark Peterson'.

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 64 North Avenue

Meeting Location: Northlake City Hall

Date: March 13, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
MIKE KOPERNIAK	VILLAGE OF OAK PARK
Sandy Bixby	Village of Oak Park
JOHN SARHO	VILLAGE OF MELROSE PARK
Gregory Kramer	Village of River Forest
Susan Meda	Chicago DPW
Don Killmer	North Central Council of Mayors
Focco Baccaglio	CITY OF NORTHDAKE
Peter Silvestri	Elmwood Park
J. Dalicandro	Elmwood Park
Sandi Radtko	NIPC
Robert Czerwinski	NORTHLAKE
John Szabo	NORTHLAKE
NANCY MAGNUS	IDOT-DIST #1

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 64, CHICAGO**

10:00 AM - MARCH 14, 1990
CHICAGO CITY HALL
121 N. LASALLE
CHICAGO, IL

The SRA Advisory Panel Meeting for IL 64 in Chicago between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 14, 1990 at Chicago City Hall was cancelled after many panel members were unable to attend. Those in attendance prior to cancellation are listed on the attached meeting register.

Respectfully Submitted,



Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: 1L 64 Cook County
Austin Avenue to US 41

Meeting Location: Chicago City Hall

Date: March 14, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
Dean B. Englund	CATS
George Brown	Harland Bartholomew & Assoc.
Kenneth Cook	Dept. of Planning - Chicago
Roy A. Bell	IDOT
Martin Beckenber	Chgo - Public Works
(Susan Mea	Chicago - DPW

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVE/OHIO-ONTARIO STREETS/NORTH AVENUE
CITY OF CHICAGO**

10:00 A.M. - MARCH 22, 1990
CHICAGO CITY HALL
121 N. LASALLE
CHICAGO, IL

The SRA Advisory Panel Meeting for Michigan Avenue, Ohio/Ontario Streets and North Avenue in the City of Chicago was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on March 22, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation GreenLight and the SRA System.
2. Rich Starr (IDOT) provided the introduction to the SRA Study.
3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Concern was expressed about the investigation into the toughening of traffic signal warrants. Accident warrant is a troubling factor.
2. Concern was expressed about potential right-of-way acquisition on Michigan Ave. Ans: Right-of-way acquisition on Michigan Ave. has been ruled out.
3. Concern was expressed that a major opportunity for improvement to arterial street system was lost when Crosstown Expressway plans were cancelled.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Robert F. Hull'. The signature is written in a cursive, flowing style.

Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: MICHIGAN AVE, OHIO/ONTARIO, NORTH AVE (CITY OF CHICAGO SEGMENT)

Meeting Location: CHICAGO CITY HALL

Date: MARCH 22, 1990

Name	Representing
BOB GRADY	C.T.A.
Tom Conklin	4 th Ward
Queenie Pennington	6 th Ward. Alderman John Stebbins
Tony Blanco	26 th Ward
Susan Mea	Chicago DPW
George Brown	HBA
Tom Williams	CATS
Joe Vaccaro	IDOT-DPT
G.A. F. M.	Alum 42 nd Ward
Rick Star	IDOT
BOB HULL	HARLAND BARTHOLOMEW & ASSOC.

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 64/NORTH AVE. - SUBURBAN COOK COUNTY**

8:00 A.M. - NOVEMBER 14, 1990
ELMWOOD PARK VILLAGE HALL
11 CONTI PARKWAY
ELMWOOD PARK, IL

The **SRA Advisory Panel Meeting** for **Illinois 64** in Suburban Cook County was held among representatives of the **Illinois Department of Transportation (IDOT)**, **Chicago Area Transportation Study (CATS)**, **Harland Bartholomew & Associates (HBA)** and the **Study Advisory Panel Members** on November 14, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

- o Rob Hull (HBA) provided a brief review of the SRA system, its role in the 2010 TSD Plan, and the study process. He discussed the physical relationship between IL-64 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

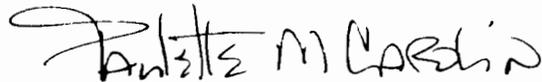
Following the presentations, the Advisory Panel Members had these questions and comments:

1. A number of questions concerned the link between Elmhurst and Chicago. If North Avenue through either community is not capable of handling as much traffic as the suburban Cook County segment, the communities along the segment will suffer from the congestion of those vehicles waiting to enter segments with less capacity.
2. It was requested that the presentation of proposed alternatives at the next meeting of the Panel include some analysis of the roadway capacity impact of each element of the alternatives.

3. It was suggested HBA investigate the feasibility of providing direct interchange access from North Avenue to I-294.
4. It was noted that the results other studies being conducted on the route are being included in this study.
5. The use of the frontage roads for parking is of serious concern to merchants in Melrose Park and other communities with similar frontage road configurations, because this is often the only space that can be used for parking adjacent to their stores. Parallel parking in Oak Park is of a similar value to the local merchants. Both communities were concerned that any alternative which includes partial or total bans on parking also include some alternative parking arrangement.
6. Concern was expressed by the Village of Elmwood Park that, if frontage roads are converted to one-way operation that flow is in the same direction as the adjacent flow, drivers will use the frontage roads to circumvent traffic signals. HBA has responded that access to the one-way frontage roads would only be permitted at the signalized intersections.
7. It was generally agreed that rush hour traffic along North Avenue had lost its directional bias.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Paulette M. Carolin". The signature is fluid and cursive, with a large initial "P" and "C".

Paulette M. Carolin, AICP

cc: Nancy Magnus, with attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: IL-64 North Ave. Suburban Cook

Meeting Location: ELMWOOD PARK VILLAGE HALL

Date: 11/14/90

Name	Representing
Sandi Rachtke	NIPC
John Jarlo	Melrose Park
Paul L. Golon	EDWIN HANCOCK ENG. CO.
Alon Killmer	North Central
Engene Ryan	Chicago Area Transportation Study
Jim Budrick	VILLAGE OF OAK PARK
NANCY MAGNUS	IDOT-DISTRICT #1
Rocco Biscaglia	City of Northbrook
Rob Hull	HBA
John Page	NIPC
John Dalcandro	Village of Elmwood Pk
Peter Silvestri	
Andrew Penner	CAB
Sandy Cizky	Village of Oak Park

more
pages

Harland Bartholomew & Associates, Inc.
Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS ROUTE 64 ... EAST OF AUSTIN AVENUE**

7:00 p.m. - NOVEMBER 29, 1990
HUMBOLDT PARK
3501 W. NORTH AVENUE
CHICAGO, IL

=====
The SRA Advisory Panel Meeting for Illinois Route 64 - east of Austin Avenue in Chicago was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew and Associates (HBA) and the Study Advisory Panel Members on November 29, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Martin Becklenberg of the Chicago Department of Public Works thanked and welcomed attendees.
2. Dean England (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
3. Robert Hull (HBA) provided a brief review of the SRA study process, discussed the physical relationship between North Avenue and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

Following the presentation, the Advisory Panel Members had these questions and comments:

1. John Henderson of the Chicago Park District asked if there were specifics to any of the recommendations made. Rob Hull responded that no actual details had been developed yet and clarified that the meeting was set up to get initial reactions and comments to the preliminary recommendations.



2. Martin Becklenberg asked how great of a distance the parking would be relocated off of North Avenue. Rob Hull responded that no standards had been developed yet. Both Dean England and Ed Zak added that a similar off-street parking alternative is being implemented on Cicero Avenue. Martin Becklenberg stated he did not believe there are as many areas to develop off-street parking on North Avenue as on Cicero Avenue.
3. Alderman Percy Giles of the 37th Ward asked if the Cicero Avenue parking scenario prohibits parking at all times or only during peak hours. Ed Zak stated that both permanent and peak hour restrictions would be applied. Also, relocating on-street parking would not create longer distances for the commuter to walk from car to destination, but rather provide a designated parking area without having to search along the street. Alderman Giles also stated it is unrealistic to think that no businesses would be hurt by relocating the parking. Ed Zak concluded that similar scenarios are being studied, and the best alternative would be implemented.
4. Ed Lewis of the Chicago Economic Development Department asked if the recommendations called for loading/unloading to be moved off-street permanently or during peak hours. Rob Hull stated it would be desirable to have all loading/unloading done off-street. Ed Lewis also stated that existing uses behind the building should be analyzed to test if the recommendation is feasible. Martin Becklenberg concluded that shared spots may be required if adequate space is unavailable.
5. John McDonough of the Chicago Department of Planning asked what option were being considered around the Lake Shore Drive interchange. Rob Hull stated that so far the only option considered is changing the traffic movements of Lincoln Drive.
6. Sam Burrell of the 29th Ward Aldermanic office asked how areas with only 66 feet of right-of-way would be handled without tearing down buildings. Rob Hull responded there are no plans to tear any buildings down, but if redevelopment were to occur, it is hoped efforts would be coordinated to have new buildings set back so additional right-of-way



could be acquired. But initially the route would remain within the 66 feet of right-of-way, with parking relocated and four lanes of travel with left turning lanes at major intersections.

7. Alderman Giles asked when improvements would start to be seen. Rob Hull answered some could be done now such as relocating parking. Other recommendations like modifying structures are more expensive and would take time. It is important these structures are improved. The bottleneck situation that occurs when four lanes of travel are reduced to two is a critical factor in deterring the effectiveness of travel on the route. It is imperative the number of lanes of travel remain consistent along the the whole length of the SRA.
8. Alderman Giles informed the panel of plans for a regional shopping center at North and Cicero Avenues and asked if this development would affect the project. Rob Hull said the development of a shopping center would affect the project, and it is hoped development would be consistent with the recommendations made. Alderman Giles also offered to send copies of the plan to HBA.
9. John Henderson asked if any of the recommendations consisted of acquiring additional right-of-way from Lincoln Park. Rob Hull said at this time they did not.
10. Ed Lewis asked if the improvements would affect pedestrian traffic. Rob Hull responded that no noticeable impact should occur. At intersections there may be some impact when an extra turning lane is added, but even then the effect should not be real negative.
11. Ed Lewis asked if any traffic signals would be eliminated. Rob Hull replied no, but to promote progression, preferential treatment should be given to North Avenue in terms of signal timing.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in black ink, which appears to read 'Anthony S. Pakeltis'. The signature is written in a cursive style.

Anthony S. Pakeltis

ASP:tp

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 64 (NORTH AVE ---- EAST OF AUSTIN)

Meeting Location: HUMBOLDT PARK FIELD HOUSE

Date: THURSDAY NOV 29, 1996 7:00PM

Name	Representing
ROB HULL	HARLAND BARTHLOMEW ASSOC
ED ZAK	IDOT
Dean England	CHS
John C. Cronough	Chicago Dept of Planning
Susan Mea	Chicago DPW
Gregy Martinez	Ald. Gutierrez / 26th Ward office
Martin Becklenberg	Public Works
Ald. Percy Biles	37th Ward Ald. City of Chicago
John Harwood	Chicago Park District
ED LEWIS	DEPT OF ECOW. DEVEL. CHGO
SAM BURRELL	29th WARD TOWNMANIL OFFICER 5730 W. DIVISION ST, CHGO 6065
CAROL ANNE HARWELL	"

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

4.4 NEWSLETTERS

SRA SPOTLIGHT

IL ROUTE 64 - SUBURBAN COOK COUNTY ADVISORY PANEL

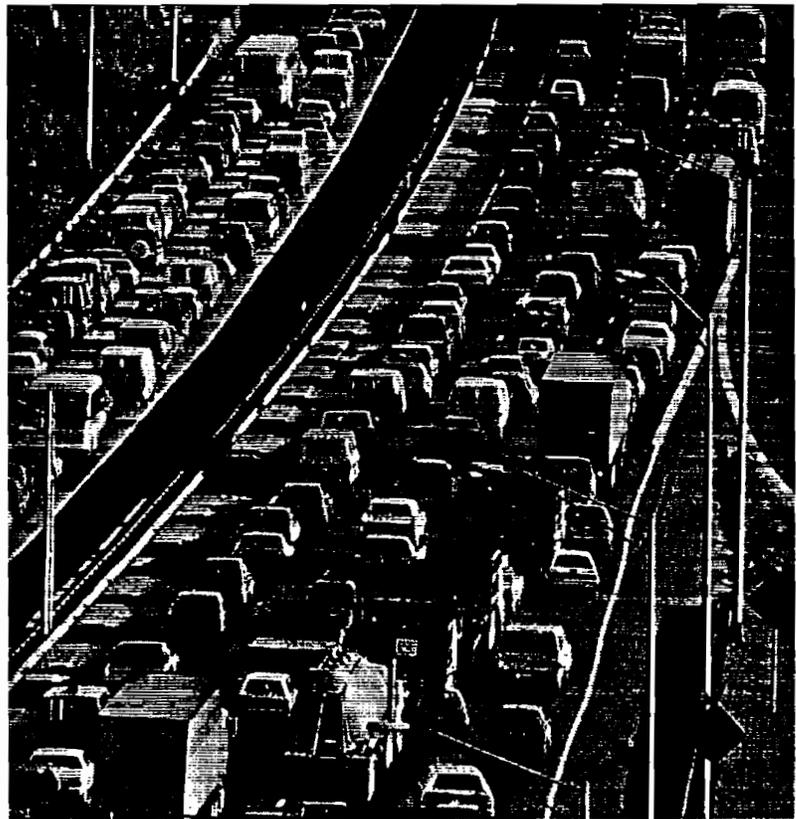
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

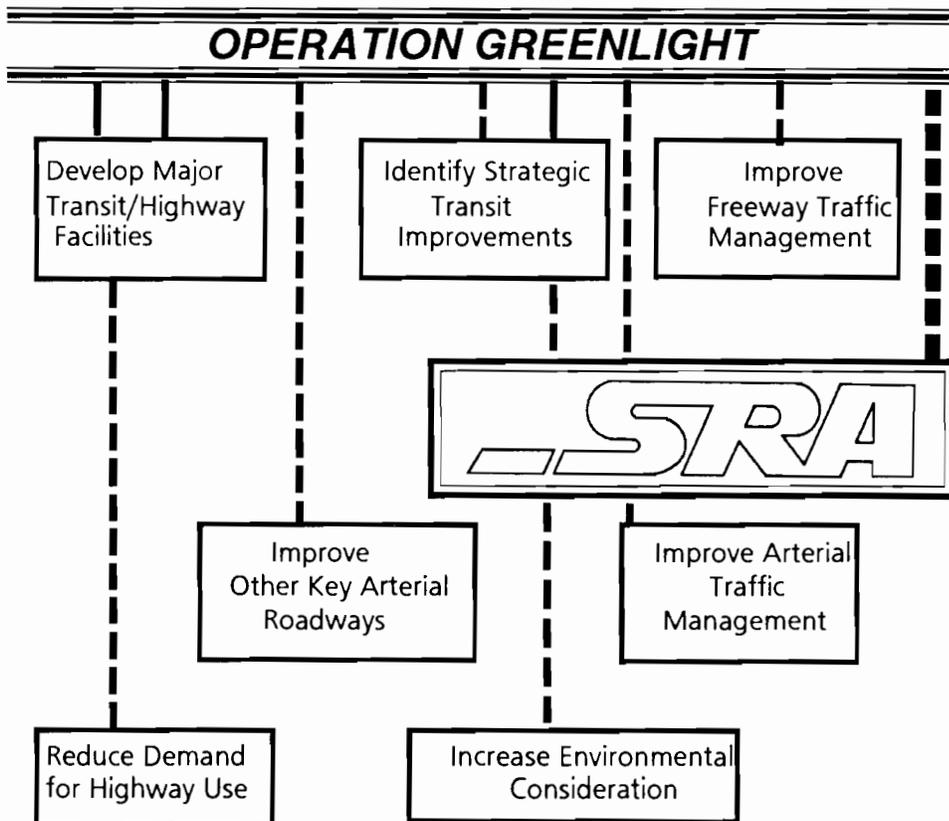
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

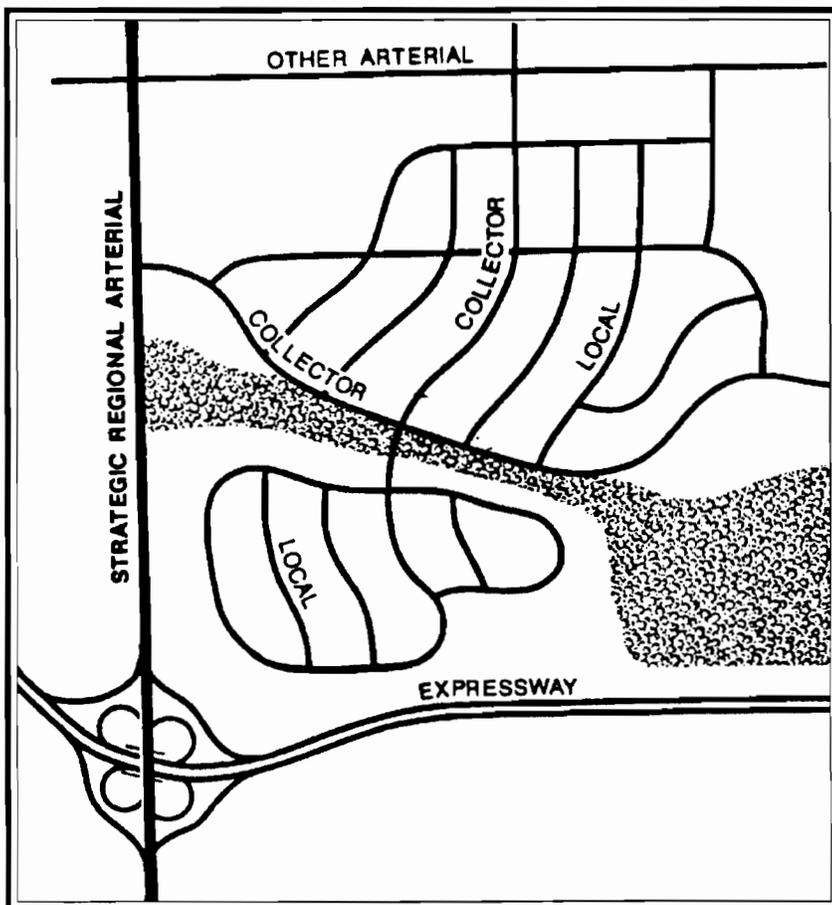
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;
- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of

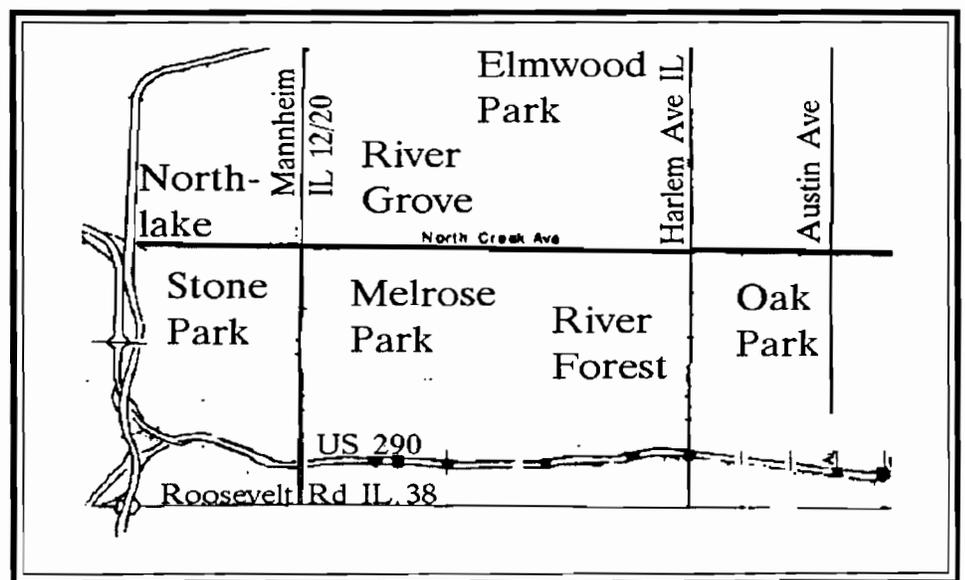
specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alterna-

tives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

Illinois 64 Suburban Cook County SRA Route (North Avenue)



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with community officials as needed to gather information and identify local concerns.

A

Q

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

What level of detail will the plan use? Will the land use of each parcel be examined?

Land use will be examined by area. Specific parcels which are environmentally sensitive, e.g. parks and nursing homes, or generate large amounts of traffic, e.g., regional shopping centers and major office parks, will be identified.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will the study address the number and timing of traffic lights?

Yes. Synchronization of traffic lights is expected to be a recommendation for all routes. The criteria for installing traffic lights (called signal warrants) may change if changes would reduce congestion.

Will the study address speed limits along the route?

Yes.

Will existing frontage roads be examined?

Yes. The safety and convenience of existing frontage roads is a major concern along North Avenue.

Is roadway maintenance to be a topic of the study?

No.

Will the study consider routing truck traffic to a bypass through Elmhurst? The alternate route suggested runs under a railroad underpass. This would make the route unsuitable.

Yes. It may not be necessary to use the route under the railroad overpass. The study will allow consideration of alternate route segments for some or all of the traffic. There is no imperative that an alternate be close to the main route. Now that the question of truck traffic through Elmhurst has been raised, alternate solutions will certainly be considered. This does not mean that any such alternate will be recommended.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

How do other studies for this route relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

_____ Name

Please send to:

Don Killmer
Village Hall
3200 Washington Blvd.
Bellwood, IL 60104
(708) 547-3500

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 13, 1990*
First Advisory Panel Meeting
- *April 16, 1990*
Draft Part One Design Concept Report Submitted for review
- *October 1990*
Final Part One Design Concept Report

SRA SPOTLIGHT

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edited by:
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for:
The Strategic Regional Arterials Plan
Advisory Panel

Chairman

Peter N. Silvestri
President, Elmwood Park

Members

Rocco Biscaglia, Northlake

John Sarlo, Melrose Park

James Budrick, Oak Park

Greg Kramer, River Forest

Robert D. Natale, President,
Stone Park

Joel Golan, River Grove

Craig McNab, St. Paul
Federal S & L

Robert Hedrick, Cook County
Hwy. Dept.

**For more information,
please contact:**

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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

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City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

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ILLINOIS 64 - SUBURBAN COOK COUNTY ADVISORY PANEL

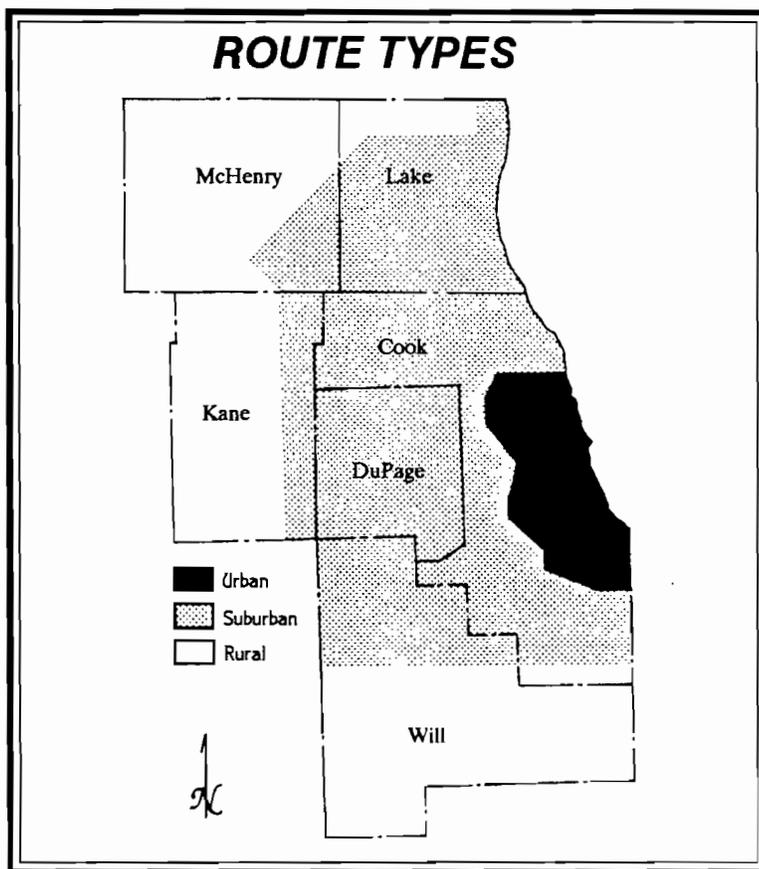
ROUTE TYPES DESIGNATED

The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will be by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



In Suburban Cook County, IL64 has been designated as an Urban route between First Avenue and Austin Avenue, and as a Suburban route between First Avenue and the DuPage County line. The ultimate 2010 desirable characteristics for an Urban route could include:

- A 96 to 108 foot right-of-way width,

ARTERIAL ANSWERS

Please use the form on page 4 to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as intersections, turn bays, and on-off-ramps.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on IL64 in suburban Cook County?

Most ROW's are about 200 feet wide even through major intersections.

Are there any segments which are not about 200 feet wide?

Yes.

Are these segments wider or narrower than most?

Narrower. There is a definite break in the ROW at Thatcher Avenue. West of Thatcher the ROW is 200 feet and east of Thatcher it is 100 feet.

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

A and **Q**

(Continued on page 3)

ROUTE DESIGNATIONS

(Continued from page 1)

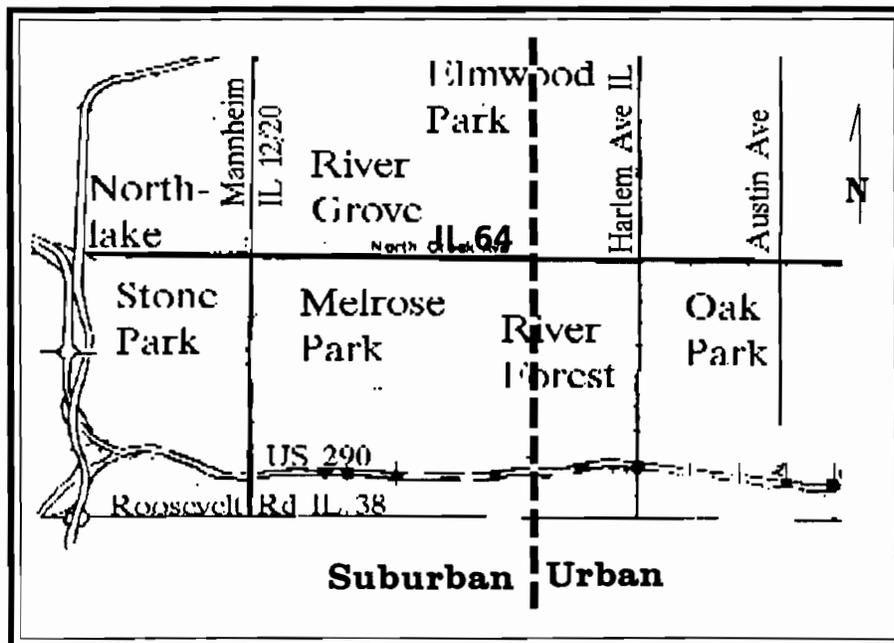
- Two lanes for through traffic in each direction,
- A median,
- Curbs, gutters and sidewalks,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Left turn bays at traffic signals.

The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way width,
- Three lanes for through traffic in each direction,
- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,

(Continued on Page 5)

ILLINOIS 64 - SUBURBAN COOK COUNTY



Milestones

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *August, 1990*
Final Draft Part One
Design Concept
Report
- *October 1990*
Pre-Final Part One
Design Concept
Report
- *January 1991*
Final Part One
Design Concept
Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

_____ Name

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Federal S & L

Robert Hedrick, Cook County
Hwy. Dept.

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Bellwood, IL 60104
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ROUTES

(Con't from page 3)

- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

Alternatives for the route will be presented at the Advisory Committee Meeting. Alternatives for this route will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.



SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

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Title/Organization _____

Street _____

City _____ State _____ Zip _____

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STRATEGIC REGIONAL ARTERIALS PLAN

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SRA SPOTLIGHT

IL ROUTE 64 - SUBURBAN COOK COUNTY ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Illinois 64 (North Avenue) Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 14, 1990 at the Elmwood Park Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Illinois 64 in suburban Cook County. Preliminary analysis included applying the desirable suburban SRA route characteristics to Illinois 64, and identifying both the impacts and some alternatives to those impacts.

IL-64 (North Avenue) west of First Avenue is designated as a suburban SRA route and east of First Avenue as an urban SRA route. The desirable suburban SRA cross section can be accommodated within the existing 200 foot wide right-of-way and includes three lanes of through traffic in each direction, a raised median 18 feet wide that can be widened at major intersections to allow for right and dual left turn lanes, sidewalks, and such appurtenances as curbs and gutters. The desirable urban SRA cross section can be accommodated within the existing 100

foot wide right-of-way width and includes two lanes of through traffic in each direction, a median, and such appurtenances as curbs and sidewalks. (Please see the October **Spotlight** for a more complete explanation of the route types.)

Two alternatives were offered for the segment of North Avenue between the Tri-State Tollway and First Avenue:

Alternative A: Six through lanes plus a median and with one-way frontage roads, and

Alternative B: Eight through lanes plus a median and with no frontage roads.

Alternatives are being offered for those portions of the route which offer special circumstances and are as follows:

- Implementation of six through lanes plus a median during rush hours within the 100 foot right-of-way east of First Avenue;
- Parking restrictions during rush hours east of First Avenue;

- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Relocation of on-street parking to the rear of commercial buildings;
- Relocation of street loading to improved alleyways;
- Redesign of the intersections of Hawthorne Avenue, Indian Boundary Drive and Ruby Street with Illinois 64;
- Modification of intersections at 25th Avenue, First Avenue, and Harlem Avenue to allow right turn lanes and dual left turn lanes; and
- Modification of of the existing interchange with Mannheim Road.

Please see the **Arterial Answer** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

If this segment of North Avenue is improved, will the segments through Elmhurst and through Chicago be similarly improved? Reduced capacity through these segments will cause congestion at either end of this segment while vehicles wait to enter Elmhurst and Chicago.

An assumption of any of the improvements along North Avenue is that the entire route will offer a comparable level of service. Regional congestion would not be improved if it were only moved from one part of the route to another.

A

When the final recommendations are made, will a capacity analysis be presented, so Panel members will know how much each improvement is expected to reduce congestion?

Yes. Capacity analyses will be performed to determine the level of service improvement that would result from the final recommendations.

If frontage roads are converted to one-way operation, won't drivers use them to circumvent the traffic signals?

Access to the one-way frontage roads would only be permitted at the signalized intersections.

Q

Could IDOT's consultant, Harland Bartholomew and Associates (HBA), examine the feasibility of providing direct interchange access from North Avenue to I-294?

The lack of direct access to I-294 for all ramp movements is a particular concern and will be addressed in the study.

Will the results of other studies of North Avenue be included in this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study will include additional improvements, particularly as they relate to the regional nature of the route and the travel demand requirements of North Avenue in the year 2010.

(Continued on page 3)

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Q & A

(Con't from page 2)

The preservation of parking is of serious concern to merchants in Melrose Park, Oak Park and other communities with strip commercial areas along the route. Will the study recommend parking prohibitions for any segment on North Avenue?

At this point in the study the only relocation of parking contemplated is during rush hours east of First Avenue.

Would a reversible lane reduce congestion along segments with narrow rights-of-way?

No. Peak hour traffic is about as heavy in both directions.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

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- *January 1990
SRA Project Began*
- *March 13, 1990
First Advisory
Panel Meeting*
- *November 14, 1990
Second Advisory
Panel Meeting*
- *January 1991
Final SRA Design
Concept Report*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development

(Continued on page 2)

...TO IMPROVE IL64 IN SUBURBAN COOK COUNTY

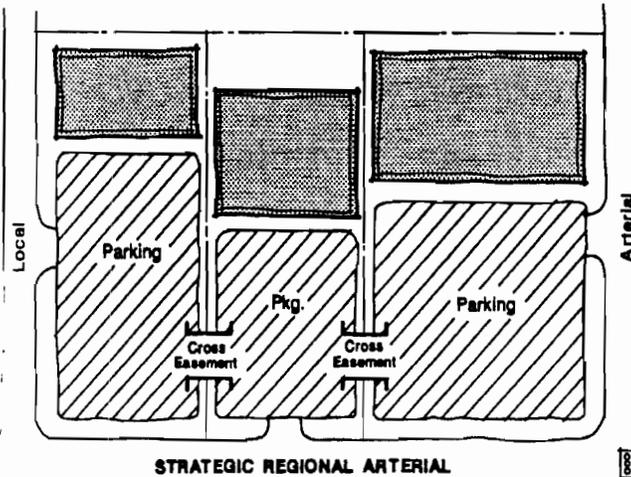
Each of the local jurisdictions along Illinois 64 in suburban Cook County can act to improve traffic conditions on the route. The segment of the route west of Fullerton Woods East has right-of-way adequate for the minimum desirable suburban cross section. The segment east of Fullerton Woods has been designated as an urban route and meets its desirable cross section as well; thus preservation of right-of-way is most important for the expansion of intersections to accommodate more turning lanes and the turning movements of freight vehicles.

- Local planning and zoning agencies in Cook County, the City of Chicago, and the Villages of Northlake, Melrose Park and Elmwood Park should require dedications of right-of-way for intersections each time a parcel is annexed, subdivided, or redeveloped.
- Community comprehensive and specific plans should include designation of the full desirable right-of-way.

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WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transporta-

...TO IMPROVE

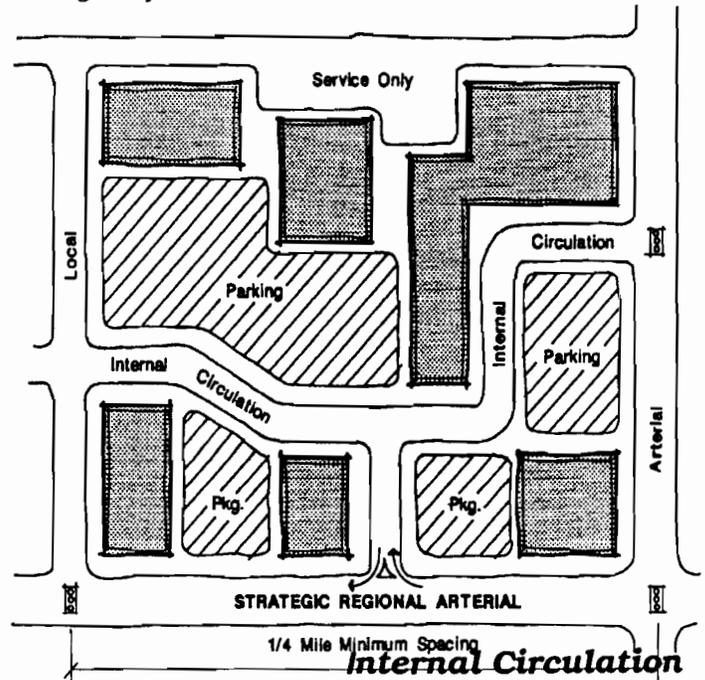
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Saving land for intersection improvements will insure that as these intersections are improved there will be right-of-way available.

County, city, and village governments can also effectively create additional roadway capacity by making operational changes. The Village of Elmwood Park and the City of Chicago have particularly narrow rights-of-way and could benefit most from the following:

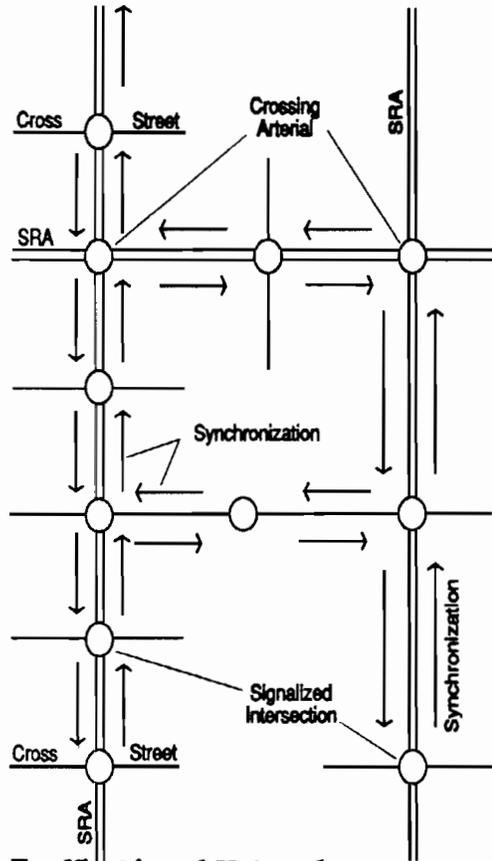
- Access consolidation;
- Signal networks;
- Intersection redesign to accommodate freight vehicle turns;
- Addition of turn bays at all intersections;
- Improvement of alleyways to accommodate loading;

(Continued on page 3)



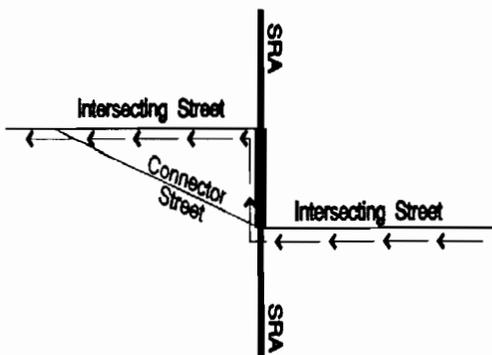
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

tion Management Associations (TMAs) include employers as well as transit and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and



Connector Route Improvement

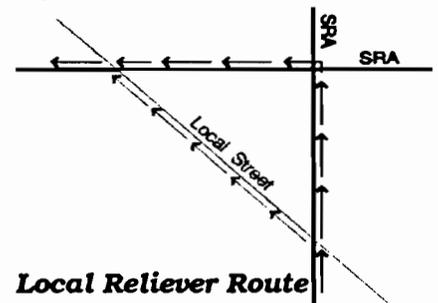
employers to form TMAs.

- Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:
 - **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.
 - **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that im-

...TO IMPROVE

(Continued from page 2)

- During peak periods, prohibition of left turns in those congested areas where a series of right turns could accomplish the same maneuver;
- Participation in location and development of replacement parking; and
- Enforcement of turning, parking, and loading regulations.



Local Reliever Route

provements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs

(Continued on Page 5)

Fullerton Woods East adjoins the existing right-of-way. Will the study address mitigating the impact of roadway improvements on the Forest Preserve?

No, the SRA study will not address specific mitigation measures. The study has completed gathering data on such resources as Fullerton Woods East, so that future design studies may more easily assess specific impacts on future improvement projects. Sensitive land uses may be adversely affected by widening of the right-of-way and so have also been documented. It is understood that such resources may make right-of-way acquisition in these segments infeasible within the Year 2010 time frame of the study. Such acquisitions are not planned for the segment which borders the Woods, because the right-of-way here is adequate for the desirable roadway configuration.

Is it necessary that the suburban and urban segments of North Avenue carry the same amount of traffic in order to provide a comparable level of service?

The goal of the SRA program is to provide acceptable levels of service throughout the system. What is acceptable varies between urban and suburban. Drivers in suburban areas expect to travel faster and more easily than they do in urban areas.

Roadway engineers use a Level of Service (LOS) calibration as a guide to roadway congestion. LOS ranges from LOS A — free flowing — to LOS F —

gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operating speeds, but with much stop and go and little maneuverability. The design speed for an urban area is 35 miles per hour. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. The design speed for a suburban area is 45 miles per hour. Both LOS C and LOS D denote traffic that continues to move.

To project the capacity of the urban and suburban segments of North Avenue, the desirable LOS, the number of traffic signals per mile, and the

number of through lanes of traffic must be identified. With a constant level of congestion caused by turning vehicles, a six lane road with a median and 2.5 signals per mile can be expected to accommodate an average of about 40,000 vehicles per day at LOS C. The increase in traffic signals east of Fullerton Woods East to 3.5 per mile does not reduce the capacity of the roadway. Capacity remains at about 40,000 vehicles per day, but reduces the LOS to D.

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

CELEBRATE APRIL 15TH???!!!**GOOD ROADS DAY**

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

to accomplish the trip more directly. Still another example is the improvement of collector routes to accommodate local traffic.

- **Accommodation of Selected Uses in Parallel Rights-of-Way** - Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Illinois 64 in Suburban Cook County.

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YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the trip purpose (there

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

are more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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How important are the Year 2010 SRA travel demand projections for the North Avenue to the SRA plan for the route? Are there other factors that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would acquiring the desirable amount of right-of-way be recommended in areas through which it would be difficult to obtain enough right-of-way?

Not always. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However the segment east of Thatcher Avenue is only 100 feet with buildings bordering much of the sidewalk. Recommendations for this portion will focus on improvements within the existing right-of-way. Taking additional right-of-way to accommodate the desirable roadway would only be recommended if redevelopment were to occur.

Does the narrower right-of-way mean that North Avenue east of Thatcher Avenue would be more congested than North Avenue west of Thatcher Avenue?

Not necessarily. Such things as signal coordination (see October 1990 **Spotlight**), adding bays for turning vehicles, prohibition of parking during peak periods, relocation of loading areas, managing driveway and side street access, extending turn bays, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway. Implementation of loading restrictions could significantly reduce existing congestion.

East of Thatcher Avenue the ability to accommodate future travel demand may be aided by the availability of alleyways along almost the entire length of the roadway. These alleyways can access rear parking and provide a convenient place for loading areas. Strict enforcement of parking and loading regulations on North Avenue will encourage their use.

Such congestion reduction strategies require the active cooperation of the local governments involved. Please see the March 1991 **Spotlight** for a more detailed discussion of how local governments can participate in reducing congestion.

What about those segments which have more right-of-way than is necessary to meet the desirable criteria? Will the full right-of-way be developed?

On North Avenue in Cook County, the segment between Interstate 294 and Thatcher Avenue enjoys some additional right-of-way. This segment is also traveled by more than enough vehicles to fill the desirable suburban six lane roadway. Traffic decreases substantially west of the Interstates and east of Thatcher. The additional right-of-way will allow for improved access, accommodation of extensive commuter traffic to employers lining the roadway, and accommodation of vehicles entering and exiting the Interstates.

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- *Fall 1991
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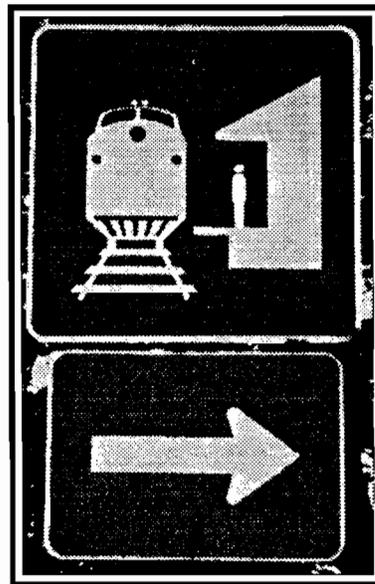
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Illinois Route 64 (North Avenue) in Suburban Cook County as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Illinois 64 in Suburban Cook County west of First Avenue and urban east of First Avenue - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

ARTERIAL ANSWERS

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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Advisory Panel

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Members

Rocco Biscaglio, Northlake

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MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 13, 1990*
First Advisory
Panel Meeting
- *November 14, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published
- *Fall 1991*
Third Advisory
Panel Meeting
- *Fall 1991*
Public Hearing
- *Winter 1992*
Final Route
Report Due

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STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

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IL ROUTE 64 - SUBURBAN COOK COUNTY ADVISORY PANEL

URBAN SHOPPING DISTRICTS

An urban shopping district is a long-established strip of stores. Many were established before World War II. Typically, these districts, and the communities around them, have been developed in a grid-like pattern. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. The properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. They are used for garbage collection and can provide access to parking lots and loading areas behind the stores.

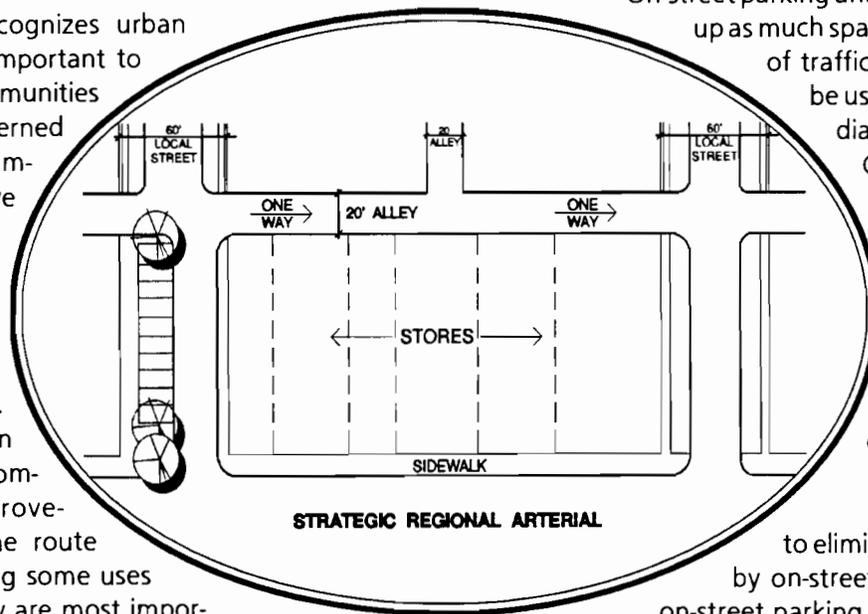
The SRA study recognizes urban shopping districts as important to the vitality of their communities and is particularly concerned about the impacts improvements might have on that vitality.

Urban shopping districts often are quite congested, particularly during the rush periods. Because there is often less right-of-way to accommodate traffic, improvements to the way the route operates and relocating some uses out of the right-of-way are most important.

A basic principle is that the closer the average vehicle's speed is to the posted speed limit, the more vehicles can be accommodated on the roadway. Adding lanes of through traffic is one method of reducing congestion. Reducing the number of times a vehicle must slow for others is also

beneficial. Left- and right-turn bays, medians, and bus turnouts are all improvements that can be expected to reduce the number of times vehicles must slow for others.

Relocating bus turnouts to the far sides of intersections can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right.



On-street parking and loading areas can take up as much space as two through lanes of traffic, or space which could be used for turning bays, medians and bus turnouts.

Cars and trucks moving in and out of spaces slow or stop through traffic. People getting in and out of the driver's side of modern vehicles are placed in the path of on-coming traffic.

The most effective way to eliminate congestion caused by on-street parking is to prohibit on-street parking and loading either permanently or during rush hours only, and either for the entire section or near signalized intersections only.

Prohibiting parking and loading during rush hours would logically have less of an impact on merchants in the district than permanent parking removal. It works best when traffic during the peak period is much greater than at other

(Continued on Page 3)

MILESTONES

- January 29, 1990
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- March 9, 1990
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Panel Meeting
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ARTERIAL ANSWERS

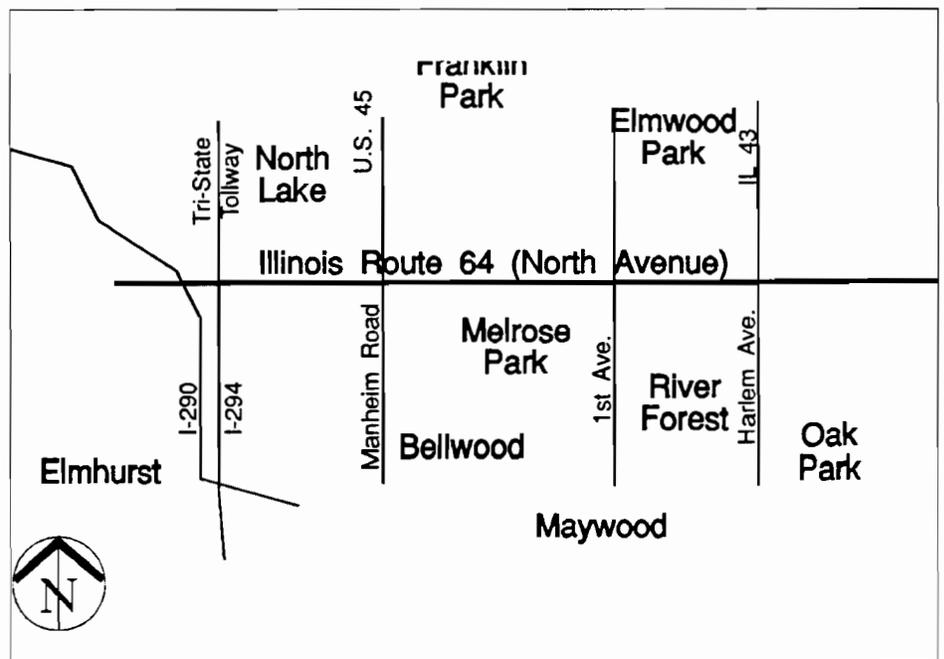
Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Are there urban shopping districts on Illinois Route 64 in suburban Cook County?

A

Yes, through Elmwood Park and River Forest. Also, the portion of the route in Chicago west of Austin is an urban shopping district.

Q



URBAN SHOPPING DISTRICTS

(Continued from Page 1)

times. However, it can be confusing to customers and others who may not know which of many streets in the area do not allow parking during the rush period. There is also a continuing need for enforcement, as the occasional vehicle remains in the on-street space during the rush period.

Parking can be relocated to scattered off-street lots throughout the district. Frequently, buildings are set back from the rear lot line allowing some space for parking. Vacant lots in the district can be developed into parking lots. If the alleys are particularly wide, 22 feet or more, parallel parking may be developed as well. Loading areas can be moved from the street to the rear of the stores.

Another potential source of parking space is on cross streets that have been closed to through traffic. Conversion of selected cross streets into parking areas can benefit both the district merchants by providing convenient parking nearby and the surrounding residential areas by reducing through traffic.

trict is undergoing a redevelopment phase. This is a unique opportunity to protect additional right-of-way where the strip of parcels next to the roadway is deep enough to allow dedication of adequate right-of-way and still leave enough to rebuild.

Vehicles entering the arterial roadway from side streets, particularly those turning left, add to congestion. Because they must pull in front of oncoming traffic from both directions, there should be a median large enough to provide refuge from far-side traffic. Similarly, those turning left from the arterial roadway should be able to pull into a median before making that turn. Where there is not adequate right-of-way to accommodate such a median, or where the right-of-way could be put to better use, it is desirable to limit turns onto and from the arterial to right turns, except at signalized intersections.

The improvements discussed here, along with coordination and timing of signals, can make a real difference in how safely and efficiently traffic can move through an urban shopping district.

Occasionally, a urban shopping dis-

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

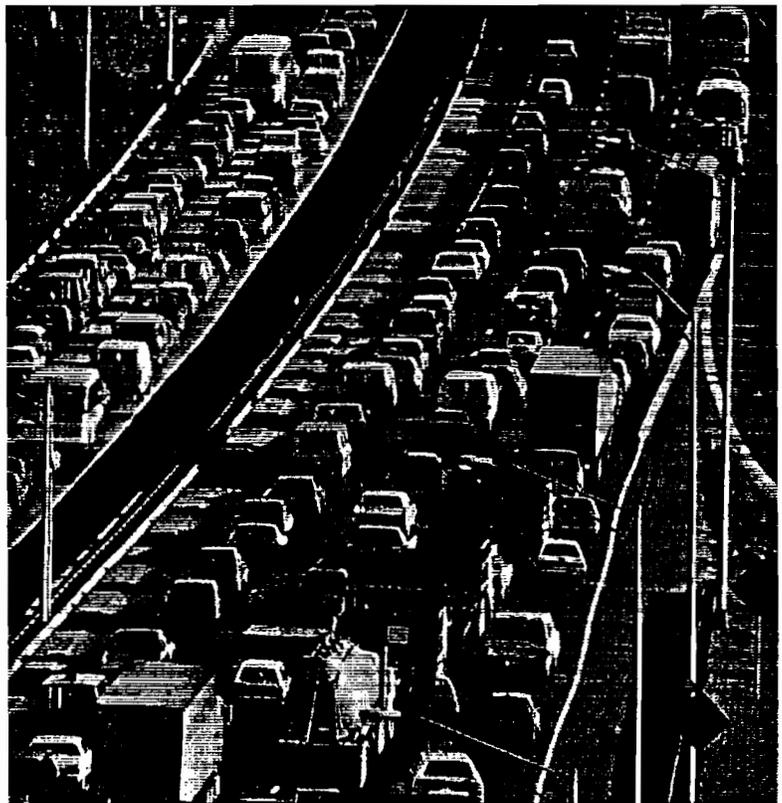
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

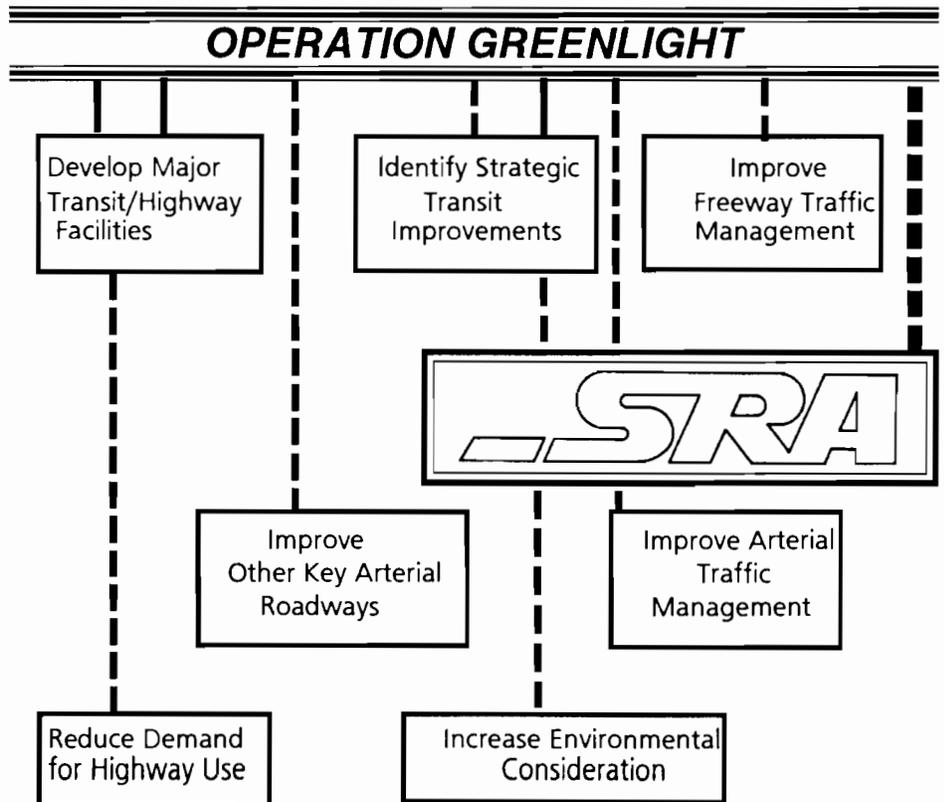
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

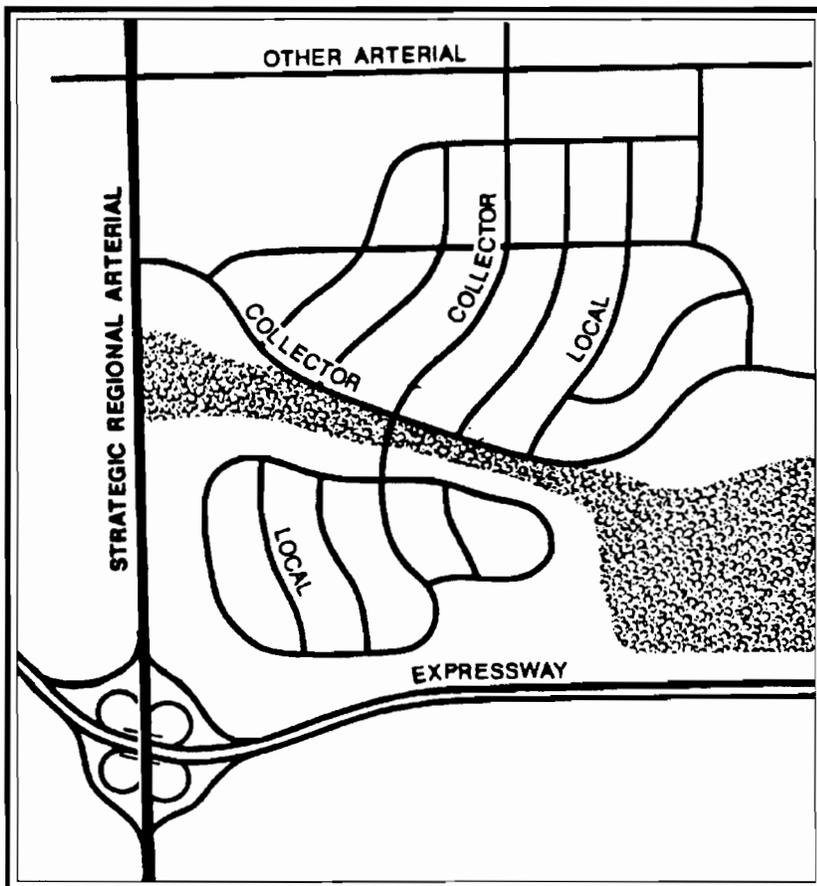
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include

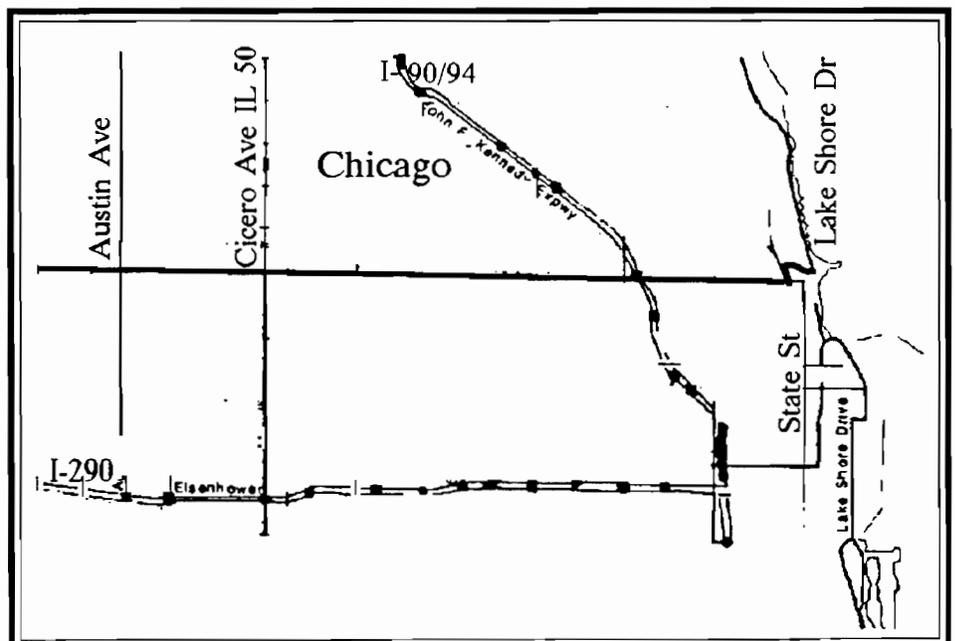
both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of effi-

ciency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

NORTH AVENUE - EAST OF AUSTIN SRA ROUTE ILLINOIS ROUTE 64



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

A

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with city representatives?

No. The Advisory Panels are the only formal city contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with city officials as needed to gather information and identify concerns.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Are there other city routes in the SRA system?

Yes. They include Ohio Street, Ontario Street, and Michigan Avenue in this phase alone.

Will the study address the timing of traffic lights?

Yes. Synchronization of traffic lights is expected to be a recommendation for all routes.

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will the final recommendations set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include projects as soon as each phase of the study is complete.

How do other studies for this route, including those now underway, relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are city goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- January 29, 1990
SRA Project Began
- April 16, 1990
Draft Part One Design Concept Report Submitted for review
- March 22, 1990
First Advisory Panel Meeting
- October 1990
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

_____ Name

Please send to:

Marty Becklenberg
320 N. Clark St., Rm. 411
Chicago, IL 60610
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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

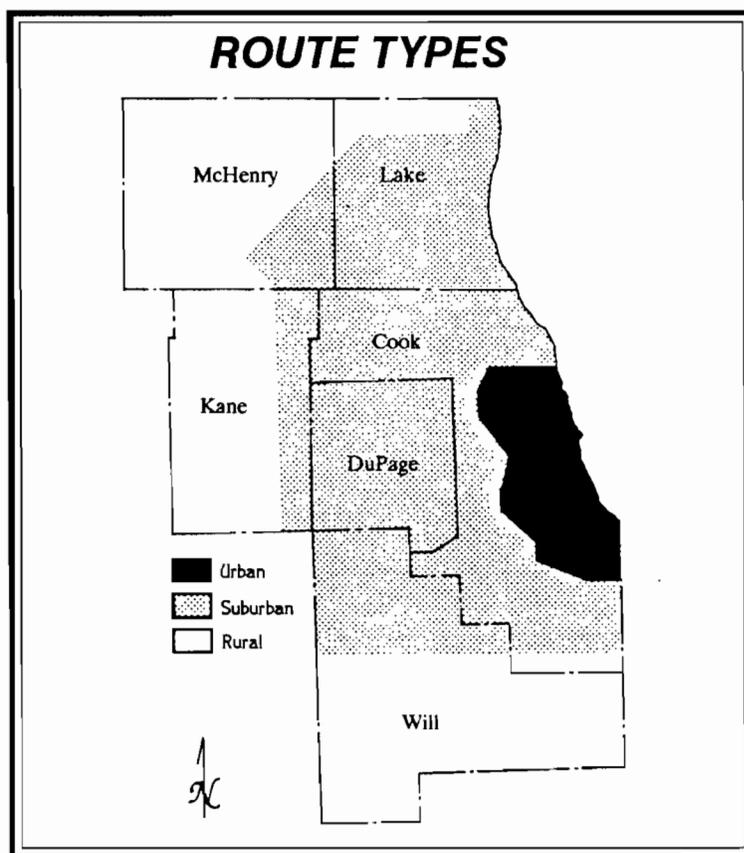
ROUTE TYPES DESIGNATED

The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



North Avenue east of Austin has been designated as an Urban route. The ultimate 2010 desirable characteristics for an Urban route could include:

- A 96 to 108 foot right-of-way width,
- Two lanes for through traffic in each direction,

ARTERIAL ANSWERS

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on North Avenue?

Most ROW's are about 100 feet wide even through major intersections.

Is there a significant amount of North Avenue ROW that is not 100 feet wide?

Yes.

Is this segment wider or narrower than most?

Narrower. The segment between Western Avenue and Larrabee Street, which comprises about 30 percent of the mileage in the City of Chicago, has 66 feet of ROW.

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

Q

and

A

(Continued on page 3)

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**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel Members

Ald. Fred B. Roti, Ward 1

Ald. Luis V. Gutierrez, Ward 26

Ald. Danny K. Davis, Ward 29

Ald. Carole Biakzak, Ward 30

Ald. Raymond A. Figueroa,
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ROUTES

(Con't from page 1)

- A median,
- Curbs, gutters and sidewalks,
- Limited parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Left turn bays at traffic signals.

Western Avenue to Larrabee is a particularly narrow segment. Right-of-way will be difficult to acquire. While two lanes in each direction could be provided, there is not enough right-of-way for such things as right and left turn bays, sidewalks, and parking.

Alternatives for these improvements will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

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MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *August, 1990
Final Draft Part One
Design Concept
Report*
- *October 1990
Pre-Final Part One
Design Concept
Report*
- *January 1991
Final Part One
Design Concept
Report*

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District One
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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second North (Austin Avenue to Lake Shore Drive) Avenue Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 29, 1990 at Humboldt Park. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for North Avenue. Preliminary analysis included applying the desirable urban SRA route characteristics to North Avenue, and identifying both the impacts and some alternatives to those impacts.

North Avenue is designated as an urban SRA route from Austin Avenue to Lake Shore Drive. The desirable urban SRA cross section includes two lanes of through traffic in each direction, a median, and such appurtenances as curbs and sidewalks. (Please see the October **Spotlight** for a more complete explanation of the route types.)

Alternatives offered for the segment of the route between Austin Avenue and Western Avenue include:

- During the rush hours only, relocation of parking to allow reconfiguration of the existing right-of-way to six through lanes of traffic plus a median; and

- During non-rush hour periods, on-street parking permitted leaving four through lanes and a median.

Alternatives offered for the segment of the route between Western Avenue and the Kennedy Expressway include:

- Four through lanes and parking permanently relocated; and
- Protection of right-of-way during redevelopment to provide for a minimum width of 84 feet.

Alternatives offered for the segment of the route between the Kennedy Expressway and Lake Shore Drive include:

- Six through lanes and parking permanently relocated; and
- Protection of right-of-way during redevelopment to provide for a width of 100 feet.

Alternatives common to all segments of the route include:

- Management of access through driveway consolidation and provision of coordinated internal circulation in new development;

- Coordination of traffic signals to improve traffic flow.

- Relocation of on-street parking to the rear of commercial buildings, particularly in back lots and adjoining properties as appropriate; and

- Improvement of alleys as loading areas.

Specific improvements might include:

- Modifications of the intersections of Grand Avenue, Kostner Avenue and Lowell Avenue, and Clyborne Avenue, Kingsbury Street and Sheffield Avenue with IL-64;

- Improvements of intersections at First, Harlem, Central, Cicero, Pulaski, Kedzie, Western, and Clark;

- Modification of interchange with Lake Shore Drive; and

- Development of a transportation center near Grand Avenue.

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Are these detailed recommendations?

No. These are the results of preliminary route analyses. No recommendations have yet been formulated. No detailed analysis will be done until the Advisory Panels have had an opportunity to respond to these preliminary analyses. The final recommendations will be made after detailed analysis. Those results will be presented at the next Advisory Panel Meeting.

What about segments with only 66 feet of right-of-way? Would buildings be demolished to provide additional right-of-way?

A

There are no plans to demolish buildings. However if redevelopment were to occur, efforts should be coordinated to have new buildings set back so the minimum desirable right-of-way width of 84 feet could be protected. Until then, one alternative is to provide four lanes for through traffic, left turn bays at major intersections, and to relocate on-street parking.

Why is it so important to relocate parking?

A bottleneck occurs when four through lanes of travel are reduced to two. It is essential in reducing congestion that the number of through lanes (four minimum) devoted to through traffic remain consistent for long stretches of North Avenue.

How far from the roadway would street parking be relocated?

Standards for parking relocation have not yet been studied. The implementation of similar programs along Cicero Avenue and elsewhere will be

Q

studied and experience from those programs included in recommendations for North Avenue. It is believed that the new parking for Cicero will not be a further walking distance to businesses than the street parking and will save shoppers time driving around looking for a parking space. This would seem to be a reasonable goal for North Avenue.

Would the restrictions for loading zones be total or only during the rush periods?

It would be desirable to relocate all loading zones off the street. Alley space behind buildings may provide adequate space, particularly if alley loading zones could be shared.

What options are being considered for the interchange with Lake Shore Drive?

Thus far, the only option considered is studying the merging movements of the southbound off-ramp of Lake Shore Drive and Lincoln Drive.

(Continued on page 3)

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Q & A

(Con't from page 2)

Will plans for a regional shopping center at North and Cicero affect the project?

A new regional shopping center could affect the project if the site design is not consistent with the recommendations made for North Avenue. The desirable criteria are expected to be finalized in January 1991. These criteria will provide the community and the developer with a clear idea of how the site would relate to an improved North Avenue.

Is acquisition of additional right-of-way through Lincoln Park being considered?

Not at this time.

Will improvements affect pedestrian traffic?

No noticeable impact should occur. There may be some widening of intersections to accommodate left turn bays,

but this is not expected to significantly inconvenience pedestrians.

Will any traffic signals be eliminated?

No. Signals should be coordinated wherever possible to improve traffic flow on North Avenue.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

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SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *November 29, 1990*
Second Advisory
Panel Meeting
- *January 1991*
Final SRA Design
Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENT

A key element in the success of the SRA program goals is the active participation of local government in implementation and in cooperation with other jurisdictions. Some are redevelopment goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local government can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local government can be especially helpful if it designs regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for redevelopment

(Continued on page 2)

...TO IMPROVE NORTH AVENUE EAST OF AUSTIN

In an urban area, right-of-way is normally a long term project. Projects in access and demand management, auxiliary improvements, and enforcement of traffic regulations can be carried out in the short term.

- Because right-of-way needed to bring the route to minimum SRA standards can only be acquired as properties are redeveloped, the agencies responsible for approval of redevelopment should require dedications adequate to bring the right-of-way width to its desirable minimum.
- City comprehensive and specific plans should include designation of the full desirable right-of-way.

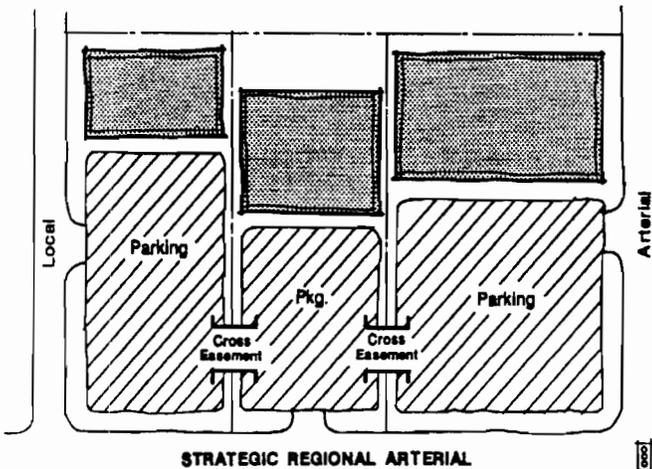
The City of Chicago can also effectively create additional roadway capacity by making operational changes. Of particular importance to North Avenue are:

- Access consolidation, especially through cross easements in parking lots;

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENT

(Continued from page 1)



Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for access. Owners of properties served by al-

leyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

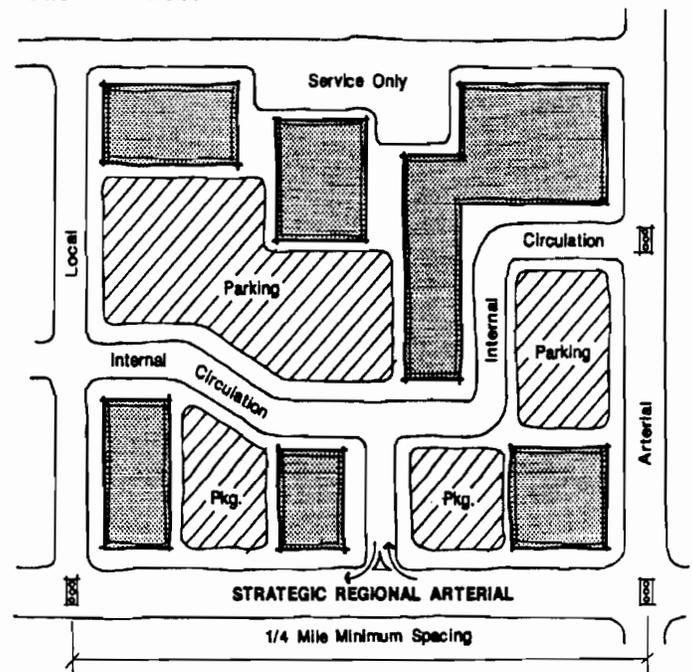
- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. Transportation Management Associations (TMAs) can include employers as well as transit and local government officials, so can be the most effective vehicle for organizing

...TO IMPROVE

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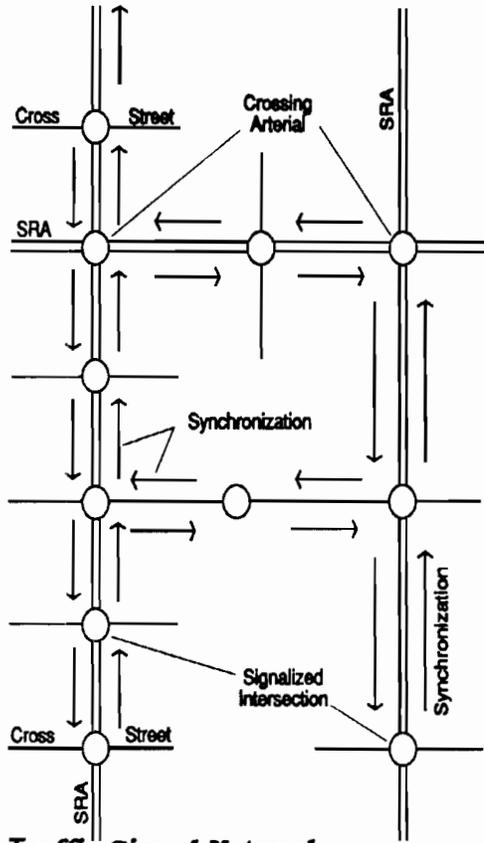
- Participation with private developers, the CTA and Metra to develop a transportation center near Cicero Avenue;
- Signal synchronization;
- Intersection redesign to accommodate freight vehicle turns wherever possible;
- Installation of turn bays at all intersections where turns are allowed;
- Improvement of alleyways to accommodate loading areas serving businesses on the route;

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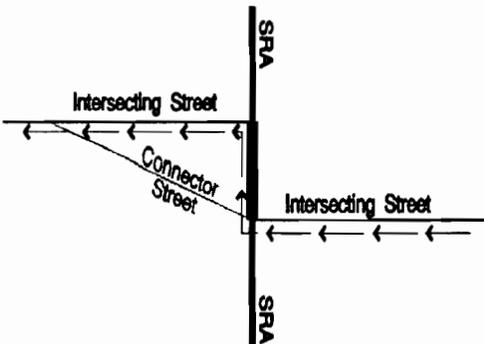
WORKING WITH LOCAL GOVERNMENT

(Continued from page 2)



Traffic Signal Network

such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local government and employers to form TMAs.



Connector Route Improvement

• **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

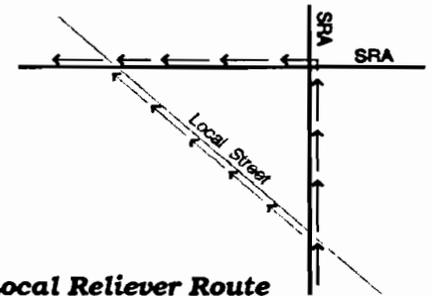
- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of

...TO IMPROVE

(Continued from page 2)

- Participation with the Illinois Department of Transportation in an active parking relocation program; and
- Enforcement of turning, parking, and loading restrictions.



Local Reliever Route

the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more di-

(Continued on Page 5)

Is it necessary that all segments of North Avenue have the same number of lanes in order to provide comparable service levels?

The goal of the SRA program is to provide acceptable levels of service throughout the system. Roadway engineers use a Level of Service (LOS) as a guide to measure how well traffic is moving. LOS ranges from LOS A—free flowing—to LOS F—gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operating speeds, but with much stop and go and little maneuverability. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. In a rural area, the acceptable peak hour LOS is C.

The Florida Department of Transportation (FDOT) published a series of tables detailing the maximum daily volumes that could be handled by various types of roadways. This 1988 guide provides an objective comparison of the impact of narrowing rights of way.

FDOT estimates that routes designed with three through lanes in each direction can carry as many as 45,000 vehicles per day at an average daily LOS C. If the number of through lanes is reduced to two in each direction, the route can accommodate less than 30,000 vehicles per day at LOS C. The level of service deteriorates rapidly with increases in the numbers of vehicles: 32,000 vehicles per day reduce the LOS to D and 33,500 vehicles per day reduce the LOS to E.

Since there is a reduction in lanes from six to four between Western Avenue and Orchard how could the disruptive effect on traffic be mitigated?

As discussed in the cover article of this newsletter, improving the flow through intersections and reducing turning movements throughout the segment are the most effective ways to improve its carrying capacity. Thus it will be very important that curb cuts be consolidated, signals coordinated, turning bays provided, and parking relocated throughout this segment.

The Old Town Triangle Historic District and several buildings that are or could be historically significant are near the route. Will the study address mitigating the impact of roadway improvements on these resources?

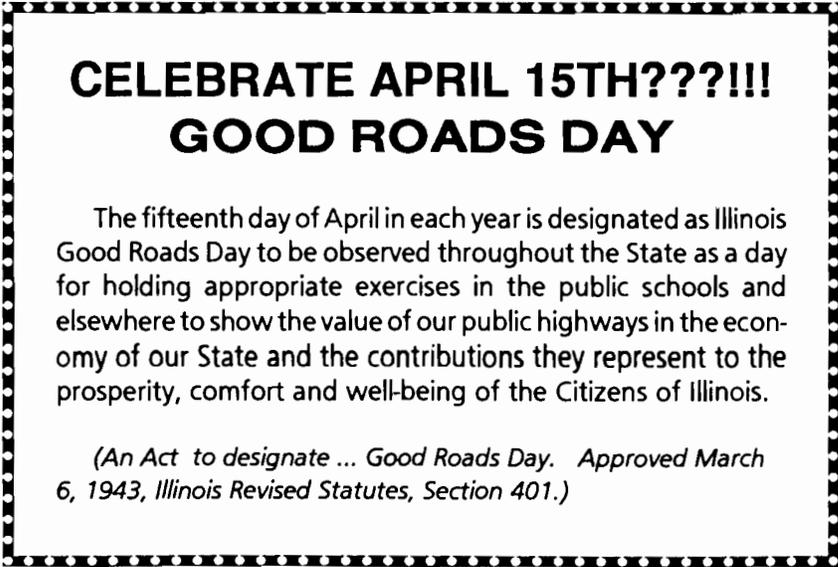
No, the SRA study will not address specific mitigation measures. The study

has completed gathering data on historic and potentially historic structures, so that future design studies may more easily assess specific impacts on future improvement projects. There is expected to be little or nothing that could restrict expansion of the right-of-way to a desirable minimum standard as most of the right-of-way bordered by historic resources is adequate now.

Is the right-of-way between North Avenue and Lake Shore Drive through Lincoln Park of the desirable minimum width?

The right-of-way is confined to the existing roadway. There is no dedicated right-of-way.

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

**CELEBRATE APRIL 15TH???!
GOOD ROADS DAY**

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENT

(Con't from page 3)

rectly. Still another example is the improvement of collector routes to accommodate local traffic.

- **Accommodation of Selected Uses in Parallel Rights-of-Way** - Improvements of parallel rights-of-way to accommodate transit and access ways can also help. Bringing pedestrians, bicyclists, and "kiss-and-riders" to transit centers which are at the convergence of two or more modes of transit could be more easily accomplished on routes parallel to the SRA than on the SRA itself. The transit center could be developed in conjunction with private developers and could include convenience goods and services such as dry cleaners, day care, and convenience groceries.

These rights-of-way may be other, parallel streets, alleys, or occasionally unused rights-of-way belonging to others. An abandoned rail bed is an example of such a right-of-way.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to North Avenue east of Austin Avenue.

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- *November 29, 1990
Second Advisory
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- *February 1991
Design Concept
Report Published*

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and about 70 percent of the roadways designated as

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

trip purpose (there are more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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ARTERIAL ANSWERS

How will the Year 2010 SRA travel demand projections for North Avenue affect proposed improvements? Are there other factors that will go into the improvement plans?

Traffic projections are important to the SRA planning process, but they will not be determinative of the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Will improvements necessary to meet these criteria always be recommended?

No. The desirable right-of-way width for an urban SRA is at least 72 feet with a four lane roadway. The segment between Western Avenue and Interstate 90/94 is 66 feet with buildings that are very close to the right-of-way. Recommendations for this portion will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

Is expansion of the right-of-way the only way to reduce congestion?

Not necessarily. Such things as signal coordination (see October 1990 **Spotlight**), adding bays for turning vehicles, prohibition of parking during peak periods, relocation of loading areas, managing driveway and side street access, extending turn bays, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

West of Interstate 90/94 the ability to accommodate future demand may be aided by the availability of alleyways along almost the entire length of North Avenue. These alleyways often access rear parking and provide a convenient place for loading areas. Strict enforcement of parking and loading regulations on North Avenue will encourage their use and could immediately reduce congestion.

Such congestion reduction strategies require the active cooperation of the local governments involved. Please see the March 1991 **Spotlight** for a more detailed discussion of how local governments can participate in reducing congestion.

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Q
A

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SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

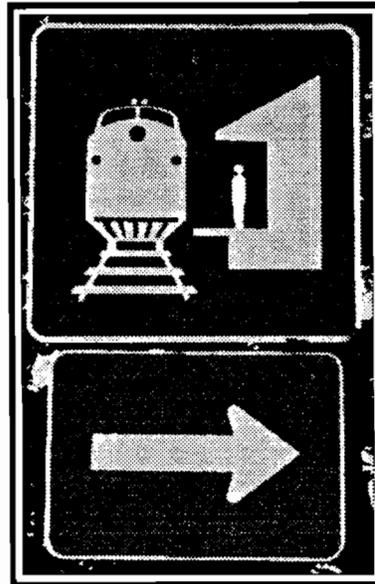
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For North Avenue east of Austin as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - urban for North Avenue east of Austin - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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NORTH AVENUE - EAST OF AUSTIN ADVISORY PANEL

URBAN SHOPPING DISTRICTS

An urban shopping district is a long-established strip of stores. Many were established before World War II. Typically, these districts, and the communities around them, have been developed in a grid-like pattern. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. The properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. They are used for garbage collection and can provide access to parking lots and loading areas behind the stores.

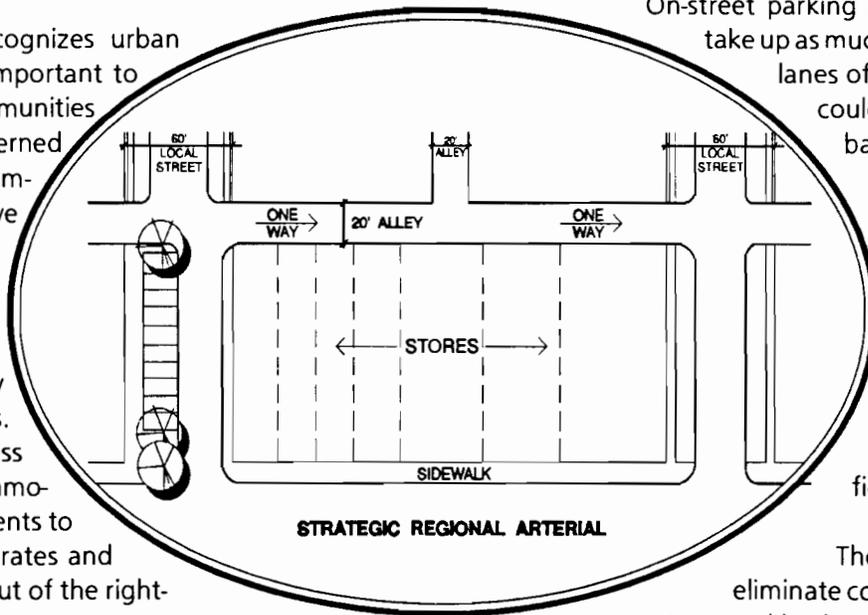
The SRA study recognizes urban shopping districts as important to the vitality of their communities and is particularly concerned about the impacts improvements might have on that vitality.

Urban shopping districts often are quite congested, particularly during the rush periods. Because there is often less right-of-way to accommodate traffic, improvements to the way the route operates and relocating some uses out of the right-of-way are most important.

A basic principle is that the closer the average vehicle's speed is to the posted speed limit, the more vehicles can be accommodated on the roadway. Adding lanes of through traffic is one method of reducing congestion. Reducing the number of times a vehicle must slow for others is also

beneficial. Left- and right-turn bays, medians, and bus turnouts are all improvements that can be expected to reduce the number of times vehicles must slow for others.

Relocating bus turnouts to the far sides of intersections can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right.



On-street parking and loading areas can take up as much space as two through lanes of traffic, or space which could be used for turning bays, medians and bus turnouts. Cars and trucks moving in and out of spaces slow or stop through traffic. People getting in and out of the driver's side of modern vehicles are placed in the path of on-coming traffic.

The most effective way to eliminate congestion caused by on-street parking is to prohibit on-street parking and loading either permanently or during rush hours only, and either for the entire section or near signalized intersections only.

Prohibiting parking and loading during rush hours would logically have less of an impact on merchants in the district

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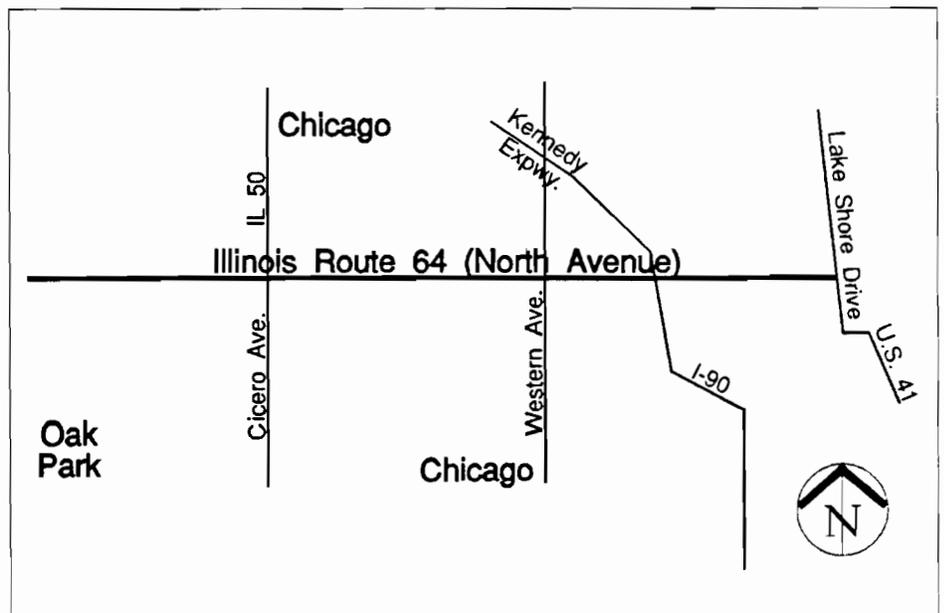
Are there urban shopping districts on Illinois 64 East of Austin Avenue?

Yes. Most of the route would be called an urban shopping district.

Wouldn't the section through the Old Town Triangle Historic District present many of the same sorts of problems, because the area could not easily be redeveloped?

QA

While it would seem to, the right-of-way through the district has been expanded from the 66 feet wide west of the Kennedy Expressway to a full 83 feet. This is considered an adequate width for an urban SRA. Redevelopment in the district has helped to insure that vehicles and pedestrians can conveniently move through and within it.



URBAN SHOPPING DISTRICTS

(Continued from page 2)

than permanent parking removal. It works best when traffic during the peak period is much greater than at other times. However, it can be confusing to customers and others who may not know which of many streets in the area do not allow parking during the rush period. There is also a continuing need for enforcement, as the occasional vehicle remains in the on-street space during the rush period.

Parking can be relocated to scattered off-street lots throughout the district. Frequently, buildings are set back from the rear lot line allowing some space for parking. Vacant lots in the district can be developed into parking lots. If the alleys are particularly wide, 22 feet or more, parallel parking may be developed as well. Loading areas can be moved from the street to the rear of the stores.

Another potential source of parking space is on cross streets that have been closed to through traffic. Conversion of selected cross streets into parking areas can benefit both the district merchants by providing convenient parking nearby and the surrounding residential areas by reducing through traffic.

Occasionally, a urban shopping district is undergoing a redevelopment phase. This is a unique opportunity to protect additional right-of-way where the strip of parcels next to the roadway is deep enough to allow dedication of adequate right-of-way and still leave enough to rebuild.

Vehicles entering the arterial roadway from side streets, particularly those turning left, add to congestion. Because they must pull in front of oncoming traffic from both directions, there should be a median large enough to provide refuge from far-side traffic. Similarly, those turning left from the arterial roadway should be able to pull into a median before making that turn. Where there is not adequate right-of-way to accommodate such a median, or where the right-of-way could be put to better use, it is desirable to limit turns onto and from the arterial to right turns, except at signalized intersections.

The improvements discussed here, along with coordination and timing of signals, can make a real difference in how safely and efficiently traffic can move through an urban shopping district.

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