



Strategic Regional Arterial



Lake Shore Drive/ Stony Island Avenue
from Interstate 94 to Hollywood Avenue

FINAL REPORT

Operation GreenLight



Illinois Department of Transportation
May 1996

PREFACE

Uniqueness of the Lake Shore Drive/Stony Island Avenue Corridor. This corridor has certain characteristics which set it apart from other Strategic Regional Arterial (SRA) routes. The Lake Shore Drive (LSD) portion lies entirely within an urban park setting. Roadway aesthetics are a priority. The character and role of Lake Shore Drive are defined in several key planning documents. Among these documents are the 1909 Burnham Plan and the Lakefront Ordinance of the City of Chicago. Stony Island Avenue, from 95th Street to 67th Street, acts as a southern gateway to the City of Chicago, its lakefront, parks, and cultural institutions. Its wide planted median connects with historic Jackson Park at 67th Street. Unlike other SRA reports, specific solutions for each segment are not always proposed. Instead, alternatives which have been considered, and those meriting further study, are described.

The unique characteristics of this corridor caused a major revision to the typical design objectives used for SRA routes. The planning and design objectives used for this corridor are:

- Enhance safety.
- Eliminate operational problem spots.
- Maintain, but not increase, overall vehicle carrying capacity.
- Improve transit access to the Lakefront.
- Improve bicycle access near and across the corridor.
- Improve pedestrian access near and across the corridor.
- Maintain and enhance view corridors.
- Improve signing and driver information systems.
- Enhance consistency of interchange geometry and operations.

This SRA Report has been prepared for the Illinois Department of Transportation (IDOT) and the SRA Subcommittee of the Chicago Area Transportation Study (CATS) by Meridian Engineers & Planners, Inc.

Included in this report are a description of the study process, a detailed description and analysis of the existing route conditions, a description of the need for improvement, an explanation of the public involvement process, the planning context used to develop corridor alternatives, and a detailed description of corridor alternatives by segment.

Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 847/705-4095.

EXECUTIVE SUMMARY

This report includes a range of improvement recommendations for specific sections of Lake Shore Drive and Stony Island Avenue. The recommendations are to be used by the Illinois Department of Transportation (IDOT) and local agencies when considering their capital improvement program priorities. No funding sources are identified. **The report seeks to provide a vision of the future for Lake Shore Drive and Stony Island Avenue by addressing long-term needs associated with:**

- Improved traffic operational efficiency
- Pedestrian and transit access to the Lakefront
- The enhancement of corridor aesthetics

Prioritization of alternative recommendations will occur after study completion. This will require input from local agencies.

General - Study Limits

The Lake Shore Drive/Stony Islands Avenue Strategic Regional Arterial Study began in 1992. The study limits extend from Stony Island Avenue (at 95th Street), proceed north through Jackson Park and along Lake Shore Drive, to a northern terminus on Ridge Avenue at Peterson Avenue (see Exhibit 2.1.1.) The study area length is approximately 20 miles. The section of Lake Shore Drive between Balbo Drive and the Stevenson Expressway (Interstate 55) is not addressed in this report. This segment is addressed in the study and plans prepared by the Metropolitan Pier and Exposition Authority for the relocation of Lake Shore Drive to the west side of the Field Museum and Soldier Field. Additionally, the portion of Lake Shore Drive and Coast Guard Drive between 67th Street and 57th Street, while not included in the SRA network, was evaluated as part of this study.

Report Organization

The report is divided into two volumes. Volume I - the study report itself, defines the basic recommendations. Volume II, the Appendix, provides more background information regarding study coordination, and other alternatives considered, and a corridor transit study.

Planning and Design Objectives

Study recommendations were made in the context of several planning and design objectives:

- Enhance safety.
- Eliminate operational problem spots.
- Maintain, but not increase, overall vehicle carrying capacity.
- Improve transit access to the Lakefront.
- Improve bicycle access near and across the corridor.
- Improve pedestrian access near and across the corridor.
- Maintain and enhance view corridors.
- Improve signing and driver information systems.
- Enhance consistency of interchange geometry and operations.

Guiding Philosophies

Study recommendations were developed in the context of the following guiding philosophies:

- To achieve no net-loss of green-space.
- To encourage as much public input as possible, within the constraints of the typical SRA public involvement process.
- To facilitate local agency and Illinois Department of Transportation consensus building.
- To consider and document all alternatives.
- To continuously consider the visual and recreational characteristics of Lake Shore Drive.
- To build upon the concept of Stony Island Avenue as a southern gateway to the Chicago community.

Some of the basic findings and recommendations of the study are as follows:

- The need to provide traffic operational improvements at specific problem spots.
- The need to encourage traffic signal system interconnection and coordination.
- Traffic management along Lake Shore Drive should provide a balance between the needs of peak-hour traffic, access to major Lakefront generators, and special event traffic.
- The need to provide aesthetic treatments along the entire corridor.

- To consider the location of east-west pedestrian/bicycle connections in the context of meeting land use and recreational objectives.
- To provide additional pedestrian overpasses along south Lake Shore Drive.
- Involve local community input in the definition of "landscaped" median alternatives.
- The need for a Lakefront Traffic Management Plan.

Next Steps

IDOT will take the recommendations of this report to develop a "priority listing" of projects. The individual segments are defined to allow them to be treated as separate, free-standing projects. Several segments can be combined to form one project. Should IDOT decide to request and program engineering funds for a particular corridor segment, the following steps would need to occur before construction.

- Preparation of a "Phase I" preliminary engineering study and associated environmental documentation. This Phase I study would have its own public involvement process. It would also address storm-water management strategies and design solutions. The typical time-frame for completion of this work would be eighteen months to two years.
- Preparation of Phase II engineering plans, specifications, and cost estimates. This process takes approximately two years.
- Allocation of construction funds.

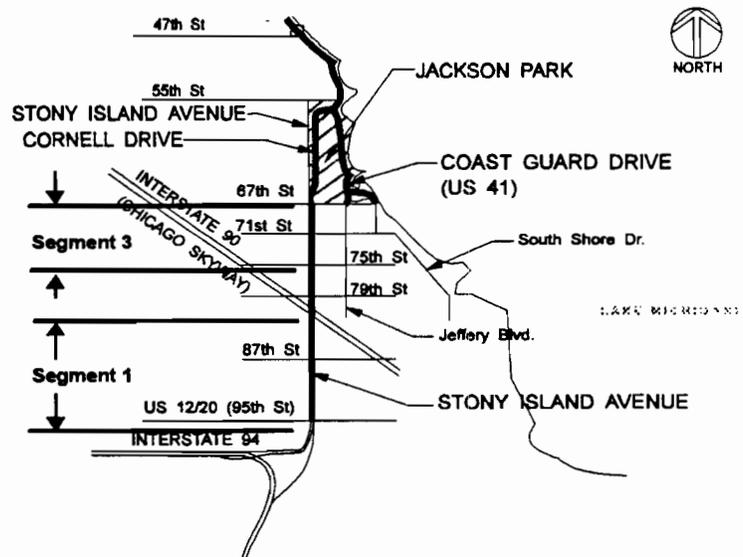
SUMMARY OF RECOMMENDATIONS

The recommended alternatives by corridor segments are summarized in the following paragraphs. These alternatives are described in more detail in Chapter 5. Other alternatives considered are described in Appendix A. **Definitions for median treatments are described on page xxviii.** Future improvements by other agencies may provide the opportunity to implement alternatives which would otherwise be beyond study objectives. Additional details concerning alternatives beyond study objectives are included in Appendix B. The description of recommendations begins on Stony Island Avenue at 95th Street. The recommendations continue to the north along Lake Shore Drive to Ridge Avenue at Peterson Avenue in the Edgewater area.

Segment 1: I-94 to I-90, and Segment 3: I-90 to 67th Street

The primary recommendations for these segments are:

- Reinforce the role of Stony Island Avenue as a southern gateway to the City of Chicago.
- Increase landscaping in parkways and the median.
- Replace the railroad structure at approximately 94th Street to allow for three northbound and three southbound lanes.
- Reduce traffic conflicts along the Corridor by emphasizing the 1/4-mile grid and eliminating minor cross street median openings.
- Maintain access to land uses by providing for “U-turns” at selected locations.
- Coordinate signals along the corridor.
- Consider bus pre-emption at signalized intersections.
- Improve pedestrian access across Stony Island Avenue.



Segment 2: I-90 Interchange Area (81st Street to 76th Street)

The recommended improvements in this segment are:

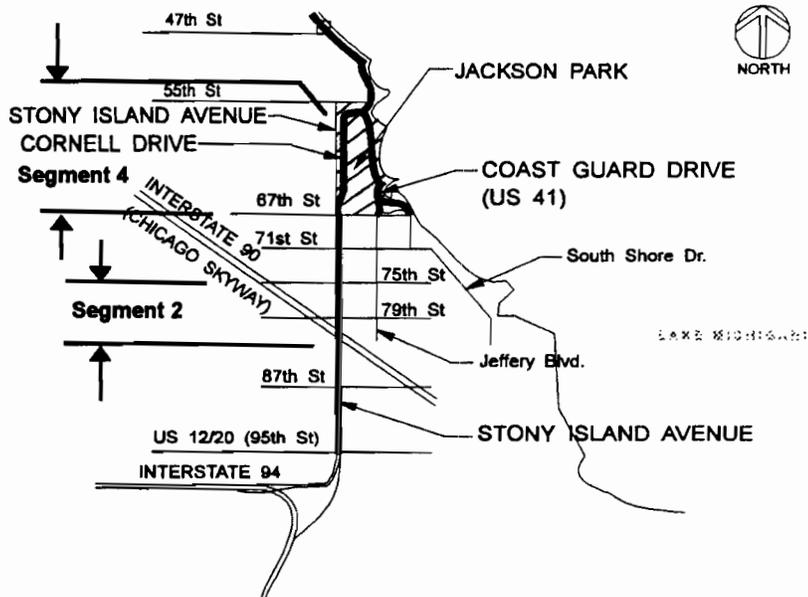
- Provide lane continuity on Stony Island from north of I-90 (the Skyway) to south of I-90.
- Eliminate the “choke point” on Stony Island Avenue at I-90.
- Replace the Conrail and the abandoned rail overpass structures.

- Consider column relocations for I-90 Chicago Skyway ramps.
- Provide more efficient and pedestrian actuated signals.

**Segment 4: Jackson Park Area -
Stony Island Avenue and
Cornell Drive, 67th Street to
Lake Shore Drive**

Three alternatives are being considered for this segment. The alternatives are:

Alternative A - Limited Action
Alternative B - Shift SRA to
Stony Island Avenue. Alternative
B has two similar sub-alternatives.
Alternative C - Relocate North-
bound movement at 67th Street
(See Figure 5.4.3)



Alternative A - Limited Action:

- Proposes no changes in existing traffic patterns and roadway network.
- Proposes the inclusion of a raised landscaped median on Stony Island Avenue on the west side of Jackson Park.
- Provision of a continuous median along 57th Drive.

Alternative B1 - Shift SRA at 57th Street:

- Moves through traffic to the periphery of the park at 57th Street.
- Significantly reduces traffic on Cornell Drive, an interior park road.
- Changes traffic patterns by diverting Cornell Drive through traffic onto Stony Island Avenue.
- May increase traffic noise and reduced air quality for sensitive land uses west of Stony Island Avenue (Hyde Park Career Academy, Doctor's Hospital of Jackson Park, Hyde Park YMCA, as well as others.)
- May impact the historic landscaping and layout of Jackson Park because of required widening along Stony Island Avenue.

Alternative B2 - Shift SRA at Midway Plaisance:

- Moves through traffic to the periphery of the park at Midway Plaisance.
- Changes traffic patterns to a lesser extent than Alternative B1, and maintains existing traffic patterns north of Midway Plaisance.

- Affects fewer sensitive land uses west of Stony Island Avenue with potential increased traffic noise and reduced air quality for (same land uses as Alternative B1 except the Doctor's Hospital of Jackson Park and other uses north of Midway Plaisance.)
- May impact the historic landscaping and layout of Jackson Park, because of required widening along Stony Island Avenue.

Alternative C - Relocate North-bound movement at 67th Street:

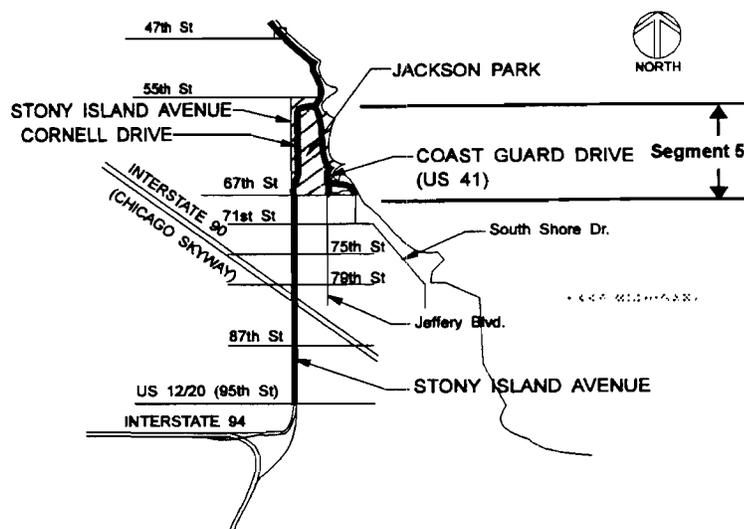
- De-emphasizes Stony Island Avenue as a through street.
- Eliminates northbound Cornell Drive between 67th Street and 66th Street.
- Eliminates northbound and southbound Cornell Drive between 66th Street and 65th Street.
- Opens portions of the southwest corner of the park to potential park uses.
- Relocates traffic to Cornell Drive between 65th Place and about 64th Street.
- May improve Stony Island Avenue intersection operations at 67th Street.

All alternatives could include some geometric changes to intersections, traffic signal modernization, and installation of a landscaped median and west parkway landscaping improvements along Stony Island Avenue.

Segment 5: Jackson Park Area - Coast Guard Drive/Lake Shore Drive, 67th Street to 57th Drive

Principal recommendations are:

- Extend the median concept from Burnham Park to Jackson Park along Lake Shore Drive/Coast Guard Drive.
- Realign Hayes Drive with the Jackson Park Beach area.
- Improve transit access to the Jackson Park Beach.
- Improve pedestrian access to the lakefront by providing grade-separated or at-grade crossings.
- Provide additional pedestrian at-grade crossing and overpass at 57th Street.
- Consider a permanent road and pedestrian crossing at "58th Street".
- Continue to coordinate with the City of Chicago pre-phase I study for the South Lake Shore Drive Safety Study.



Two median types are considered:

- Aesthetic Double-faced Median Wall, without landscaping (Alternative A1).
- Raised Landscaped Median (Alternative A2).

Median definitions are described on page xxviii, Key Terms.

Key design implications of these median types are:

The Aesthetic Double-Faced Median Wall

- Replaces the existing temporary barrier with a more aesthetic median barrier.
- Does not require any pavement widening or impact any greenspace.
- Maintains the existing drainage system.
- Maintains the existing lane widths.

The Raised Landscaped Median

- Provides a raised landscaped median.
- Requires pavement widening and impacts greenspace in order to install the median.
- Provides lane widths of 11 feet.

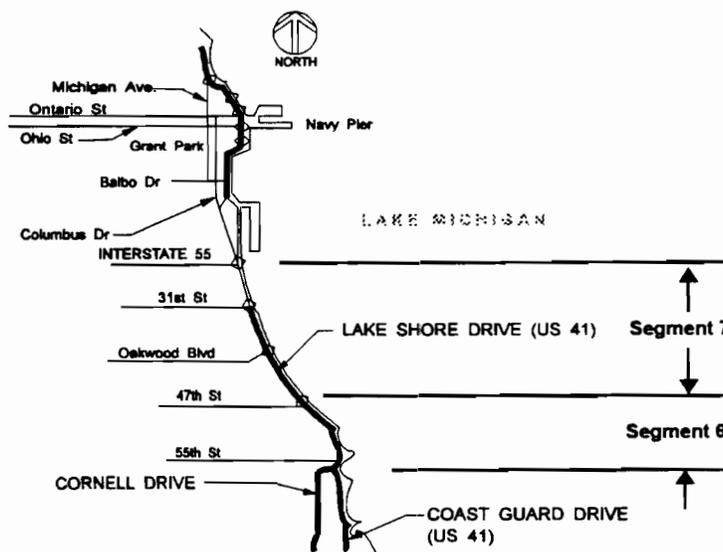
Segment 6: Lake Shore Drive, 57th Drive to 47th Street

Recommendations developed for this segment are:

- Extend the median concept south along Lake Shore Drive.
- **Reduce the existing eight-lane cross section to six-lanes.** The lane reduction involves removing the northbound outside lane between 53rd Street and 47th Street and a southbound lane from north of 53rd Street to the 50th Place exit ramp.
- Improve southbound exit ramp geometry at 50th Place and 53rd Street.
- Improve northbound lane continuity at the 47th Street interchange.

Two median types are considered for this segment:

- Aesthetic Double-faced Median Wall, without landscaping (Alternative A1).
- Raised Landscaped Median (Alternative A2).



The Raised Landscaped Median may involve limited pavement widening along both sides or one side of Lake Shore Drive. Widening on both sides may require reconstruction of the entire cross section. Widening along the west side of Lake Shore Drive may impact a bridle path.

Segment 7: Lake Shore Drive, 47th Street to I-55

Improvements in this segment consist of:

- Replacing existing mountable curb and gutter and gravel or paved shoulders with barrier curb and gutter and grass parkways.
- Providing emergency pull-out bays where warranted.
- Installing aesthetic double faced median wall or raised landscaped median at bridge approaches.
- Replacing steel guard rail with a more aesthetic style of barrier.
- Landscaping of median and parkway areas as needed.
- Improving transit access to the 31st Street Beach.
- Provision of additional pedestrian overpasses.

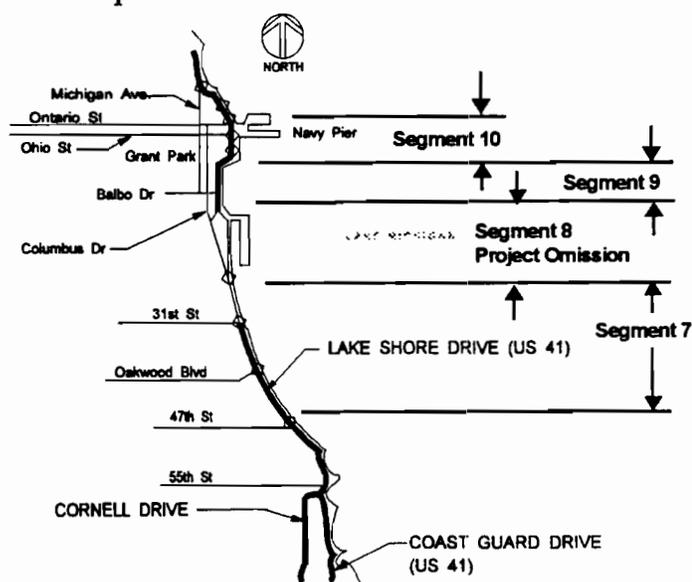
Segment 8: Lake Shore Drive, I-55 to Balbo Drive

This segment is not included in this study. Major renovation and reconstruction will occur with the relocation of the northbound lanes of Lake Shore Drive in 1996.

Segment 9: Lake Shore Drive, Grant Park area, from Balbo Drive to Monroe Street

The concept in this segment is to provide a “boulevard” type of street by installing a wide landscaped median. Principal recommendations are:

- Provide a 26-foot wide landscaped median.
- Focus pedestrian crossing sites at intersections by discouraging mid-block crossings with a raised landscaped median.
- Improve traffic operations along the segment by providing four continuous through lanes in the northbound direction.



- Improve intersection operations by providing dual left turn lanes.
- Improve pedestrian access to the Lakefront by constructing a concourse near Buckingham Fountain.

Three alternatives were developed for the proposed concourse location. They are:

Alternative A - Pedestrian Concourse at Buckingham Fountain.

Alternative B - Two pedestrian underpasses; one north and one south of Buckingham Fountain

Alternative C - Two pedestrian underpasses; one lined up with Harrison Street extended and one lined up with Van Buren Street

Segment 10: Lake Shore Drive, Monroe Street to Ohio Street

Improvements in this segment include:

- Replacing the existing concrete barriers with aesthetic double-faced median wall or aesthetic wall with rail.
- Providing architectural street lighting instead of standard street lights.

Segment 11: Lake Shore Drive, Ohio Street to Michigan Avenue

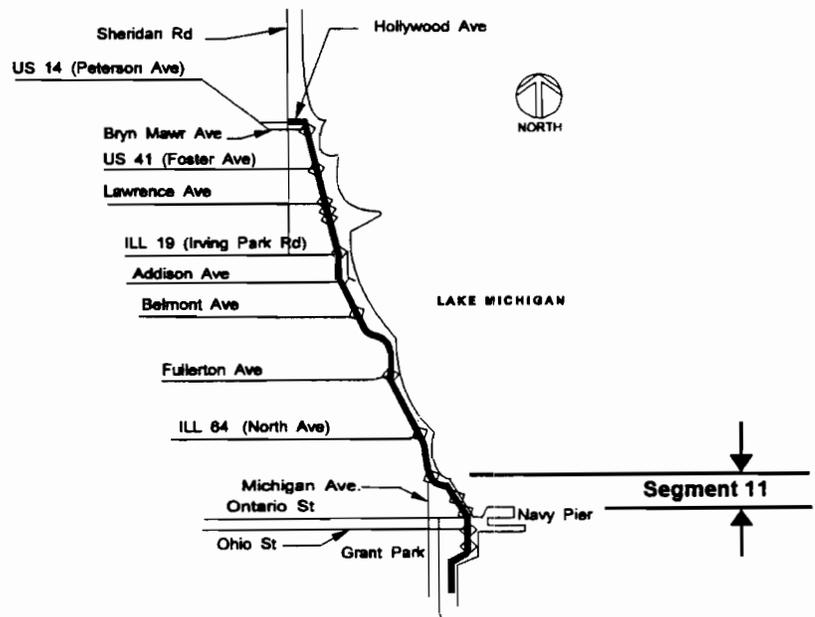
The design concept used to develop the two sub-alternatives studied for this segment is to provide protected dual left turn lanes for northbound Lake Shore Drive to westbound Chicago Avenue without lake fill. The sub-alternatives are:

Alternative A1 - Widen to west
- Narrow Inner Drive

Alternative A2 - Widen to east - Narrow Lakefront Pedestrian Path

Both alternatives include:

- Limited widening of Chicago Avenue between Lake Shore Drive and Fairbanks Court to accommodate two westbound lanes, the existing parking, and eastbound through lanes.



Lake Shore Drive/Stony Island Avenue

SUMMARY OF RECOMMENDATIONS

- Replacing existing Lake Shore Drive concrete barriers with aesthetic double-faced median wall or aesthetic wall with rail.
 - Improving the pedestrian underpass at two locations.
- Provide a southbound entrance onto Lake Shore Drive at Superior Street.

Alternative A1:

- Does not impact the Lakefront pedestrian/bicycle path or seawall.
- Changes the Inner Drive from four-lanes (two each direction) to three lanes (one each direction with a center median for left turn lanes.)

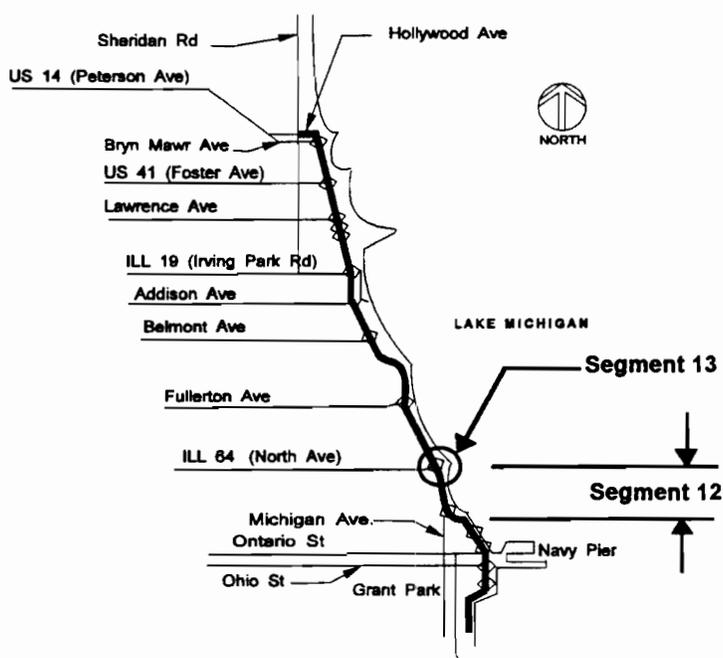
Alternative A2:

- Leaves the Inner Drive unchanged.
- Requires construction of a retaining wall to minimize impacts to the Lakefront pedestrian/bicycle path.

Segment 12: Lake Shore Drive, Michigan Avenue to North Avenue

The recommended improvements for this segment are:

- Replace steel guard rail with aesthetic wall with rail.
- Replace chain link fence with a more aesthetic pedestrian barrier fence.
- Improve pedestrian concourses at three locations.
- Construct beach level path to separate pedestrians from bicyclists and reduce congestion.
- Improve existing pedestrian path surface.
- Consider architectural street lighting instead of standard street lights.



Segment 13: Lake Shore Drive, LaSalle Drive Interchange Area

The design concept used to develop alternatives in this segment is to simplify the elements of the interchange area while increasing usable park space. A basic recommendation is to improve transit access to the North Avenue Beach.

Other recommendations include modifications to the intersection west of the LaSalle Drive bridge, realignment of the southbound to westbound ramp, and North Avenue Beach parking lot improvements. Any single recommendation, or combination of recommendations could be implemented for this segment.

Modifications to the intersection west of the LaSalle Drive bridge would:

- Reduce the existing three intersections to one.
- Provide a five-leg intersection by realigning the southbound entrance ramp.
- Accommodate existing turning movement needs.

The realignment of the southbound to westbound ramp:

- Utilizes a smaller radius for the southbound exit ramp onto LaSalle Drive.
- Reduces the existing 35 m.p.h. design speed to 30 m.p.h.
- Maintains a free-flow condition for this movement.
- Returns useable land to the park.
- Increases the weaving distance for the southbound exiting traffic merging into the far left lane to access North Avenue to the south.

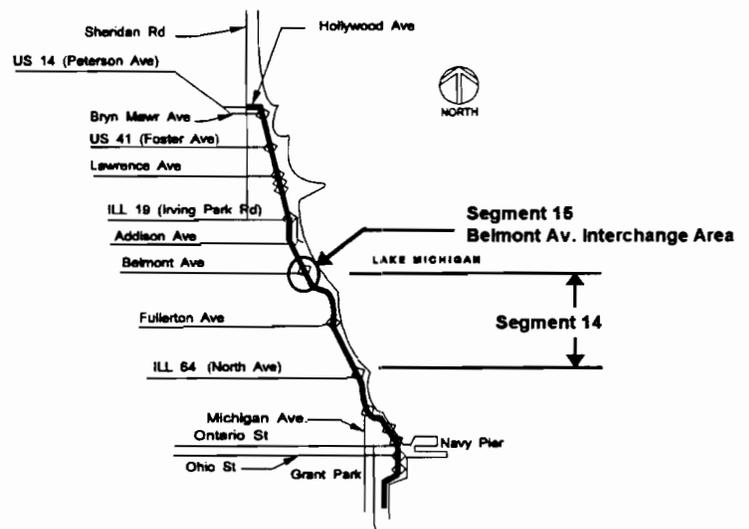
North Avenue Beach House parking lot reconfiguration improvements are:

- Eliminate parking lot access onto the northbound exit ramp.
- Provide cul-de-sac at south end of parking lot.

Segment 14: Lake Shore Drive, LaSalle Drive to Belmont Avenue

Improvements proposed for this section include:

- For the portion of the segment between North Avenue and Fullerton Avenue, a continuation of the improvements described in segment 12.
- Replacing steel guard rail with a more aesthetic wall with rail throughout the segment.
- Pedestrian concourse improvements at the Diversey Harbor inlet bridge.
- Lake Shore Drive ramp removals at the old Gun Club.



Segment 15: Lake Shore Drive, Belmont Avenue Interchange Area

The design objectives used to develop alternatives at this interchange are to enhance safety by eliminating northbound exit ramp back-up onto the mainline and reduce pedestrian, bicycle, and vehicle conflicts. The principal design elements are:

- Add Northbound Exit Ramp Auxiliary Lane.
- Tighten Diamond Interchange by moving ramps closer to Lake Shore Drive.

The construction of the northbound auxiliary lane would require greenspace.

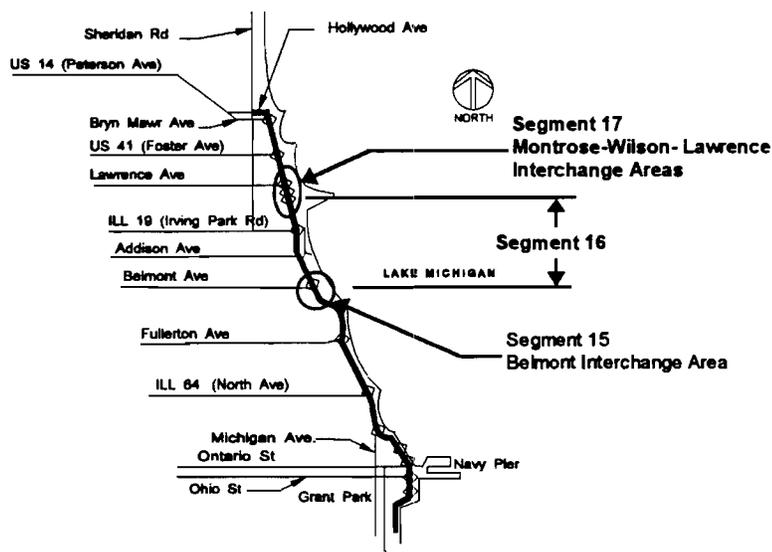
Tightening the interchange includes:

- Moving the northbound exit and entrance ramps closer to mainline Lake Shore Drive.
- Increasing the separation between the interchange ramps and the pedestrian/bicycle path.
- Improving Belmont Avenue intersection geometry at the northbound ramp for the major traffic movement.

Segment 16: Lake Shore Drive, Belmont Avenue to Montrose Avenue

The improvements recommended for this segment are:

- Remove the Lake Shore Drive off-ramp to Recreation Drive near Addison Street.
- Providing limited widening on Recreation Drive to accommodate vehicular turning movements.
- Roadway widening under the Lake Shore Drive overpass at Irving Park Road to provide a continuous westbound to southbound left turn lane.
- Construct new pedestrian underpass north of Irving Park Road to replace the sidewalks lost due to pavement widening under the Lake Shore Drive bridge at Irving Park Road.



Segment 17: Lake Shore Drive, Montrose - Wilson - Lawrence Interchange Areas

One limited-action alternative and two-build alternatives were developed for this segment. The design intent for the two build alternatives is to modify the substandard weaving distances between these interchanges. The alternatives are:

- **Limited Action Alternative.** Traffic operational analyses indicate that vehicles do operate within acceptable levels of service at this time. Some residents and elected officials have expressed a desire to maintain the existing interchange(s) configuration. Driver information systems improvements, such as additional directional signing, could be included in this alternative to direct traffic to the local arterial system, away from the already-congested Hollywood Avenue/Sheridan Road intersection.
- **Eliminate Wilson Avenue Ramps.** This would result in one-half mile interchange spacing between Montrose Avenue and Lawrence Avenue. This spacing is more appropriate than the current spacing from an operational standpoint because it allows weaving vehicles twice as much room to enter or exit the traffic stream on Lake Shore Drive. The total traffic on the Wilson Avenue ramps is less than that found on the Montrose Avenue or Lawrence Avenue ramps.
- **Eliminate the northbound entrance and southbound exit ramps at the Montrose and Wilson interchanges.** These ramps would be eliminated because the volume of traffic utilizing these is relatively low. In addition, weaving distance with other interchange ramps is reduced. This would not only eliminate the weaves on Lake Shore Drive, but would tend to divert trips, to and from the north, westerly over to Broadway and other north/south arterials. This alternative would also eliminate the "button-hook" type ramp connection from the southbound exit ramp at the Montrose Avenue interchange onto Marine Drive.

A basic recommendation in the interchange(s) area is to provide transit access to the Montrose harbor and beach area. This would reroute buses to the park, east of Lake Shore Drive. This would route the CTA bus route traveling east on Montrose Avenue to travel north on Simonds Drive, west on Wilson Avenue, then south on Marine Drive providing increased park access to CTA bus patrons. However, concerns regarding congestion on lakefront streets may require that a bus "turnaround" be provided on Montrose.

Segment 18: Lake Shore Drive, Lawrence to Hollywood

Improvements recommended for this segment are:

- Replace steel guard rail with aesthetic wall with rail.

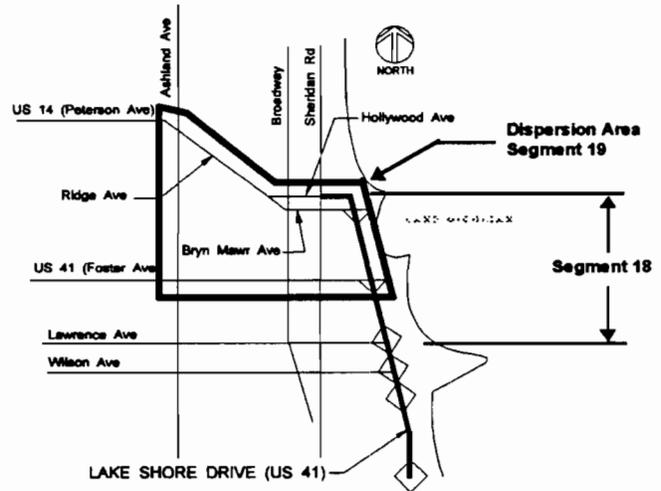
- Provide pedestrian underpass improvements at two locations.

Segment 19: Dispersion Area including, Bryn Mawr, Hollywood, Ridge, Ashland, Foster, and Broadway Avenues

The planning objective for this segment is to reduce through traffic on Hollywood Avenue and Ridge Avenue by dispersing through traffic to other arterial routes. Principal recommendations include:

- traffic signal coordination
- intersection channelization
- driver information services

Ongoing area-wide planning studies by the City of Chicago will develop definitive solutions which affect this area.



ORGANIZATION OF THE REPORT

This report on the Lake Shore Drive/Stony Island Avenue SRA route study is divided into two volumes. The first volume, the Final Report, has five chapters. The second volume, the Appendix, contains six sections. The Final Report is presented in five chapters. These are:

Chapter One. Introduction, provides general information about the SRA system and Operation GreenLight, and explains how the Lake Shore Drive SRA study, study objectives, the study process, and inter-agency coordination and aldermanic briefings are unique.

Chapter Two. Existing Conditions, provides a general description of existing characteristics along the corridor including land use/development, traffic operations and environmental characteristics, describes funded improvements and on-going studies, provides a general discussion on the relationship between roadway, park land and right-of-way, describes existing drainage, explains existing policies related to the corridor, and mentions existing regional transportation facilities including transit.

Chapter Three. Need for the Improvement, presents a summary of corridor characteristics which have been identified as needing improvement. These characteristics include, safety, reinforcing parkway characteristics, traffic operations, pedestrian and bicycle access, and transit.

Chapter Four. Public Involvement, describes the significant public involvement process used to generate a consensus for alternatives developed for this corridor. Initial public input, the refined public involvement plan, briefings to public agencies, elected officials, planning and environmental groups, and the public meeting and public hearing processes are further described.

Chapter Five. Corridor Alternatives by Segment, presents the planning context for corridor alternatives which includes proposed corridor wide improvements and funding, and includes an analysis of alternatives meriting further study. Following the section on Planning Context the chapter is organized by route segments on Stony Island Avenue/Coast Guard Drive/Lake Shore Drive/and in the Dispersion Area. A glossary of acronyms commonly used in this report is provided after Chapter 5.

| <u>Section</u> | <u>Route Segments</u> |
|----------------|---|
| Section 5.1 | 1: Stony Island Avenue, from Interstate 94 to Interstate 90 |
| Section 5.2 | 2: Stony Island Avenue, I-90 Interchange area |

| | |
|--------------|--|
| Section 5.3 | 3: Stony Island Avenue, from Interstate 90 to 67th Street |
| Section 5.4 | 4: Jackson Park Area - Stony Island Avenue and Cornell Drive, from 67th Street to Lake Shore Drive |
| Section 5.5 | 5: Jackson Park Area - Coast Guard Drive/Lake Shore Drive, from 67th Street to 57th Drive |
| Section 5.6 | 6: Lake Shore Drive, from 57th Drive to 47th Street |
| Section 5.7 | 7: Lake Shore Drive, from 47th Street to Interstate 55 |
| Section 5.8 | 8: Lake Shore Drive, from Interstate 55 to Balbo Drive |
| Section 5.9 | 9: Lake Shore Drive, Grant Park Area, from Balbo Drive to Monroe Street |
| Section 5.10 | 10: Lake Shore Drive, from Monroe Street to Ohio Street |
| Section 5.11 | 11: Lake Shore Drive, from Ohio Street to Michigan Avenue |
| Section 5.12 | 12: Lake Shore Drive, from Michigan Avenue to LaSalle Drive |
| Section 5.13 | 13: Lake Shore Drive, LaSalle Drive Interchange Area |
| Section 5.14 | 14: Lake Shore Drive, from LaSalle Drive to Belmont Avenue |
| Section 5.15 | 15: Lake Shore Drive, Belmont Avenue Interchange Area |
| Section 5.16 | 16: Lake Shore Drive, from Belmont Avenue to Montrose Avenue |
| Section 5.17 | 17: Lake Shore Drive, Montrose - Wilson - Lawrence Interchange Areas |
| Section 5.18 | 18: Lake Shore Drive, from Lawrence to Hollywood |
| Section 5.19 | 19: Dispersion Area including, Bryn Mawr, Hollywood, Ridge, Ashland, Foster, and Broadway Avenues |

For each route segment, these analyses are presented:

Location. The limits of each section are identified. These limits use cross streets as logical termini.

Existing Facility Characteristics. Existing characteristics such as right-of-way width, road cross section, and structure dimensions are summarized.

Principal Concerns. Principal concerns define the need for improvement in each corridor segment.

Traffic Operations. Existing Average Daily Traffic (ADT) volumes are provided. Existing capacity constraints are identified. Existing traffic signal locations are described. Solutions to identified traffic operational problems are analyzed.

Transit Facilities. Proposed improved transit access is described. Transit usage and routes, location of structures and other appropriate existing facility characteristics are discussed in Appendix D of this report.

Description of Alternatives. A range of alternatives or proposed improvements are described. This description includes the proposed roadway cross section, aesthetic improvements, structure modifications, interchange/intersection configurations, and right-of-way requirements or green space impacts. Other alternatives are described in the Appendix.

The Appendix is organized into the following sections:

Appendix A. Other Alternatives Considered, describes corridor alternatives by segment which were not analyzed in detail. These alternatives are described and documented for consideration during more detailed studies.

Appendix B. Alternatives Beyond Study Objectives, describes improvements that have been considered by other agencies.

Appendix C. Urban Design Concepts, summarizes documents, drawings, and other details that may be applicable to design elements that could be applied along the corridor. This information includes details on median wall design, structure aesthetic treatments, street lighting standards, among others.

Appendix D. Corridor Transit Study, provides detailed information on transit ridership routing and facilities.

Appendix E. Coordination and Documentation, includes copies of coordination meeting minutes, agency, elected official, and public comments. Also included is input received from planning and environmental groups.

Appendix F. Bibliography and Sources of Information, describes the title, summarizes the content, and names the source agency for the many sources of information used to generate this report.

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| A2 | 1, 2, & 3 | Stony Island Avenue from 88th Street to 72nd Street |
| A3 | 3, 4 | Stony Island Avenue from 72nd Street to 56th Street and Cornell Drive from 68th Street to 57th Drive |
| A4 | 5, 6 | Coast Guard Drive/Lake Shore Drive from 67th Street to 53rd Street |
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| B2 | 1, 2, 3 | Stony Island Avenue from 88th Street to 72nd Street |
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Lake Shore Drive/Stony Island Avenue

LIST OF EXHIBITS

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| F11-1 | 11 | Lake Shore Drive at Chicago Avenue (Widen to the east) |
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KEY TERMS

CHICAGO WALL - An existing crash tested, 32 inch high, aesthetically designed median wall with a decorative fascia on one or both sides. This wall was installed on portions of Lake Shore Drive north of Oak Street in the early 1990's.

CHICAGO WALL WITH RAIL - An existing crash tested, 20 inch high, aesthetically designed, median wall with a decorative fascia on one side and a 12 inch high rail mounted on top. This wall was installed on portions of Lake Shore Drive north of Oak Street in the early 1990's. This design is utilized with landscaping in the median.

AESTHETIC DOUBLE-FACED MEDIAN WALL - A proposed median wall with structural details similar to the existing Chicago. Community input may influence the design of the decorative fascia which would appear on both sides of the wall.

AESTHETIC WALL WITH RAIL - A proposed wall with structural details similar to the existing Chicago Wall With Rail. The wall may be located in the median or near the outside edge of a roadway. Community input may influence the design of the decorative fascia on the wall.

RAISED LANDSCAPED MEDIAN - A proposed median with salt tolerant plantings placed to enhance view corridors and adjacent landscaping. The median edges could be either barrier curb or aesthetic wall with rail. This design is typically recommended for wider medians.

OVERPASS - A pedestrian crossing consisting of a structure over a roadway, which may or may not be in compliance with the American Disabilities Act. New overpasses will be compliant with the American Disabilities Act.

CONCOURSE - A pedestrian underpass designed to eliminate the tunnel effect. Constructed at or near surrounding ground level which allows natural light into the interior. Concourses are usually wider than underpasses. New concourses will be compliant with the American Disabilities Act.

UNDERPASS - A pedestrian crossing which extends below roadway surface and has a long, narrow, tunnel effect. Interior lighting is by artificial illumination. New underpasses will be compliant with the American Disabilities Act.

CHAPTER ONE: INTRODUCTION

CHAPTER ONE: INTRODUCTION

1.0 General

The Lake Shore Drive/Stony Island Avenue corridor Strategic Regional Arterial Study was prepared in the context of:

- The overall Strategic Regional Arterial System Study
- On-going study initiatives along the corridor

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois (See Figure 1.1.1.). The SRA system study is a part of Operation GreenLight, a regional initiative to improve regional mobility by addressing urban congestion problems. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry, Kendall, and Will Counties.

The SRA network is a key component of the 2010 Transportation System Development Plan (TSD Plan) adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC). The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA).

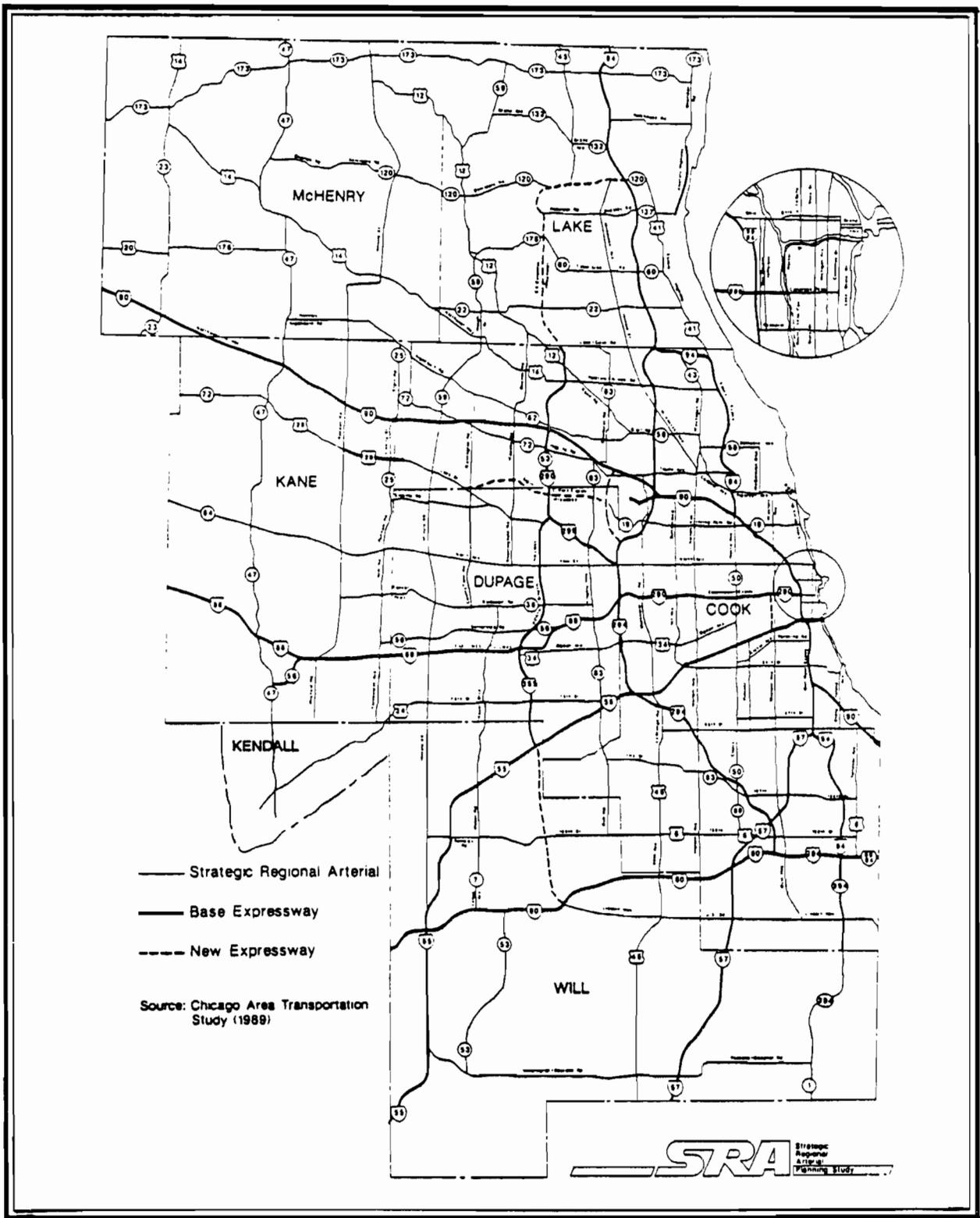


Figure 1.1.1
Lake Shore Drive/Stony Island Avenue

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

1.2 Uniqueness of the Lake Shore Drive Strategic Regional Arterial Study

The Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial study is unique because of the following facts:

- Improved traffic operational efficiency is proposed rather than increased capacity.
- Projected traffic growth is not a factor in design recommendations.
- Commercial traffic is prohibited on Lake Shore Drive.
- Improved corridor aesthetics are a key study objective.
- Maximization of greenspace is a goal, rather than right-of-way takings.
- Additional through lanes are not considered.
- Operationally, Lake Shore Drive benefits from full access control.
- Lake Shore Drive serves regional recreational needs.
- The large volume of pedestrian and bicycle traffic at key junctions.
- Stony Island Avenue is viewed as a gateway to the (Chicago) community.
- Recreational activities are a principal land use function in the corridor.

On-going and previous studies played significantly in the development of planning and design objectives for the Lake Shore Drive/Stony Island Avenue SRA Study. Among these documents are:

- The year 2010 Transportation System Plan
- The 1909 Plan of Chicago
- The Lakefront Ordinance of the City of Chicago
- The 1893 Worlds Fair Plan (for Jackson Park)
- The work of the Metropolitan Pier and Exposition Authority
- On-going Chicago Park District initiatives
- The Jackson Park Strategic Plan (1996)
- The Lincoln Park-Master Plan (1995)
- Lake Michigan and Chicago Lakefront Protection Ordinance (Chapter 194B)
- Chicagoland Bicycle Federation Plan
- Metra, CTA, and IDOT Plans

Other on-going initiatives in influencing the planning and design objectives are:

- The Edgewater Area/North Lake Shore Drive Terminus Traffic Management Plan (on-going)
- South Lake Shore Drive Median Study, from 53rd Street to Marquette Drive (1995.)

Some of the key principles inherent in these documents addressed the character of the Lakefront/Lake Shore Drive corridor.

- A boulevard in a park setting
- A Lakefront served by pedestrian links to urban areas.
- The historical design of components of the transportation infrastructure.

In addition, input from the public, city agencies, and environmental and planning groups helped define issues that served to refine planning and design objectives:

- the separation of vehicular and pedestrian conflict in grade-separated intersection areas.
- improved transit access to the lakefront.
- finding opportunities to reduce the amount of paved area.
- the concept of view corridors.

Supplementing the principles and concepts defined in planning documents were several primary transportation planning principles.

- enhancement of traffic safety
- consistency in roadway geometrics
- relationship of travel demand and land use
- restraint of roadway capacity by not adding lanes

1.3 Study Objectives

The corridor is located in a unique urban park setting. This is defined by the Lakefront itself, the historic template of Jackson Park, and the boulevard character of Stony Island Avenue. Planning and design objectives for this route differ significantly from objectives used on other SRA routes. Objectives were refined based on input received from resident, environmental groups, and city agencies. The following objectives guided the Lake Shore Drive/Stony Island Avenue study process:

- Enhance safety.
- Eliminate operational problem spots.
- Maintain, but not increase, overall vehicle carrying capacity.
- Improve transit access to the Lakefront.
- Improve bicycle access near and across the corridor.
- Improve pedestrian access near and across the corridor.
- Maintain and enhance view corridors.
- Improve signing and driver information system.
- Enhance consistency of interchange geometry and operations.

1.4 Study Process

The primary components of the study process were as follows.

- Development of an understanding of corridor character.
- Briefing of corridor interest groups on the study purpose.
- Development of alternatives by study area segment.
- Extensive coordination with City agencies regarding the alternatives.
- Refinement of alternatives.
- Presentation to Alderman of the refined alternatives.
- Formal public meetings throughout the corridor at five locations to receive public comment regarding the range of alternatives.
- Further refinement of alternatives based on public input.
- Development of a Pre-Public Hearing Draft Report.
- Review of the Draft Pre-Public Hearing Report by City agencies.
- A Public Hearing at one location to present a recommended range of alternatives by study segment.
- Refinement of study alternatives based on public input.
- Preparation of the Final Report.

1.5 Inter-Agency Coordination and Aldermanic Briefing

In March of 1995, the Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) defined an intensive coordination process. This process was implemented through study completion in April, 1996. The principal components of the process were as follows:

- Monthly coordination meetings between IDOT and CDOT.

- Briefing of key city departments and agencies on the range of alternatives developed.
- One-on-one briefings of alderman and/or their representatives
- Joint IDOT/CDOT cooperation and implementation of the public involvement process.

CHAPTER TWO: EXISTING CONDITIONS

CHAPTER TWO: EXISTING CONDITIONS

This Chapter offers an overview of existing conditions throughout the study area. Specific information about existing conditions by corridor segment can be found in Chapter 5, Corridor Improvement Alternatives. For the purposes of this chapter, the existing conditions discussion has been divided into four geographic areas. The segments included in these geographic areas are as follows:

- Stony Island Avenue - Segments 1,2 and 3
- Jackson Park - Segments 4 and 5
- Lakefront - Segments 6 thru 18
- Dispersion Area - Segment 19

The Dispersion Area is defined by that part of the corridor extending from Hollywood Avenue to the intersection of Ridge Avenue and Peterson Avenue, located within the Edgewater Community.

2.1 Existing Characteristics

Lake Shore Drive/Stony Island Avenue (LSD/SIA) is an SRA route from I-94 on the south to Hollywood Avenue on the north, a total distance of 21 miles (See Figure 2.1.1.). Lake Shore Drive and Stony Island Avenue are located entirely in the City of Chicago and Cook County.

Lake Shore Drive is a major north-south parkway along the Lake Michigan Lakefront. Stony Island Avenue is a north-south at-grade arterial connecting to the south end of Lake Shore Drive via Cornell Drive and 57th Drive. This corridor includes a short segment of Coast Guard Drive/Lake Shore Drive from 67th Street to 57th Drive and a dispersion area bounded by Hollywood Avenue/Ridge Avenue to the north, Clark Street/Ashland Avenue to the west, Foster Avenue to the south and Lake Shore Drive to the east.

Land Use/Development

Type and Intensity of Development.

Stony Island Avenue from 95th Street to 67th Street. Segments 1, 2 and 3 are included in this area. Existing development characteristics and potential future development are indicated on Exhibits A1 thru A3.

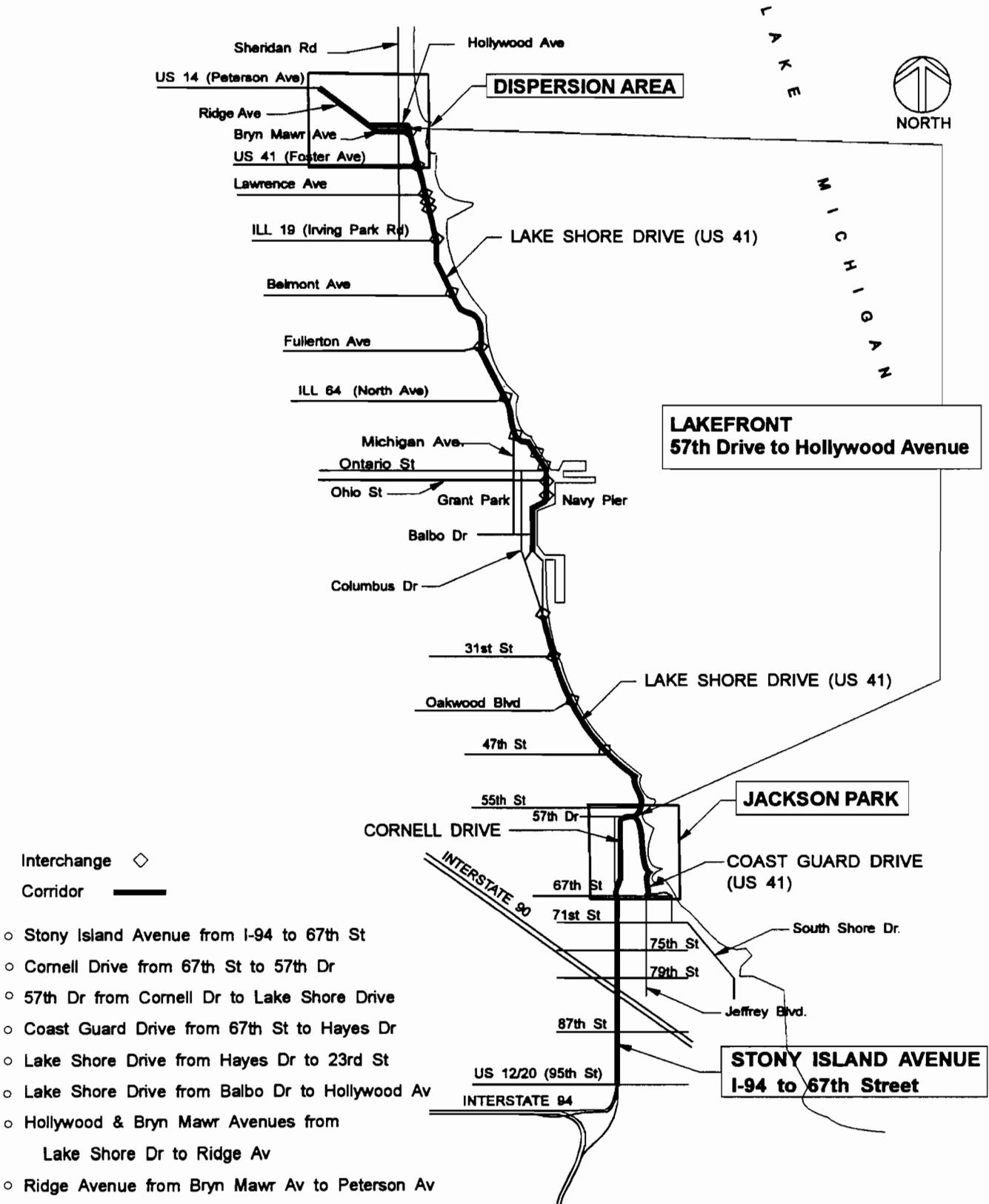


Figure 2.1.1
Lake Shore Drive / Stony Island Avenue

CORRIDOR MAP

The Stony Island Avenue segments are characterized by mature, urban land uses. Commercial service and retail, serving a local market function, are the predominant uses along Stony Island Avenue. Some uses, such as auto dealerships serve a larger market area. Others cater to highway oriented users both local and regional, such as gas stations and fast food restaurants. Single-family residential neighborhoods back-up the commercial uses along Stony Island Avenue. A cluster of mid-to-high density residential uses and single family homes occur south of 67th Street and east of Stony Island Avenue. Interspersed along Stony Island Avenue and the adjacent neighborhoods, are many institutional uses including: a hospital, multiple houses of worship, several schools, a branch of the Chicago Public Library, and several government offices.

Single-family residential is the predominant use backing-up the commercial uses along Stony Island Avenue. In addition, a concentration of mid and high-rise residential uses is south of 67th Street, east and west of Stony Island Avenue. Other uses within Segments 1, 2, and 3, include: a proposed shopping center in the southeast corner of 95th Street and Stony Island Avenue; industrial uses near 95th Street; commercial uses along 87th Street; Avalon Park Elementary School and Community Church at 81st Street; commercial uses along 79th Street and South Chicago Street; The National Center of Mohammed University of Islam at 74th Street; and Park Side Public School at 70th Street.

Institutional uses along Stony Island Avenue include: St. Albie Church and School, at 91st Street; a Social Security Office and the Vernon Park Church of God at 90th Street; the Avalon Branch of the Chicago Public Library north of 89th Street; an employment office at 88th Street; Zion Lutheran Church and All Nations Children's School at 85th Street; South Harper Montessori School, God's House of all Nations, and Church of Christ at 84th Street; Faith Tabernacle Baptist Church at 82nd Street; Fellowship Hall at South Chicago Street; Jackson Park Hospital and employee parking area between 77th and 76th Streets; the Mosque Maryam at 74th Street; the Church of God Prayer Tower at 69th Place; and the Human Services Parent/Child Center at 69th Street.

Jackson Park from 67th Street to 57th Drive. Segments 4 and 5 are included in this area. Existing development characteristics and potential future development are indicated on Exhibits A3 and A4.

The character of land use changes dramatically north of 67th Street. The SRA Study route is introduced into historic Jackson Park. Land use along Stony

Island Avenue includes some residential uses, a major high school, a hospital, and community related recreational facilities. In addition, a few small vacant lots are scattered along the west side of Stony Island Avenue.

From 67th Street to 57th Drive, Cornell Drive is parallel to Stony Island Avenue. **Land uses adjacent to Cornell Drive** within Jackson Park include: the Jackson Park Field House and Park District buildings at Hayes Drive; Jackson Park Golf Course north of 67th Street; the West Lagoon between Hayes Drive and 59th Street; a secondary parking lot for the Museum of Science and Industry south of 57th Drive; and scattered athletic facilities including tennis and basketball courts. The Museum of Science and Industry and its primary parking lot are south of 57th Drive, within Jackson Park (See Figures A3 and A4.)

Mixed land uses occur west of Stony Island Avenue and Jackson Park. **Uses fronting Stony Island Avenue include:** a YMCA at 63rd Street; the Hyde Park Career Academy at 62nd Street; the Doctor's Hospital of Hyde Park at 59th Street; and the University of Chicago Physical Plant at 57th Street. The remaining uses along Stony Island Avenue include commercial, mid-rise residential and vacant properties between 67th Street and 63rd Street, and mid and high-rise residential north of 61st Street. Two mid-rise residential/commercial buildings north of Marquette Drive appear to be abandoned.

Other Land uses not fronting on Stony Island Avenue include: a mixture of mid and high-rise residential, between 67th Street and 60th Street; Mt. Carmel High School, at 64th Street; the University of Chicago campus, at 59th Street; and a mixture of single-family and mid-rise residential, north of 59th Street. North of 56th Street, between Stony Island Avenue and Lake Shore Drive, are the Bret Hart School and high-rise residential uses.

Segment 5 lies entirely within Jackson Park. Land uses adjacent to or near Coast Guard Drive and Lake Shore Drive, within Jackson Park, include: the Jackson Park Golf Course north of 67th Street; Jackson Park Yacht Club, South Shore Yacht Club, and La Rabida Children's Hospital, north of Marquette Drive; Jackson Park Beach at Hayes Drive; the Museum of Science and Industry west of Lake Shore Drive; 57th Street Beach; and boat slips on East and South Lagoons and Yacht Harbor.

Lakefront from 57th Drive to Hollywood Avenue. Segments 6 through 18 are included in this area. Existing development characteristics and potential future development are indicated on Exhibits A5 through A11. **The larger parks**

adjacent to the Lake Shore Drive portion of the SRA include: Hyde Park and Burnham Park in Segments 6, 7 and 8; Grant Park in Segment 9; and Lincoln Park in Segments 13 through 18. These parks provide a multitude of cultural and recreational resources including: museums, a zoo, marinas, beaches, golf courses, tennis and basketball courts, and pedestrian and bicycle pathways. Mid-to-high density residential neighborhoods occur west of these parks and the SRA. In addition, the SRA passes adjacent to, and serves, Chicago's vibrant downtown.

North of 57th Drive Lake Shore Drive is bounded by Hyde Park and Burnham Park. Recreational opportunities within these parks include: tennis courts at 53rd Street; a model boat basin at Hyde Park Avenue; and a playground and baseball field south of 47th Street. Also located within the park areas are a parking lot north of 47th Street, and the Chicago Park District Central Shop building north of Oakwood Boulevard.

West of Lake Shore Drive between 57th Drive and 48th Street, is a cluster of mid-and-high-rise residential developments. Also in this area are Kenwood High School and Kenwood park, both north of Hyde Park Avenue. North of 48th Street, the Metra Electric District railroad (formerly the Illinois Central or IC) forms the western boundary for Hyde Park and Burnham Park. The area west of the Metra Electric District is fully developed and includes a mixture of mid and high-rise residential, single-family residential, and office uses. Several neighborhood parks are also west of the Metra Electric District, including: Oakwood Park at Pershing Road; Ellis Park, at 35th Street; Woodland Park, Groveland Park, and Douglas State Memorial north of 35th street; and Lake Meadows Park at 31st Street. The Metra Electric District rail line and Lake Shore Drive act as a physical barrier to Lakefront access for many of these neighborhoods.

The Grant Park and Streeterville areas are included in Segments 9, 10 and 11. Buckingham Fountain, the central focal point of the park, is north of Balbo Drive and aligned with Congress Parkway to the west. Also located within Grant Park are the Art Institute between Jackson and Monroe Drives; the Petrillo Music Shell at Jackson Drive; and the Chicago and Columbia Yacht Clubs between Monroe Drive and Randolph Street. Parking underneath Grant Park is accessible from Jackson and Monroe Drives and Randolph Street.

The intensely developed north Loop and Gold Coast areas around Chicago's central business district are north of Grant Park. Included is a concentration of

high-rise residential uses, international hotels, and the Illinois Central Air Rights Development, north of Randolph street. High-rise residential uses and major hotels continue north of the Chicago River, along the west side of Lake Shore Drive. In addition, Northwestern Memorial Hospital and University facilities, as well as the Veterans Lakeside Medical Center are between Erie Street and Chicago Avenue, and Lakeshore Park is north of Chicago Avenue. At the time of this writing, a new Museum of Contemporary Art is scheduled for opening some time prior to 1997 at Pearson Avenue and Dewitt Place. The remainder of Segment 6 includes a mixture of high-rise residential, commercial, and office uses. A few vacant parcels are located north of North Water Street and north of Ohio Street.

The recently refurbished **Navy Pier development and its Lakefront attractions are east of Lake Shore Drive**, between Illinois Street and Grand Avenue. Adjacent to the pier are an administration building, Lake Point Towers, a high-rise residential building, Navy Pier Park, Ohio Street Beach, and the Central District Filtration Plant. Oak Street Beach is also east of Lake Shore Drive and extends north from Oak Street to Division Street.

Future Development

Stony Island Avenue. A mature area which was once fully developed. Some demolition has occurred, but many mature land uses line Stony Island Avenue. Future changes will most likely be limited to infill and redevelopment projects on underutilized sites. The scattered vacant parcels along Stony Island Avenue are zoned for commercial service and retail uses.

Jackson Park. Future improvements within Jackson Park are being contemplated as part of the Jackson Park Strategic Plan. The area west of Jackson Park includes several major institutions. Future changes to the urban area west of Jackson Park will probably be limited to infill and redevelopment.

Lakefront. Future improvements within lakefront parks include upgrading beach bath-houses, restrooms, and restaurant facilities, and changes to interior park roads. The intent of the planned road changes is to convert underutilized roads to greenspace or pedestrian/bicycle paths. The remainder of this segment west of Lake Shore Drive is fully developed and future changes will be limited to infill and redevelopment projects on underutilized sites. The vacant parcels north of North Water Street and Ohio Street are zoned for business and residential uses.

Other Chicago Park District initiatives include:

- The construction of a new Academy of Science building north of Fullerton Avenue.
- Refurbishment of the Jackson Park Beach facilities.
- Improved Lakefront pathway connections and future separation of bicycle/pedestrian routes where feasible.
- Improved transit access to the lakefront.

Dispersion-Area (north of Hollywood Avenue). Future developments will be constrained to redevelopment opportunities. The Edgewater area is one of the most densely populated neighborhoods of its size in the City of Chicago.

Traffic Operations

Existing traffic volumes are shown on Exhibits B1 through B11. Where known, ramp volume information is also indicated. Much of the traffic data was provided by the Traffic Surveillance Center run by the Illinois Department of Transportation. Other information was provided by the Chicago Department of Transportation and the Chicago Area Transportation Study.

Average Daily Traffic (ADT) volumes range from approximately 169,000 VPD south of the LaSalle Drive interchange (see Exhibit B9) to approximately 44,000 VPD on Stony Island Avenue south of 67th Street (see Exhibit B3), and approximately 81,000 VPD just north of Foster Avenue (see Exhibit B11).

Increases in traffic volumes have occurred since 1990 on South Lake Shore Drive north of Hayes Drive (63rd Street).

The principal traffic operational characteristics of the corridor are as follows:

- Lake Shore Drive has an adequate number of through lanes.
- Operational problem spots do exist along Lake Shore Drive. These are described in Chapter 3.
- Jackson Park, from 67th Street to 57th Drive serves as a capacity constraint for through traffic.
- Stony Island Avenue, between 95th Street and 67th Street has an adequate number of through lanes, except in the vicinity of the Skyway interchange and the BRC RR viaduct immediately north of 95th Street.

In order to estimate the extent US 41 is used for interstate travel, the **Chicago Area Transportation Study computerized regional transportation planning model was used to determine probable travel patterns along the lakefront.** Three representative locations along Lake Shore Drive were selected for use in generating origin and destination (O-D) data. These locations are between 47th and 55th Streets, Wilson and Lawrence Avenues, and Bryn Mawr and Hollywood Avenues. A summary of these finding follows:

- **Less than 1.3 percent of all trips (either local or out of state origins) use Lake Shore Drive for interstate travel (in either direction along US 41.)**
- **56 percent of all traffic originates from areas immediately adjacent to Lake Shore Drive or from the Rogers Park/east Evanston area which has access via Ridge Avenue. The figure drops to about 36 percent if only Townships immediately adjacent to Lake Shore Drive are considered.**
- **About 59 percent of all traffic has the CBD (defined as the area bounded by the Lake, North Avenue, Western Avenue, and Pershing Road) as a destination.**
- **Non-CBD trip ends tend to be located in or near the City of Chicago. Trips along Lake Shore Drive tend to be shorter than those typically found on expressways.**
- **For southbound morning traffic at Montrose-Lawrence, about 23 percent of all trips originate north of Devon while about 5 percent of all southbound trips have destinations south of 87th Street. For northbound traffic at 47th-55th Streets, about 45 percent of all northbound morning traffic originates south of 87th Street while 3.5 percent of all northbound evening trips have destinations north of Devon.**

Environmental

Lake Shore Drive/Stony Island Avenue provides access to many of Chicago's most important cultural, recreational, and institutional resources. Any proposed improvements to this corridor, while aimed at maintaining the existing level of vehicular movement, should serve to enhance the aesthetic value of the parks, cultural institutions, and the Lake Michigan shoreline.

The environmental review is intended to provide **an overview of identified environmentally sensitive sites and areas along the corridor.** The study

does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis would be conducted as part of Phase I Studies, as that section of the corridor is studied further for improvements. Environmental issues were considered as one of several factors during the development of recommended SRA improvements.

The characteristics of the Lake Shore Drive/Stony Island Avenue corridor include many sensitive features such as 100-year floodplains, wetland areas, historic sites, and LUST sites. Major features include Jackson Park and its lagoons, the Museum of Science and Industry, Burnham Park, and Lake Michigan.

The existing environmental characteristics of this segment are shown on Exhibits A1 through A11.

Streams/Wetlands/Floodplains. According to the National Wetlands Inventory Maps, wetlands exist at numerous locations along the roadway throughout the corridor.

Stony Island Avenue. Starting from the southern corridor limit, the first floodplain that the roadway approaches is a large wetland area in the southeast quadrant of the intersection at 95th Street, adjacent to the railroad embankment. There are no other stream crossings along these segments of the corridor.

Jackson Park. Lake Michigan and its floodplains form the eastern border of Jackson Park. Public beaches exist at 57th Street and Jackson Park Beach (approximately 6300 south). The park features several large lagoons which are commonly referred to as the Columbia basin, East Lagoon, West Lagoon, and South Lagoon. Lagoon harbors provide lake access at approximately 5900 south and 6100 south. The lake front areas and all of the lagoons are bordered by floodplains which generally do not extend much beyond the water's edge. There are no identified wetlands within Jackson Park.

Lakefront. Lake Shore Drive parallels the Lake Michigan shoreline and its floodplains through this most densely developed section of Chicago. A small wetland occurs west of Lake Shore Drive near Hyde Park Boulevard.

Segment 11 includes a crossing of the mouth of the Chicago River and the nearby Ogden Slip. A small wetland has been identified directly south of the Ogden Slip. Public beaches are located at Ohio Street and Oak Street.

Lincoln Park includes public beaches at North Avenue, Montrose Harbor, Foster Avenue and Hollywood Avenue. There are several lagoons between LaSalle Drive and Diversey Avenue including Diversey Harbor; Belmont and Montrose Harbors provide lake access to large numbers of pleasure boats. Two small wetlands have been identified immediately north of Belmont Harbor, and another is just south of Montrose Avenue, east of the Drive.

Historic Significance. Structures and sites of national and state historic significance, or at the county/municipal level located along Lake Shore Drive.

Stony Island Avenue. There are no identified sites of Historic significance listed by the State of Illinois along these segments of the corridor.

Jackson Park. The entire Jackson Park has been identified as having historic significance. The following structures within Jackson Park have historical significance:

- (1) the Museum of Science and Industry, on the Illinois Register of Historic Structures.
- (2) the 59th Street Lagoon Inlet, listed on the National Register of Historic Places and the Historic Bridges of Illinois registry.
- (3) the Park building in Jackson Park, at the lakefront near 55th Street, on the Illinois Inventory of Historic Structures

Lakefront. The following structures within segments 6 and 7 (Burnham Park) have historical significance:

- (1) The 31st Street viaduct over the IC Railroad, listed in the Historic Bridges of Illinois register.

The following structures within Segment 11 (the Streeterville area) have historical significance:

- (1) all structures within the Gold Coast Historic District bounded by Oak Street, Clark Street, North Avenue, and Lake Shore Drive.

- (2) the East Lake Shore Drive District bounded by Walnut Street to the south, Michigan Avenue to the west, and the Drive to the north and east.
- (3) the 860 Lake Shore Drive Building
- (4) the viaduct over the Ogden Slip
- (5) the North Lake Shore Drive Bridge over the Chicago River.

The following structures within Segments 12 through 18 (Lincoln Park) have historical significance:

- (1) the Grant Monument
- (2) the Lake Shore Drive Bridge over LaSalle Drive,
- (3) Park Building
- (4) Lake Shore Drive Bridge over Fullerton Avenue
- (5) Lake Shore Drive Bridge over Wilson Avenue.
- (6) Four other structures just west of the park including
 - 2960 Lake Shore Drive
 - Temple Shalom south of Addison Street
 - Immaculata High School and Convent Building at Irving Park Road
 - the Manor House on Bryn Mawr Avenue, west of Sheridan Road.

Hazardous Waste/LUST Sites. Hazardous waste sites adjacent to several segments of this route will require detailed consideration in moving some recommendations forward. Refer to Exhibits A1 through A11.

Stony Island Avenue. Seven leaking underground storage tanks have been identified along these segments. Three have Stony Island Avenue addresses, and one has a 95th Street address. A hazardous waste site has been reported east of Cottage Grove Avenue on 95th Street.

Jackson Park. A leaking underground storage tank has been identified on a boat club property in a lagoon, along Richards Drive.

Lakefront. A site with a leaking underground storage tank has been reported in segment 6, along Lake Park Avenue, just south of Hyde Park Boulevard.

In segment 7, there are two reported locations, however neither site is on property with addresses on Lake Shore Drive. Three reported leaking underground storage tanks are located in segments 8, 9, and 10. None of these have addresses on Lake Shore Drive. Segment 11 has two reported locations, one of which may have a Lake Shore Drive address. A site containing

hazardous wastes has been identified by the United States Environmental Protection Agency at 3100 N. Lake Shore Drive, west of the roadway. In addition, the IEPA has reported seven LUST sites with addresses along or on properties near to Lake Shore Drive in segments 12 through 18.

Parkland/Trees. The majority of this corridor is located in parkland operated by the Chicago Park District. These parklands include Jackson Park, Hyde Park, Burnham Park, Grant Park, and Lincoln Park. Jackson Park is historic in part because it is one of the few parks designed by Frederick Law Olmsted. The basic premise of Olmsted's plan for Jackson Park was to leave interior park spaces as open vistas but to line park roads and paths with berms and trees. **Many of the trees within Jackson Park are in accordance with Olmsted's plan and some mature trees are original plantings.**

Threatened or Endangered Species. According to the Illinois Department of Conservation, other than the migration resting spot, no sites with threatened or endangered species are known to exist at locations along the corridor.

Jackson Park. No threatened or endangered species habitat are known in Jackson Park, although the Paul Douglas Nature Preserve (also known as Wooded Island, between the East Lagoon and West Lagoon) is a resting point for numerous species of birds migrating along the Lake Michigan shoreline.

2.2 Funded Improvements and On-Going Studies

Funded Improvements. Construction of two major improvements affecting the corridor was pending at the time this report was being prepared. These improvements include a 1500 space underground parking garage immediately north of the Museum of Science and Industry, and the relocation of the northbound lanes on Lake Shore Drive to the west side of Soldier Field, between the McCormick Place and the Field Museum.

The Museum of Science and Industry underground parking garage increases the number of parking spaces by about 400. Construction of the garage is planned for completion in 1997 and will result in traffic circulation changes which may affect the SRA. Future corridor studies should consider these access changes and be coordinated with Museum of Science and Industry access plans.

The Metropolitan Pier and Exposition Authority began construction activities for relocating the northbound lanes of Lake Shore Drive while this report was

being prepared. The project is planned to be substantially completed by late 1996. **Segment 8, Relocated Lake Shore Drive, is a project omission for this report.** Planning and analysis activities for corridor areas adjacent to the relocation project assumed existing conditions are per relocation plans. Exhibit E9-1 shows the relocated lane configuration, interchanges, and intersections.

On-Going Studies. At the time this report was written, future improvements to several locations along the corridor are being studied. A listing of these studies is included in Appendix F: Bibliography and Sources of Information to this report. A brief description of these studies follows:

- **Jackson Park Strategic Plan.** This cooperative effort, headed by the Chicago Department of Planning and Development, examines relocation of existing park facilities to improve access for park users while enhancing the historic park template. Key components of this plan include the relocation of the driving range, consolidation of some facilities along Hayes Drive, improved access to the Jackson Park (63rd Street) Beach, and restoration of a waterway link between the east and south lagoons. The Chicago Department of Transportation, the Chicago Park District, and the Jackson Park Advisory Council provide key input to this plan.
- **South Lake Shore Drive Median Study.** Installation of temporary median barrier along Lake Shore Drive/Coast Guard Drive between 47th Street and Marquette Drive occurred in the Summer of 1995 to address safety concerns. This temporary solution will be followed by a permanent solution which will be addressed as a part of another study. The alternatives examined by this study include; maintaining the existing temporary barrier (null option), installation of a "Chicago Wall" style barrier without pavement widening, limited widening to construct a landscaped "Chicago Wall" style barrier. The Chicago Department of Transportation and T.Y. Lin/Bascor completed this initial planning effort in late 1995.
- **Belmont Avenue/Sheridan Road/Lake Shore Drive Conceptual Improvement Plan.** The Chicago Department of Transportation is working with community organizations to improve traffic operations by modifying Lake Shore Drive interchange ramps and improving three closely spaced intersections immediately west of Lake Shore Drive. A concept plan for this area was prepared by Civiltech Engineering, Inc. in October 1994.
- **Traffic Management Study - Edgewater Area/Lake Shore Drive Terminus.** Alderman Mary Ann Smith of the 48th Ward and the Chicago Department of Transportation are working with the community to address

through traffic impacts to this densely populated area. The study seeks to identify alternative routes to carry through traffic, recommend strategies to minimize the impact of through traffic on local streets, and identify strategies to divert auto-users to other modes. Public involvement activities will seek to achieve consensus on several other study objectives.

Shoreline Protection Project Coordination. The Shoreline Reconstruction Plans for Chicago documents a cooperative effort by the U.S. Army Corps of Engineers, Chicago Park District, and the City of Chicago. In it are summary recommendations for Chicago shoreline protection projects from Wilmette to the Illinois/Indiana state line. Construction activities were planned to begin in March of 1996 and continue through 2008, however, at the time this report was prepared, the project was not funded. Future corridor studies must be coordinated with these potential projects.

In partnership with the Lincoln Park Steering Committee, the Chicago Park District has prepared the Lincoln Park Framework Plan. The framework plan proposes many park enhancements, some of which involve Lake Shore Drive. Future corridor studies should be coordinated with the framework plan.

2.3 Roadway/Parkland/Right-of-Way General Discussion

When the corridor is within park boundaries, the conventional definition of Right-of-Way does not exist. Instead, Coast Guard Drive, Cornell Drive, 57th Drive, and Lake Shore Drive are park roadways located on urban park land. For jurisdictional purposes, the roadway is defined as from back of curb to back of curb. Typically the Illinois Department of Transportation has jurisdiction of the roadway. **Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which is defined as existing for the 10 feet behind the back of curb.** Parkway and other park lands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances is by the City of Chicago.

Specific existing right-of-way widths, greenspace impacts, and right-of-way requirements, for each segment are discussed within the respective alternatives discussed in Chapter Five of this report.

Recent median improvement along Lake Shore Drive between Michigan Avenue and Montrose Avenue included the installation of a landscaped median. The Chicago Department of Environment has indicated that even salt tolerant

plantings have a low survival rate if the medians are not properly drained. Also, maintenance access to these medians is difficult.

2.4 Drainage

There are two distinct drainage conditions within the corridor. The Stony Island Avenue and the Dispersion Area segments are in mature urban areas which are served by a combined sewer system which collects both stormwater and sewage. Stormwater runoff in these areas is drained through this combined system, treated at various waste water treatment plants, and then discharged into area rivers.

Jackson Park and Lakefront segments are almost entirely within parklands which are not served by a combined sewer system. Sewers in this area collect storm water only, tend to serve only minor drainage basins and short sections of street, and discharge directly into Lake Michigan.

2.5 Corridor Policies

Environmental Concerns. Various agencies have specific policies related to Lake Michigan water quality that may apply to this corridor. The Chicago Department of Environment requires that lakefront improvement projects eliminate direct discharges to Lake Michigan, and to the maximum extent possible, directs all runoff to the existing combined sewer system. The Metropolitan Water Reclamation District of Greater Chicago requires permit approval before any improvement can be undertaken within the City of Chicago. The Illinois Department of Transportation requires that a location drainage study be completed for any improvements to roadways under their jurisdiction.

Greenspace Policy Implications. The existing pavement width is proposed to be maintained in most locations, but where pavement widening is recommended, the study effort has focused on preservation of park land. The City of Chicago has adopted a policy that there will be no net loss of greenspace due to pavement widening. Landscaped medians can be included as greenspace gained in gain/loss calculations. While alternatives proposed in some segments may require a net loss of greenspace, depending upon which alternatives are implemented, it is anticipated that there will be an overall net gain in greenspace.

2.6 Regional Transportation Facilities/Transit

The Lake Shore Drive corridor is served, in its various segments, by many modes of public transportation: commuter rail, rapid transit and bus, as well as van pools. Commuter rail service is provided on the Metra Electric mainline and one branch. Rapid transit service is provided by CTA on the Howard-Dan Ryan Lines, Lake-Englewood-Jackson Park Lines, Southwest Rapid Transit Line, Ravenswood Line, and Evanston Express Line.

CTA provides most of the bus services in this corridor; however, one Pace route is also present. Bus routes which use Lake Shore Drive are mainly express buses, but local service is also provided on inner Lake Shore Drive.

Figure 2.3.1 indicates the existing and proposed transportation facilities connecting LSD/SIA to the regional transportation system as defined in the 2010 Transportation System Development (TSD) plan prepared by the Chicago Area Transportation Study (CATS).

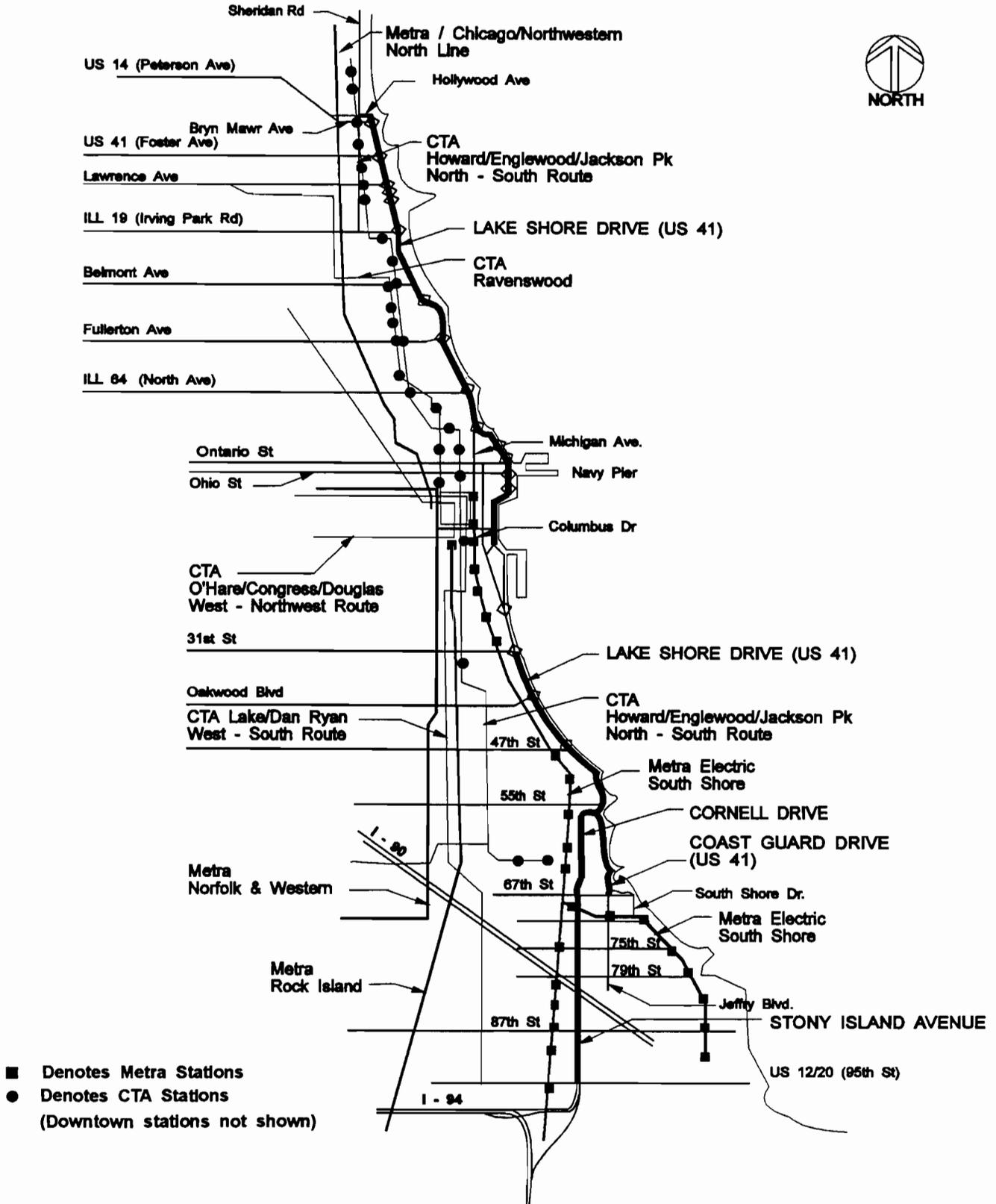


Figure 2.3.1
Lake Shore Drive / Stony Island Avenue
TRANSPORTATION FACILITIES

CHAPTER THREE: NEED FOR THE IMPROVEMENT

CHAPTER THREE: NEED FOR IMPROVEMENTS

This chapter discusses the need for the improvements proposed along the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial Corridor. Several of the reasons discussed below are consistent with other Strategic Regional Arterial Studies while others are entirely unique to this corridor. There are five specific reasons for proposing improvements along this corridor that will be discussed in this chapter. These areas are: safety, traffic operational characteristics, reinforcement of parkway characteristics, pedestrian and bicycle access, and transit service.

3.1 Safety

The corridor was analyzed to identify areas with an accident history based on information obtained from IDOT and CDOT. IDOT provided data from their High Accident Location Identification System (HALIS). The IDOT HALIS System only provided data along the portion of the corridor which is marked as U.S. Route 41. This excludes all of Stony Island Avenue, Cornell Drive, 57th Drive, and the portions of Lake Shore Drive between 67th Street and Marquette Drive and between Foster Avenue and Hollywood Avenue. CDOT provided a list of 100 intersections experiencing the highest accident frequency during a calendar year and a list of accidents referenced by street address. Identification of non-intersection cluster sites on streets not reported using IDOT's HALIS, and analysis of wet/icy pavement cluster sites was not included in this conceptual level study. More detailed accident analyses are required during subsequent studies involving this corridor. This information was utilized to determine where potential problems areas may exist and possible ways to improve safety.

Specific areas with an increased potential for accidents are identified below along with possible safety improvements.

Stony Island Avenue immediately north of 95th Street. The Belt Railway Company of Chicago railroad crosses Stony Island Avenue on a viaduct north of 95th Street. Stony Island Avenue is restricted at this point to two through lanes each in the northbound and southbound directions. This creates the potential for accidents with southbound vehicles approaching this choke point. North and south of this location Stony Island Avenue has three northbound and three southbound lanes. Potential improvements involve providing lane continuity throughout this intersection by widening the railroad viaduct.

Stony Island Avenue at 87th Street. This location appeared in only one year as a CDOT High Accident Location (HAL.) Further study is needed to determine unique circumstances caused a temporary increase in accident frequency.

Stony Island Avenue at 79th Street and South Chicago Street. This six-legged intersection has confusing geometry due to the location of Chicago Skyway ramps and a narrow Conrail railroad bridge which create dangerous conditions. Through a lack of lane continuity in both northbound and southbound directions, these existing conditions may increase the potential for accidents to occur by forcing vehicles to merge into adjoining lanes in what appears to be substandard merge distances. To improve the intersection geometry the railroad bridge should be widened to allow for a consistent number of through lanes to be constructed along Stony Island Avenue.

Lake Shore Drive at 57th Drive. Several existing conditions may contribute to an increased accident potential at this intersection. The north and south legs are on curvilinear alignments. 57th Drive is the first set of traffic signals the free-flowing southbound traffic encounters since leaving the McCormick Place area. The west leg of intersection has a unique reverse curve which follows a historic alignment. Consideration should be given to realigning the west leg to 90 degrees. Other potential safety improvements are described in the Marquette to 53rd Street segment discussion which follows.

Lake Shore Drive from Marquette Drive to 53rd Street. Likely causes for an increased potential in this segment may be due to a narrow median width, a curvilinear alignment, and the presence of signals at the 57th Drive intersection. In the Summer of 1995 a temporary barrier median was installed between 53rd Street and Marquette Drive. A narrow painted median, the curvilinear alignment and traffic exceeding the posted speed limit may have increased the potential for head-on crossover accidents. The 1995 installation of temporary barrier is anticipated to reduce the potential for head-on accidents. The CDOT has conducted conceptual level studies for ways to replace the temporary median barrier with a "Chicago Wall" style of median barrier. Further study is needed to determine if a landscaped or double-faced single wall should be provided.

Lake Shore Drive from south of Balbo Drive to Monroe Drive. There may be a higher accident potential in this area due to substandard left turning lane

widths. There is also a **high concentration of pedestrian and bicycle traffic** which may conflict with vehicular traffic. Consideration should be given to widening the left turn lanes and pedestrian and bicycle crossings should be focused at signalized intersections or grade-separated crossings should be provided.

Streeterville. **Narrow through and turning lanes** increase the potential for accidents. The signal at Chicago Avenue is also the first signal encountered by southbound Lake Shore Drive traffic since departing the Hollywood intersection. **The northbound left turn lane at this intersection is unprotected and lacks sufficient storage length.** Northbound entrance ramp traffic enters through lanes from both the inside and outside immediately south of the Chicago Avenue intersection. The Michigan Avenue interchange S-Curve area also has an increased accident potential due to a **substandard radius on the south (Oak Street) curve.** To reduce the potential for accidents, turning and through lanes should be widened, and the northbound left turn lane at Chicago Avenue should be extended and protected.

Lake Shore Drive from Michigan Avenue to Montrose Avenue. This entire segment was determined to be a **high accident location based on IDOT HALIS data.**

3.2 Traffic Operational Characteristics

There are several checkpoints along the corridor which impact the traffic operations along the corridor. Principal types of traffic operational problems along the corridor include:

- lack of lane continuity
- inadequate storage lengths for turning movements
- capacity-constraints on the local street system to absorb corridor traffic resulting in “back-ups” along Lake Shore Drive.

Corridor traffic operational characteristics are affected by substantially different kinds of access control extending from almost full access control on Lake Shore Drive to intersection spacing at 1/16 of a mile intervals along portions of Stony Island Avenue. **General traffic operational concerns are as follows.**

Stony Island Avenue from 95th Street to 67th Street. The six-lane (I-94 to I-90) and eight-lane (I-90 to 67th Street) cross sections on this portion of the corridor provide sufficient capacity for the volumes served. Principal operational problems are related to capacity restrictions causing a lack of lane continuity under the Belt Railway Company of Chicago (north of 95th Street) and Conrail (at 79th Street/South Chicago Street) railroad viaducts. To a lesser extent, operational problems are also related to the numerous cross street median openings and lack of signal coordination along Stony Island Avenue.

Jackson Park. From a traffic operations standpoint, the park is a capacity constraint for the north-south traffic movements. The key intersection causing this constrained condition is 57th Drive at Lake Shore Drive. The 57th Drive intersection acts as a funnel for traffic destined for and coming from three arterials south of the park; South Shore Drive, Jeffery Avenue, and Stony Island Avenue. Southbound traffic avoiding the 57th Drive intersection may use the 53rd Street exit, and to a lesser extent, 50th Place and 47th Street exits, to circumvent the 57th Drive intersection via southbound Lake Park Avenue, eastbound 56th Street, then returning to Stony Island Avenue or Cornell Drive. Penetration of the Hyde Park neighborhood by southbound through traffic was observed during the evening peak period.

Lakefront from 57th Drive to Hollywood Avenue. Principal traffic operational problems are associated with a lack of lane continuity at spot locations, inadequate storage for left-turning movements at intersections, and inadequate storage lengths for traffic exiting at ramps.

Dispersion Area (Edgewater Community). Principal traffic operational concerns are related to capacity restrictions on the arterial street system, spillover of traffic onto the local street system, and the capacity constraint at the Hollywood Avenue and Sheridan Road intersection. Dense development precludes widening on most streets and at many intersections.

Specific locations and segments with traffic operational problems are as follows:

- The intersection of Stony Island Avenue at 95th Street.
- The intersection of Stony Island Avenue at 79th Street/South Chicago Street.
- Stony Island Avenue between 95th Street and 67th Street.
- The intersection of Lake Shore Drive at 57th Drive.

- Northbound Lake Shore Drive from 57th Drive to 47th Street.
- Southbound Lake Shore Drive in the vicinity of 53rd Street.
- Lake Shore Drive from Balbo Drive to Randolph Street.
- Lake Shore Drive from Ohio Street to the Michigan Avenue interchange.
- Northbound Lake Shore Drive at the Belmont Avenue exit ramp.
- Northbound Lake Shore Drive at the Recreation Drive exit, south of Addison Street
- Lake Shore Drive in the vicinity of the Montrose-Wilson-Lawrence Avenue interchanges.
- The Hollywood Avenue/Sheridan Road intersection.

Deficiencies at these locations are:

Stony Island Avenue at 95th Street. The current BRC RR viaduct immediately north of 95th Street constrains Stony Island Avenue to two lanes in each direction. North and south of this point Stony Island Avenue has three lanes in each direction.

Stony Island Avenue at 79th Street/South Chicago Street/I-90 (Skyway). There is a lack of lane continuity on Stony Island Avenue from north of the Skyway ramps to south of the interchange area. The Stony Island Avenue/79th Street intersection is included in the City of Chicago's top one hundred accident locations. The Conrail viaduct within this interchange area limits the number of lanes that can be provided on Stony Island Avenue. Lane usage is confusing for drivers. In addition, several local streets, 79th Street, South Chicago Street, Anthony Avenue, and 80th Street, converge at the Stony Island Avenue/I-90 (Skyway) junction. **Residents have expressed concerns regarding pedestrian crossings in this area.**

Entire Length of Stony Island Avenue Study Area. Numerous median openings create friction between Stony Island Avenue through traffic and local traffic. Local streets intersect Stony Island Avenue at 1/8 or 1/16 of a mile intervals.

Lake Shore Drive at 57th Drive. The current intersection configuration forces the eastbound to northbound left turning traffic to travel in an awkward path while turning which reduces capacity at the intersection.

Northbound Lake Shore Drive between 57th Drive and 47th Street. There is a lack of lane continuity on northbound Lake Shore Drive at this location.

The northbound cross section varies from three lanes from immediately north of 57th Drive to four lanes and then back to three lanes at 47th Street (reverting to four northbound lanes north of the 47th Street interchange). Lane continuity and geometry is confusing and inconsistent with other parts of Lake Shore Drive. Elements include potential sight-distance problems on southbound Lake Shore Drive in the vicinity of 47th Street, short weaving distances (a lane drop at 53rd Street with a “right turn” at the end of this lane drop), and lack of a barrier median to separate northbound and southbound traffic between 53rd Street and 57th Drive.

Lake Shore Drive in the Vicinity of 53rd Street. There is a lack of lane continuity on southbound Lake Shore Drive south of 53rd Street. The fourth southbound lane terminates abruptly at 53rd Street, entering directly onto the local street system.

Lake Shore Drive from Balbo Drive to Randolph Street. There is a lack of lane continuity in the northbound direction. In addition, the combined through/left turn feeder lane configuration is confusing to drivers. There is a large volume of pedestrians that cross Lake Shore Drive, often at uncontrolled points.

Lake Shore Drive from Ohio Street to Michigan Avenue interchange, Streeterville area. Principal traffic operational characteristics are: inadequate turning capacity for northbound to westbound traffic at Chicago Avenue resulting in turning traffic backing up into the northbound through lanes; the proximity of the northbound Grand Avenue on-ramp to Chicago Avenue; and the need to provide adequate capacity on Chicago Avenue without removing parking.

Northbound Lake Shore Drive at the Belmont Avenue exit ramp. Currently, northbound exiting traffic backs up into mainline traffic due to inadequate ramp storage and capacity constraints on the local street system.

Northbound Lake Shore Drive at Recreation Drive, south of Addison Street. Northbound exiting traffic backs up onto the through lanes of Lake Shore Drive. The current exit ramp forms a “T” intersection at Recreation Drive which continues north to Irving Park Road. Recreation Drive carries traffic circulating through Lincoln Park which conflicts with northbound Lake Shore Drive traffic exiting at Recreation Drive. Traffic back-ups along

northbound Lake Shore Drive and Recreation Drive are accentuated because of a lack of adequate turning lanes on Irving Park Road under Lake Shore Drive.

Lake Shore Drive in the vicinity of the Montrose-Wilson-Lawrence Avenue interchanges. These three interchanges are located at one quarter mile intervals providing convenient access to the local street system. Interchange spacing is however, substandard, resulting in short weaving distances between traffic entering and exiting Lake Shore Drive. Currently there are no documented traffic problems associated with these weaving movements. In the morning peak hours movements are primarily southbound (entering Lake Shore Drive) and in the evening peak hours movements are primarily northbound (exiting Lake Shore Drive). Shifts in origins and destinations of work trips (to the north) could result in weaving movement conflicts. There is however, a **conflict between exiting traffic and east-west oriented pedestrian/bicycle activity**, as exiting traffic is not required to stop at cross streets, i.e. at the terminus of the ramp with the east-west cross street.

Hollywood Avenue/Sheridan Road intersection. The Hollywood Avenue intersection capacity constraint is caused by several arterial routes being funneled to, and overburdening the stretch of Ridge Avenue and Hollywood Avenue between Clark Street and Lake Shore Drive. Two key intersections cause this constrained condition. The east leg of the Lake Shore Drive intersection at Sheridan Road captures most north-south traffic from Sheridan Road and Ridge Avenue. The south leg of the Ridge Avenue intersection at Clark Street funnels most north-south traffic from Peterson Avenue, Ridge Avenue and Clark Street. These are also local concerns of through traffic spilling over onto the local street system.

3.3 Reinforcement of Park Roadway Characteristics

Lake Shore Drive/Stony Island Avenue is a unique corridor due to the importance given to its park roadway characteristics. This section will describe where the park roadway characteristics need to be better defined and steps to be implemented to do this. Specific aesthetic improvements are described in Chapter 5 on a segment by segment basis.

Stony Island Avenue from I-94 to 67th Street. Stony Island Avenue has a wide, landscaped median with limited shrubs and trees planted in it. Stony Island Avenue should also be viewed as a **southern gateway to Chicago** since I-94 (the Calumet Expressway) and I-90 (the Chicago Skyway) both exit onto

this route. Recommended improvements to Stony Island Avenue include increased plantings to improve the quality of the greenspace located in the median and parkways, and enhancement of the concept of Stony Island Avenue as a southern gateway to Chicago.

Jackson Park Area. The area of Jackson Park located between Cornell Drive and Stony Island Avenue is considered an “edge park” because it is heavily utilized by the community west of Jackson Park. Pedestrians cross Stony Island Avenue at many locations to access this “edge park”. A pedestrian refuge area located in a median along Stony Island Avenue would make crossing this 50 feet wide street easier, especially for children and the elderly.

Lake Shore Drive. Lake Shore Drive is unique because it is a park roadway located on parkland. It has been defined as a boulevard in the Chicago Municipal Code which means travel is prohibited by vehicles used to transport freight, commercial goods or merchandise. Exceptions are made for emergency vehicles and vehicles accessing McCormick Place. In addition to being labeled a boulevard, the Lakefront Plan of Chicago also defines Lake Shore Drive in the following ways:

- Not a high capacity expressway
- Lanes no more than 11 feet wide
- Pull-off bays instead of shoulders
- Minimum width access ramps
- Posted speed limits of 40 or 45 mph
- Median to have appropriate plantings
- Barriers protecting pedestrians blended with landscaping
- Pedestrian access to Lake Michigan at one-quarter mile intervals

The highway type streetlight standards along the segments of Coast Guard Drive and Lake Shore Drive between 67th Street and Hollywood Avenue are not consistent with the park road characteristic appropriate to an urban park setting. Consideration should be given to replacing the existing street lights with decorative type lighting standards at appropriate locations throughout the corridor.

Several other existing roadway appurtenances are not consistent with park road design characteristics. Steel plate guardrail is located in the median and along the roadside at many locations throughout the corridor. This guardrail should be replaced with a more aesthetic type of barrier wall. Many segments of south

Lake Shore Drive currently have gravel or paved shoulders and mountable curbs. These should be replaced with grass parkway and appropriately spaced emergency pull-out bays. Mountable curb should be replaced with barrier curb.

There are several areas of Lake Shore Drive between Oak Street and Hollywood Avenue where steel plate guardrail exists along the outer edge of pavement and should be replaced with an aesthetic barrier wall. Pull out bays currently exist along this area of Lake Shore Drive but the current lengths should be reviewed to determine if they are sufficient.

3.4 Pedestrian and Bicycle Access

A goal of this study is to improve pedestrian and bicycle access near and across the corridor. A goal of the Lakefront Plan of Chicago is to provide crossings at quarter-mile intervals. This study seeks to achieve crossings spaced at quarter-mile intervals where it has been demonstrated that a demand for such a crossing exists. The pedestrian/bicycle recommendations for the corridor are shown on Exhibits C1 to C11. Existing crossings north of Grant Park are spaced at approximately one quarter mile intervals while the spacing of crossings in the vicinity of Burnham Park is considerably greater. Several new pedestrian crossings are recommended in this area at the following locations: 50th Place, 44th Street, 42nd Street, 37th Street and 33rd Street. Crossings which do not meet ADA standards are recommended to be upgraded so that those standards are met.

Lake Shore Drive closely parallels the lakefront. At locations near the Jackson Park Beach, between the 57th Street Beach and 47th Street and from the Ohio Street Beach to Fullerton Avenue. Pedestrian paths in these areas are separated from traffic lanes by steel guardrail and chain link fence. Guardrail should be replaced with an aesthetic wall with rail. Replacement of the chain link fence with a more aesthetically pleasing pedestrian barrier should also be considered. These barriers should be blended with landscape treatments such as berms and plantings.

3.5 Transit Service

Transit recommendations along this corridor have focused on improving east-west transit access to the lakefront. There is currently extensive north-south transit service on or near the corridor provided by Metra and CTA rail lines as

well as CTA bus service. The corridor-wide transit recommendations are shown on Exhibits C1 to C11. The transit improvements consist of rerouting CTA buses to better serve the recreational land uses on the lakefront. Route changes may only be effective during warm weather months due to the seasonal nature of the recreational uses served. This effort has been coordinated with the Chicago Transit Authority and the Chicago Park District. Specific areas where improved transit access is recommended include: Jackson Park Beach at 63rd Street, 31st Street Beach, North Avenue Beach and Montrose Harbor and Montrose Avenue Beach.

CHAPTER FOUR: PUBLIC INVOLVEMENT

CHAPTER FOUR: PUBLIC INVOLVEMENT

4.1 Initial Public Involvement Process

Public involvement is a key part of the SRA study process. A summary of comments from all meetings can be found in Appendix E. During the study period there was ongoing communication between the study team and the public - which included governmental units, other involved agencies, the business community, institutions, property owners in and near the study area, and the general public. The process helped all participants understand issues and problems as well as identify opportunities and potential solutions for the corridor. The range of activities in the initial public involvement process included:

- Data Collection
- Advisory Panel Meetings
- Questionnaires
- Newsletters
- Interest Group and Neighborhood Meetings
- Public Hearings (discussed in section 4.7)

The standard SRA public involvement process was revised significantly for the Lake Shore Drive / Stony Island Avenue Study. This revised plan is described in section 4.2 of this chapter.

Data Collection

The bulk of the data collection occurred during the first six months of the study. However data was collected and analyzed throughout the study process. Governmental units were contacted with a comprehensive checklist of solicitation to gain data early in the study.

Advisory Panel Meetings

Advisory Panel Meetings were established to assist with the study by supplying input and review during all phases. The Advisory Panel for Lake Shore Drive / Stony Island Avenue was composed of City of Chicago governmental units. The first series of Advisory Panel meetings was held in June 1992. These meetings reviewed existing corridor characteristics and solicited input on

issues, problems, and a vision for the corridor. The modification of the Panel 2 and Panel 3 process is described in section 4.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write versus speak, needed time to document their ideas, or could not attend the panel meeting. A sample of the questionnaire follows this chapter as Exhibit 4.1.

Newsletters

Newsletters were supplied to the panel, anyone who had requested one, and all who asked to be included on the newsletter mailing list. Newsletters were published at milestone points of progress in the study, and covered SRA planning principles and corridor-specific information regarding corridor study tasks and status. The newsletters reinforced two-way communications by listing various study team contacts' addresses and phone numbers. Some newsletters contained an input form that could be mailed or faxed to the study team. Copies of the newsletters follow this chapter as Exhibit 4.2.

Interest Group and Neighborhood Meetings

The first series of interest group / neighborhood meetings was held during November 1992. These meetings were held to gain the public's input as to what they felt the issues were along the corridor. These concerns were documented at the meetings using oversized index cards which were categorized and posted for all to see. This process was used so the public could identify areas of common concern and see that individual concerns were documented correctly.

4.2 SRA Public Involvement Plan Refined

After preliminary concepts had been presented to IDOT it became apparent that the standard SRA Public Involvement Plan was ill-suited for a unique roadway such as the Lake Shore Drive / Stony Island Avenue SRA corridor. IDOT worked closely with the Chicago Department of Transportation to develop a comprehensive review process to replace the standard SRA public involvement process. This review process replaced Panel 2 and Panel 3 advisory meetings

with numerous meetings held over an eight month period. The new "Panel" consisted of the following agencies in the City of Chicago government:

- Chicago Department of Transportation - Bureau of Administration & Planning
- Chicago Department of Transportation - Bureau of Traffic
- Chicago Department of Transportation - Bureau of Highways
- Chicago Department of Transportation - Bureau of Bridges
- Chicago Park District
- Chicago Department of the Environment
- Chicago Department of Planning and Development
- City of Chicago Aldermen (located along the corridor)
- Landmarks Unit of the Department of Planning and Development

This coordination allowed for extensive review of concepts during each phase of the study process. In addition to increased agency coordination, public input was requested earlier in the study process through a series of public information meetings. The general public was invited to attend a series of five public informational meetings to comment on preliminary concepts before any recommendations were made. Each phase of the revised public involvement process is described in detail in the remaining sections of this chapter.

4.3 Public Agency Briefings

Extensive public agency coordination was required to ensure that input from all interested parties could be thoroughly evaluated. This process also required input from senior officials. A briefing was held for Kirk Brown, State of Illinois Secretary of Transportation, on August 26, 1994; for Joseph Boyle, City of Chicago Commissioner of Transportation, on February 23, 1995; and for the Lakefront Executive Committee including Valerie Jarrett, then City of Chicago Commissioner of Planning and Development, on July 14, 1995, and new CDOT Commissioner, Thomas Walker, on February 14, 1996. Duane Carlson, District Engineer for IDOT - District One was also in attendance at the August 26, 1994 and February 23, 1995 meetings.

4.4 Elected Official Briefings

City of Chicago Aldermen whose wards are located along the corridor were briefed in an effort to present initial concepts being evaluated, determine the level of acceptance of initial concepts being considered in their wards and describe how the study process had been refined. A disposition of comments was prepared as a separate document to record each alderman's concerns. The aldermen or aldermanic representatives involved in this process include:

- Robert L. Anderson, Legislative Assistant to Alderman Haithcock, 2nd Ward
- Toni Preckwinkle, 4th Ward Alderman
- Barbara Holt, 5th Ward Alderman
- William Beavers, 7th Ward Alderman
- Mike Stevens, Legislative Assistant to Alderman Dixon, 8th Ward
- John Buchanan, 10th Ward Alderman
- Laura Slubowski, Assistant to Alderman Buchanan, 10th Ward
- Molly Riordan, Representative for Alderman Huels, 11th Ward and Chairman Transportation Committee
- Arenda Troutman, 20th Ward Alderman
- Paula Haley, Assistant to Alderman Troutman, 20th Ward
- Alfred Whitehead, Assistant to Alderman Troutman, 20th Ward
- Mike Roberts, Assistant to Alderman Natarus, 42nd Ward
- Charles Bernardini, 43rd Ward Alderman
- Bernard Hansen, 44th Ward Alderman
- Helen Shiller, 46th Ward Alderman
- Mary Ann Smith, 48th Ward Alderman and Chairman Parks Committee
- Doug Fraser, Assistant to Alderman Smith, 48th Ward

4.5 Environmental and Planning Group Involvement

Lake Shore Drive is a unique roadway located in a park setting. Therefore it was essential to the public involvement process that environmental and planning groups were involved early on in the concept development phase. A meeting was held prior to the public meetings which allowed the environmental / planning groups to examine preliminary concepts. Groups invited to attend this meeting included:

- Friends of the Park
- Lake Michigan Federation
- Field Museum of Natural History
- Museum of Science and Industry
- John G. Shedd Aquarium
- Adler Planetarium
- Chicago Historical Society
- Metropolitan Planning Council
- Mid South Planning and Development
- Cosmopolitan Chamber of Commerce
- Urban League
- South Chicago Chamber of Commerce
- Mexican Community of South Chicago
- AAA - Chicago Motor Club

4.6 Public Meetings

Five public meetings were held in October 1995 which allowed the general public to comment on preliminary conceptual recommendations. This series of meetings is unique to the Lake Shore Drive / Stony Island Avenue SRA corridor and was implemented to allow the public to comment on conceptual improvements while still in the preliminary stages of the study process. The public was shown a corridor overview from a policy perspective and was shown specific conceptual improvements for the areas of interest at each public meeting. These meetings were held at locations throughout the Lake Shore Drive / Stony Island Avenue corridor to allow each meeting to focus on a specific geographic area of the corridor. The locations of the five public meetings and the geographic areas they covered are as follows:

- Chicago Historical Society (Grant and Lincoln Parks)
- Margate Field House (North Lake Shore Drive from Montrose Avenue to Peterson Avenue)
- Mercy Hospital (Burnham Park: 57th Drive to 23rd Street)
- Avalon Park Field House (Stony Island Avenue: 95th Street to 67th Street)
- Museum of Science and Industry (Jackson Park: 68th Street to 47th Street)

4.7 Public Hearing

The public hearing was held in the Grand Army of the Republic (GAR) Room and GAR Annex of the Chicago Cultural Center, 78 East Washington Street on Monday, February 26, 1996 from 3 to 8 p.m. This hearing provided an overview of alternatives that had been developed during the study process and allowed the public to comment on the alternatives before the final report was published. A twenty-minute slide show was presented every half hour during the public hearing. It consisted of photographs showing existing conditions and geometric details and cross-sections showing proposed improvements. Aerial exhibits and geometric details showing proposed improvements were also available for viewing. A court reporter was available to record verbal comments and attendees were also encouraged to fill out written comment forms.

**STRATEGIC REGIONAL ARTERIAL STUDY
Questionnaire/Comment Form**

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

a. General:

b. Right-of-Way:

c. Existing Roads:

d. Transit:

e. Public Facilities:

Figure 4.1

FIGURE 4.2

NEWSLETTERS

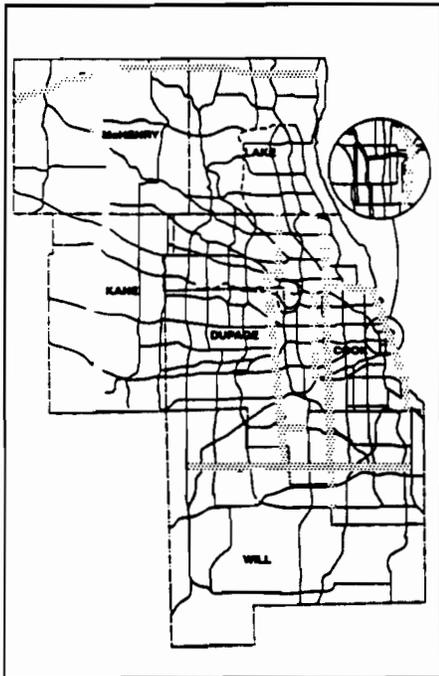
SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Lake Shore Drive

Issue 1
July/August 1992



SRA System Overview

When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation GreenLight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation GreenLight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)

continued on page 3

Lake Shore Drive Overview

The Lake Shore Drive corridor is 25 miles in length. The Stony Island Avenue portion of the corridor begins at I-94 on the south and runs to 67th Street. It continues on Cornell Drive from 67th Street to 57th Street. From there, Lake Shore Drive/US Route 41 continues to Hollywood Avenue. Coast Guard Drive in Jackson Park will also be studied. Lake Shore Drive from 31st Street to Balbo Drive will be studied by the Metropolitan Pier and Exposition Authority and those results will be coordinated with the SRA study.

This corridor directly intersects or crosses over/under key roadways such as Ill 19/Irving Park Rd., Ill 64/North Ave., US 12/20/95th St., US 41/Foster Ave., I-90, I-94 and I-55.

In addition to the more common highway

issues such as roadway access, traffic signals and geometrics, the Lake Shore Drive SRA corridor has many unique considerations. One of these is the special event access to the museums, McCormick Place and Soldier Field. The Lake Michigan beaches, various parks and Lincoln Park Zoo present both environmental and access issues.

CRSS has provided briefing booklets to the Lake Shore Drive advisory panel. These publications explain the corridor with aerial photographs, maps, work plans, milestone schedules and questionnaires. Issues and ideas voiced by those on the advisory panel are categorized into a special information card system and integrated into the planning process.

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Lake Shore Drive Panel Meeting Summary

June 1, 1992

Chicago Park District Headquarters

The purpose of the meeting was to acquaint the Panel, other city officials and interested parties with the SRA team. The SRA team is made up of CRSS, IDOT and CATS staff augmented by city and park district officials and the public.

The Chicago Area Transportation Study (CATS) discussed the 2010 Transportation plan and how the SRA system is one of the eight points in Operation GreenLight.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

It was explained that Lake Shore Drive is not being considered for wholesale widening in this STA study. The emphasis will be on safety, access and operational improvements, primarily at interchanges and other problem locations. Lake Shore Drive will remain a Boulevard, i.e. a route that restricts truck traffic.

A question was asked regarding the possibility of reducing the traffic load on Lake Shore Drive. It was stated that technically, it is

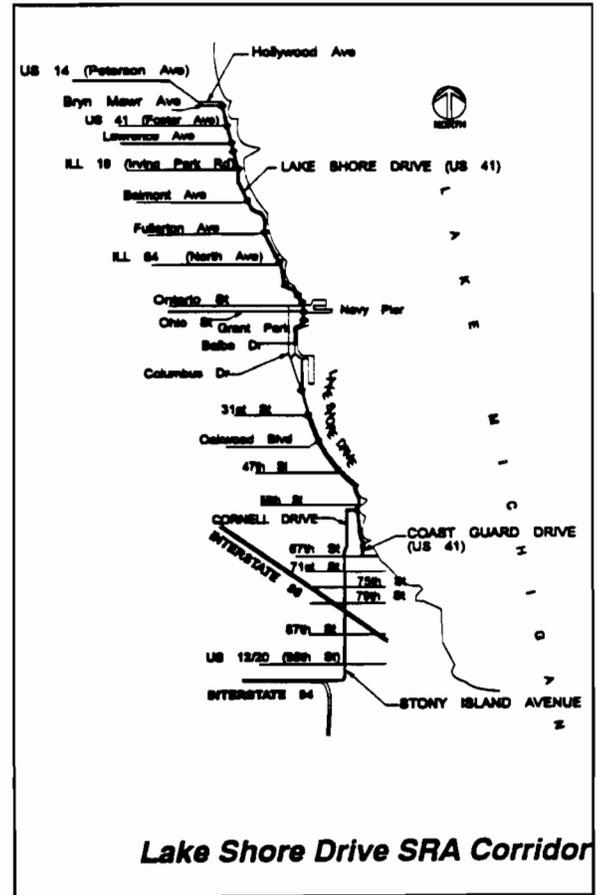
possible to do this on any route with adequate alternate capacity improvements. It was further explained that the capacity on our freeways is fixed now, and the 1300 mile SRA system will attempt to accommodate future growth.

Several comments were made concerning access in this corridor. Chicago needs better access to parks in general. Coast Guard Drive needs better pedestrian and bicycle access. Park and beach access is quite difficult around 64th Street and from the south, especially for pedestrians and the handicapped. Grant Park needs better bicycle and pedestrian access. Better access to the Lake Shore Drive bike route is needed.

Coordination with various groups and their efforts will aid in determining an effective solution. The MPEA transportation planning around McCormick Place, new underground parking at the Museum of Science and Industry, and the parking project at the Lincoln Park Zoo are some issues to be considered.

Several views contrary to SRA goals were aired. It was commented that widening or making Lake Shore Drive easier for people to drive should not be considered. In Grant Park, use restrictions should be instituted. It was stated that Lake Shore Drive should revert to a park road. Lake Shore Drive should be planned for a different use (non-commuter), rather than emphasize it as an SRA route. Traffic should be reduced and amenities increased.

Several locations were identified as areas where there appear to be high accident rates. The 95th Street intersection is one of these areas. A six legged intersection at 79th Street, which is further complicated by the Skyway structures, is another. It was suggested that the accident data around 53rd Street and to the south be examined for alcohol abuse by drivers and for speeding. The Chicago Department of Transportation



Lake Shore Drive SRA Corridor

has done an accident study of 57th Street and Cornell Drive from 57th Street to Hayes Drive.

Traffic conflicts exist at many locations throughout the corridor. Traveling north on Stony Island Avenue is very difficult around 66th Street. These conflicts are caused by pedestrian traffic and by vehicles coming from the business district on the west, Marquette Drive, Cornell Drive and 66th Street. The left turning motion off of Cornell Drive around 59th Street is difficult because of conflicts with pedestrians. The same motion is difficult from Hayes Drive/Richards Drive on to Marquette Drive.

It was commented that transit should be made more desirable. In addition, more transit to the west side and to the southwest suburbs is needed. CATS explained the transit and other aspects of regional transportation planning and the 2010 Plan.

Terms to know...

Actuation:

The sensing or detection of a vehicle as it passes over a detector in the roadway pavement for the purpose of communicating information about traffic flow to a master traffic signal controller.

Class II Truck Route:

Any highway, other than an interstate highway or controlled access highway with four or more lanes, which is designated as such and capable of handling size and weight limits for trucks.

Delinators:

A light-reflecting device mounted at the side of a roadway, in series with others, to indicate the alignment of the roadway.

Demand Management:

Techniques such as carpooling, staggered work hours and controlled development which are employed to reduce the number of vehicles utilizing a roadway.

Q & A

Q Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?

A The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering how to incorporate these programs into the traffic considerations in this study.

Q Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?

A The SRA study itself does not qualify as an EIS (Environmental Impact Statement) because it does not define specific improvements or define a specific project. The emphasis and direction of an SRA study is as a planning tool. Once a specific project has been well defined in the study (Phase 1) portion of a project's implementation, an EIS may be required to meet Federal funding requirements.

The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route 14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive (9 miles)
- Illinois Route 47 from McHenry County/Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)
- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)
- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors.
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concept Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The CRSS of Illinois study and four other similar studies are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation GreenLight. Those objectives are:

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column.

Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the panel coordinator listed on page 4. Likewise, if you have a term/question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

SRA SPOTLIGHT

Project update for
panel members and
interested citizens

Issue 2

October/November 1992

Lake Shore Drive

Lake Shore Drive Initial Concept Thoughts

The Lake Shore Drive/Stony Island Avenue SRA route runs between I-94 on the south to Hollywood Avenue on the north. It traverses over Stony Island Avenue, Cornell Drive, 57th Drive and Lake Shore Drive. The SRA study will also investigate a section of Coast Guard Drive and South Lake Shore Drive from 67th Street to 57th Drive. Lake Shore Drive is U.S. Route 41 from Coast Guard Drive on the south to Foster Avenue on the north. Technically, the total length of the route, 21 miles, is classified as an urban SRA. The urban designation identifies specific design guidelines and route characteristics to be applied to meet the SRA objectives. The desirable route characteristics of an urban section include a 35 mph design speed, three through lanes in each direction, and a minimum level of service of "D".

However, in examining Lake Shore Drive, the urban SRA guidelines and standards are not applicable because of the unique nature and varied purposes of the roadway. The objectives for Lake Shore Drive are: 1) enhance safety; 2) eliminate operational problem spots; 3) maintain vehicle carrying capacity; 4) improve bicycle access near and across Lake Shore Drive; 5) improve pedestrian access near and across Lake Shore Drive 6) improve signing and drive information system; and 7) enhance consistency of interchange geometry and operations.

It should be noted that it is not the intent of this study to widen Lake Shore Drive to provide additional through lanes or to accommodate commercial traffic on this route.

This corridor has been divided into

seven segments. This article will examine each segment and will present important issues to be considered in the concepting process which is described in the "SRA Concept Development Process" on Page 2.

Segment 1 starts on Stony Island Avenue at I-94 and extends 4.8 miles northerly to 67th Street. There are three intersections on this segment which have high accident rates. In 1989, the Stony Island Avenue/79th Street/South Chicago Street intersection was the worst in the City and the Stony Island Avenue/95th Street intersection was the second worst. In addition, the 87th Street intersection was 27th on a list of the 100 worst.

Segment 2 starts on Stony Island Avenue at 67th Street and extends 1.7 miles along Cornell Drive and 57th Drive to Lake Shore Drive. This segment is located in Jackson Park and is adjacent to the Museum of Science and Industry whose high traffic and pedestrian volumes create severe conflicts. There is a complex intersection at Stony Island Avenue/67th Street/Cornell Drive. The Lake Shore Drive/57th Drive intersection is a high accident location.

Segment 3 extends 1.5 miles along Coast Guard Drive and South Lake Shore Drive from 67th Street to 57th Drive and is located in Jackson Park, adjacent to the Lake Michigan beaches. The major issues in this segment relate to beach access and pedestrian and bicycle traffic. This road is technically not part of the SRA route but is being studied for operational problems.

Segment 4 is located on Lake Shore

Drive and extends 3.6 miles from 57th Drive to 31st Street. This segment is located in Burnham Park and is adjacent to the lakefront beaches. There are many grade-separated pedestrian crossings and considerable pedestrian demand across Lake Shore Drive.

Segment 5 extends 2.4 miles from 31st Street to Balbo Drive. This segment is not included in this SRA study. The possibility of realigning Lake Shore Drive to the west of Soldier Field is currently being studied by IDOT, the City of Chicago and the Metropolitan Pier and Exposition Authority. The results of that study will be coordinated with the SRA study.

Segment 6, which extends 2.9 miles from Balbo Drive to North Avenue, is an at-grade arterial from Balbo Drive to Monroe Drive and an elevated limited access facility from Randolph Street to Grand Avenue. Heavy pedestrian demand exists across Lake Shore Drive between well attended public events in Grant Park and the lakefront. There are at-grade intersections on Lake Shore

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SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 2010 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A (best) to F (worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and

cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant revisions to the concept. After this input is addressed, the recommendations will be fine tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including your participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Initial Concept (cont.)

Drive with Erie Street, Chicago Avenue, and Chestnut Street. There are historic structures and districts in the vicinity of this segment.

Segment 7 runs 5.3 miles from North Avenue to its Hollywood Avenue/Sheridan Avenue terminus and is a limited access/parkway facility with numerous interchanges and pedestrian grade separations. This segment passes through Lincoln Park and has major park traffic, pedestrian and bicycle access and circulation problems. The transition tying into the surface streets at the drive's terminus is being examined in the concurrent US 14 SRA study.

Land Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses. Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

2. Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

3. Frequent Driveways and Access Points Along SRA - High volumes of through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation sys-

Q & A

Q What is the timing for SRA route decisions?

A The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3 routes, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.

Q How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?

A IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.

tems; reduction in the need for travel through better land use planning; staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental

units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

SPOTLIGHT

Project update for panel members and interested citizens

Issue 3
December 1992/January 1993

Lake Shore Drive

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by sincerely obtaining and incorporating input. Consensus building promotes trust between all involved agencies.

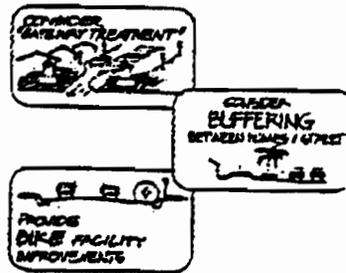
CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This technique, developed by CRSS, is known as "Programming", and assists the public to understand how their comments fit into a logical planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Uncovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The

process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.
2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.
3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting).

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

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Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is "to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to focus federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The exact roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeast-

ern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built, but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over \$12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a \$13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities

are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates \$10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a conceptor come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is conceived. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving or maintaining the system may affect the concept.

continued

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Lake Shore Drive/Stony Island Avenue September 1995

Your Input Desired at Public Meetings!

A series of public information meetings will be held during the month of October which allows the public to comment on preliminary concepts for the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial (SRA) Study (see column to right for schedule). Representatives of CDOT, IDOT and their consultant, Meridian Engineers & Planners, Inc. will be available to answer questions or discuss your comments regarding alternatives and preliminary recommendations. If you have questions please contact : Rich Starr, IDOT (708) 705-4095, Barbara Maloof, CDOT (312) 744-3517 or Robert Ryan, Meridian (312) 251-3000.

Next Steps in Strategic Regional Arterial (SRA) Study Process

This series of public information meetings will not be your only opportunity to comment on the conceptual improvements. Once your input is gathered from these public meetings the concepts will be further refined. A public hearing will be held in early 1996 where you can comment before alternatives are considered for inclusion in the final recommendations (see back page for project schedule).

Public Meeting Schedule

- North LSD Public Meeting**
 Date: Tuesday, October 10
 Time: 6:30 p.m.
 Location:
 Margate Park
 4921 North Marine Drive
- Grant Park/Lincoln Park Public Meeting**
 Date: Thursday, October 5
 Time: 6:30 p.m.
 Location:
 Chicago Historical Society
 1601 North Clark Street
- Burnham Park Public Meeting**
 Date: Wednesday, October 11
 Time: 6:30 p.m.
 Location:
 Mercy Hospital-Auditorium
 (use Main Entrance-east side)
 Stevenson Expressway at King Dr.
- Jackson Park Public Meeting**
 Date: Monday, October 16
 Time: 6:30 p.m.
 Location:
 Museum of Science and Industry
 Little Theater
 North Door of West Pavilion
 57th Street at Lake Shore Drive
- Stony Island Ave. Public Meeting**
 Date: Thursday, October 12
 Time: 6:30 p.m.
 Location:
 Avalon Park
 1215 East 83rd Street

IDOT Refines SRA Public Involvement Process for Lake Shore Drive / Stony Island Avenue

During the past six months the Illinois Department of Transportation (IDOT), along with their consultant, Meridian Engineers and Planners, Inc. have worked closely with the Chicago Department of Transportation (CDOT) in order to produce a "user-friendly" public involvement forum.

The Lake Shore Drive / Stony Island Avenue public involvement process includes:

- Opportunities for public comment on conceptual recommendations throughout the study process
- An increased number of public involvement meetings thus providing opportunities for participation to all interested parties
- A comprehensive mailing list oriented toward informing interested community groups and citizens of corridor planning activities

The time, date and location for each public information meeting is listed in the column to the left.

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Extensive Public Agency Coordination Improves Alternatives Refinement Process

IDOT has worked closely with numerous City of Chicago agencies to refine the preliminary recommendations for this study. Agencies involved in this refinement process include:

- CDOT-Bureau of Traffic
- CDOT-Bureau of Transportation Planning
- Chicago Park District (CPD)
- Chicago Department of the Environment (CDOE)
- Chicago Department of Planning and Development (DPD)
- City of Chicago Aldermen (located along the corridor)
- Landmarks Unit of the DPD
- Chicago Transit Authority (CTA)

This coordination has built a commitment to the study refinement process by all public agencies. This process seeks your input on alternatives, and encourages refinements to the conceptual recommendations.

Unique Characteristics of Lake Shore Drive/Stony Island Avenue SRA

The Lake Shore Drive/Stony Island Avenue SRA is not a typical SRA. This corridor is unique in that it is located in a park, does not allow truck traffic, and serves a mix of regional, commuter and recreational travel needs. This uniqueness has caused the need for special planning and design objectives to be developed for Lake Shore Drive. These study objectives are:

- **Enhance Safety**
- **Eliminate operational problem spots**
- **Maintain, but not increase, overall vehicle carrying capacity**
- **Improve bicycle access near and across Lake Shore Drive**
- **Improve pedestrian access near and across Lake Shore Drive**
- **Improve signing and driver information systems**
- **Enhance consistency of interchange geometry and operations**
- **Maintain and enhance view corridors**

In addition to the unique planning and design objectives of the Lake Shore Drive SRA special consideration is also being given to certain issues which may not be typically considered in other SRA Studies. These issues include:

Boulevard/Parkway

Characteristics. Lake Shore Drive is not a high capacity

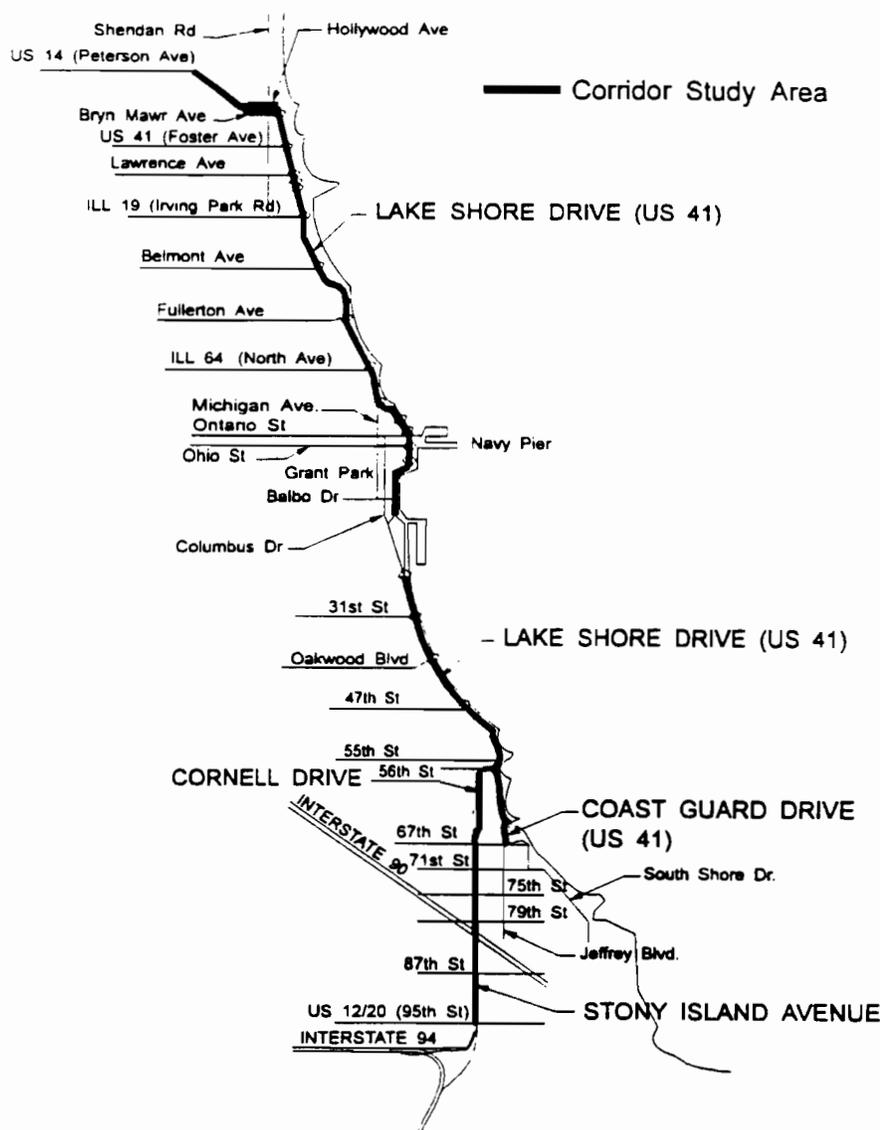
expressway. Rather it is characterized by: posted speeds of 35 to 45 mph, commercial vehicle restrictions, lanes generally no more than 11 feet wide, median plantings and pull-off bays instead of shoulders.

Corridor Aesthetics. General policy statements will be made which direct future, more detailed studies to examine median treatments, historic bridges and historic lighting.

Environmental Issues Related to the Lakefront. There is ongoing coordination with the Chicago Department of the Environment regarding consequences of conceptual improvements on Lake Michigan water quality issues and Shoreline Protection projects.

Funding. No funding sources have been identified at this time for any of the conceptual improvements proposed along the corridor. Typically projects will be broken down into segments several miles in length or site specific. Specific project recommendations will be prioritized after all SRA studies have been completed. Corridor level construction costs will be identified in the final report.

Transit. There are numerous Metra rail, CTA rail and CTA bus facilities along or near the Lake Shore Drive/Stony Island Avenue corridor. This study is coordinating with proposed improvements by others to these existing facilities and any new facilities. **A key recommendation of the SRA study is improved transit access to the lakefront.**



Areas Beyond SRA Study Objectives

Several areas along the corridor may require solutions which are beyond the scope of the SRA study objectives. These areas are Streeterville and Belmont Harbor. Conceptual improvements for these locations will be presented at the public meetings.

SRA Study Background

The Strategic Regional Arterial (SRA) System was identified in the year 2010 Transportation Development Plan for northeastern Illinois that was adopted in 1989. It is a component of Operation GreenLight which is a plan developed by the Illinois Department of Transportation (IDOT) in cooperation with the Chicago Area Transportation Study (CATS), the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC) and the Regional Transportation Authority (RTA). Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRA's are defined as the second tier of roads supporting the existing and proposed expressway network. 66 routes totaling 1340 miles comprise the SRA network. IDOT has committed funds to study the entire system over a five year period.

Our Appreciation

Thank you for your interest in the preliminary concepts and we encourage you to attend the public meetings.

Range of Alternatives

Several concepts have been used as guidelines for improvements along the corridor. These include:

- Concept of Stony Island Avenue as a southern gateway to the City of Chicago
- Alternative traffic access plan in Jackson Park
- Improved median aesthetics in Burnham Park
- Improved pedestrian access to lakefront in Grant Park and along entire corridor
- Improved access to the Streeterville area
- Operational improvements:
 - 47th Street to 57th Drive
 - LaSalle Drive Interchange
 - Diversey Parkway
 - Belmont Harbor
 - Recreation Drive (3600 N)
 - Irving Park Road
 - Montrose, Wilson and Lawrence Avenue Interchanges
 - Edgewater Area

SRA Strategic Regional Arterial
SPOTLIGHT

Project update for panel members and interested citizens

Lake Shore Drive/Stony Island Avenue February 1996

Your Input Desired at Public Hearing!

A public hearing is scheduled for February 26 which will allow the public to comment on conceptual recommendations for the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial (SRA) Study (see column to right for schedule). Representatives of IDOT, their consultant, Meridian Engineers & Planners, Inc. and CDOT will be available to answer questions or discuss your comments regarding alternatives and preliminary recommendations. A slide presentation defining conceptual recommendations will be shown every 30 minutes. Exhibits showing proposed improvements will be on display. **If you have questions please contact : Rich Starr, IDOT (847) 705-4095 or Robert Ryan, Meridian (312) 251-3000.**



| |
|---|
| <p>Illinois Department of Transportation (IDOT) Invites You to Attend a Public Hearing</p> |
| <p>Concerning The Long Range Plan for: Lake Shore Drive from 67th Street to Hollywood Avenue (exclusion area from 23rd Street to north of Field Museum of Natural History) Stony Island Avenue from 95th Street to 67th Street Cornell Drive from 67th Street to 57th Drive US Route 14 from Hollywood Avenue to Peterson Avenue</p> |
| <p>Monday, February 26, 1996 3:00 p.m. to 8:00 p.m. Chicago Cultural Center, GAR Hall & GAR Annex 78 East Washington Street, Chicago (Enter from Randolph Street and proceed to 2nd floor) This Study does not include the Lake Shore Drive Relocation Area</p> <p><u>Purpose of the Meeting:</u></p> <ul style="list-style-type: none"> • To present and discuss proposed improvements for the above roadway as part of the Strategic Regional Arterial (SRA) System • To obtain public input regarding proposed conceptual improvements <p>An audio-visual presentation will be shown every half hour starting at 3:00 p.m. with the last showing at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation staff and their consultant available to discuss the project and answer questions. Representatives from the Chicago Department of Transportation (CDOT) will also be present to assist with coordination on the study. Verbal and written comments are welcome at the meeting.</p> <p>This Public Hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at 847/705-4095. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the Department's TDD number 847/705-4710 at least five days prior to the hearing.</p> |

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES

5.0 General

This chapter describes both proposed improvements for specific project segments as well as a range of alternatives where several options may be appropriate. **Other alternatives are presented in Appendix A and Appendix B.**

Proposed Corridor-Wide Improvements

Several locations have been selected as opportunities where improved transit access to the lakefront can be achieved. These improvement locations are shown on Exhibits C1 through C11 and are described in greater detail in the respective segment discussions later in this report.

Several types of improvements are considered on a corridor-wide basis. These improvement plans have been grouped into **three categories, Parkway Enhancement, Pedestrian/Bicycle Access, and Transit** and are shown on Exhibits C1 to C11.

Parkway Enhancement Plan. Parkway enhancements consist of the following:

- Complete installation of raised landscaped median or unique aesthetic double faced median wall.
- Provide curbside barrier to separate traffic from pedestrians.
- Replace steel guardrail with aesthetic barrier wall.
- Improved driver information systems.
- Improved directional signing.
- Replace street lights with unique parkway lighting.
- Upgrade bridge parapet walls to restore “art deco” type of lighting.
- Landscape plantings per Chicago Park District or community plans.

The aesthetic barrier median is proposed to have two basic configurations. The broad details of median and curbside aesthetic treatment are described in Appendix C. Both configurations have a total height of 32 inches. It is suggested that a pattern be used on the wall, similar to the one that has been used on Lake Shore Drive segments north of Michigan Avenue. That particular pattern was derived from the existing historic wall along the curve at the Oak Street Beach. The color and texture of the concrete wall and the aluminum rail should be closely

coordinated. The selection and placement of plantings and trees will be done carefully to ensure view corridors are maintained or enhanced, and that the plants can tolerate a roadway median environment.

The landscaped type consists of a high barrier that would have two components; a 20 inch high concrete wall with 12 inch oval shaped aluminum rail on top. It is proposed in median locations having an approximate minimum width of 14 feet and a maximum width of 26-1/2 feet in curved and tangent sections. The area between the aesthetic median walls is proposed to be landscaped with plantings. Plantings could include trees.

Where median widths of less than 14 feet are planned, such as at historic bridge locations, the median would consist of an aesthetic double faced wall. Several locations may require a transition from the single to dual wall with landscaping configuration.

Pedestrian and Bicycle Access Plan. These improvements include construction of new pedestrian passerelles (overpasses), concourses (underpasses), upgrading existing grade separated pedestrian crossings to achieve ADA compliance, traffic signal timing or pedestrian indication improvements, and in a few alternatives, moving existing path alignments to achieve greater separation between vehicles and pedestrians. Pedestrian/bicycle access improvements are shown on Exhibits C1 through C11.

Transit Plan. Several locations have been selected as opportunities where improved transit access to the lakefront can be achieved. These improvement locations are shown on Exhibits C1 through C11 and are described in greater detail in the respective segment discussions later in this report. Passenger amenities including a sheltered waiting area, accessible walkways, and good lighting should be standard installation for each bus stop

Funding

Funding sources have not been identified for corridor wide improvements and improvement alternatives by segment described herein. Cost estimates for improvement alternatives are based on price information provided by the Illinois Department of Transportation for early programming purposes and are based on 1991 costs for consistency throughout all SRA Studies. Cost figures are approximate and subject to change. Detailed cost information must be developed for segment alternatives during subsequent studies.

Cost Estimate Summary

The cost estimates were developed to give IDOT and other agencies involved an idea of the investment necessary to upgrade SRA routes from existing conditions to the level of improvements proposed in this study. The planning level cost estimates were defined using historical data provided by IDOT. Costs are given in 1991 dollars for comparison to other SRA cost estimates. All alternatives are unfunded. A cost estimate total is presented for each segment alternative. The cost estimates are broken down into the following categories:

- Roadway - includes resurfacing, lane removal/addition, shoulder removal and curb and gutter installation
- Roadway and Roadside Aesthetics - includes aesthetic barrier median installation; aesthetic lighting; guardrail removal; aesthetic barrier wall along outside edge of roadway; and landscaping in median and on outside edge of roadway
- Intersection Improvements - includes new signalized intersections and upgrade (and signal interconnection) of certain existing signalized intersections
- Structure Modification and New Structures - includes replacement of existing structures with new structures
- Pedestrian/Bicycle Improvements - includes bikepaths, bikeway linkages, overpasses, underpasses and concourses
- Transit Improvements - includes bus shelters and bus turnouts

Cost Estimate Assumptions

Principal assumptions included in the cost estimate calculations are as follows:

- The standard roadway cost assumes **resurfacing** for Stony Island Avenue, Lake Shore Drive, Hollywood Avenue and Ridge Avenue. Other roadway costs included where appropriate are lane removal, lane addition, remove shoulder/install curb and gutter.
- Roadway costs include adjustments to existing drainage systems for roadway widening (where appropriate) and resurfacing. Storm water management cost implications are not addressed in this study.
- Transit improvement costs include installation of shelters at all bus stops on Stony Island Avenue and at bus turnarounds. Bus stops are assumed to be spaced at one-quarter mile intervals.
- Construction costs for concourses are assumed to be the same as non-pedestrian structures.

- All structures longer than 200 feet (including pedestrian overpasses and underpasses) are estimated on a square footage basis instead of per item due to the additional cost associated with the added length.
- Costs for aesthetic bridge restoration are not included in the estimates.
- The cost for additional signing to the interstate system, cultural and recreational institutions is included in the roadway resurfacing cost.
- Cost estimates assume 40 aesthetic lighting structures per mile along each side of the Stony Island Avenue, Jackson Park and Lake Shore Drive portions of the corridor. This is only an estimate. Lighting analyses will need to be performed to define size, type, height and total number of lighting structures.

Dimensions

Cross-section dimensions are approximated from pavement planning plans provided by the Chicago Department of Transportation.

Corridor Segments

This chapter provides an analysis of the existing conditions and recommendations for improvements on a segment by segment basis. The corridor was divided into segments for a detailed discussion of the existing facility characteristics (e.g. land use, right-of-way, roadway characteristics, traffic operations, structures, pedestrian/bicycle facilities, and transit facilities). This also eased the assimilation of all relevant factors involved in the development of improvement alternatives. The segments have been delineated by several technical factors such as consistent roadway and area characteristics (e.g., right-of-way width, travel demand, land use patterns, etc.). The Lake Shore Drive/Stony Island Avenue corridor was divided into nineteen segments.

They are depicted on Figure 5.0.1, and are:

| <u>Section</u> | <u>Route Segments</u> |
|----------------|--|
| Section 5.1 | 1: Stony Island Avenue, from Interstate 94 to Interstate 90 |
| Section 5.2 | 2: Stony Island Avenue, I-90 Interchange area |
| Section 5.3 | 3: Stony Island Avenue, from Interstate 90 to 67th Street |
| Section 5.4 | 4: Jackson Park Area - Stony Island Avenue and Cornell Drive, from 67th Street to Lake Shore Drive |
| Section 5.5 | 5: Jackson Park Area - Coast Guard Drive/Lake Shore Drive, from 67th Street to 57th Drive |

- Section 5.6 6: Lake Shore Drive, from 57th Drive to 47th Street
Section 5.7 7: Lake Shore Drive, from 47th Street to Interstate 55
Section 5.8 8: Lake Shore Drive, from Interstate 55 to Balbo Drive
Section 5.9 9: Lake Shore Drive, Grant Park Area, from Balbo Drive to
Monroe Street
Section 5.10 10: Lake Shore Drive, from Monroe Street to Ohio Street
Section 5.11 11: Lake Shore Drive, from Ohio Street to Michigan Avenue
Section 5.12 12: Lake Shore Drive, from Michigan Avenue to LaSalle Drive
Section 5.13 13: Lake Shore Drive, LaSalle Drive Interchange Area
Section 5.14 14: Lake Shore Drive, from LaSalle Drive to Belmont Avenue
Section 5.15 15: Lake Shore Drive, Belmont Avenue Interchange Area
Section 5.16 16: Lake Shore Drive, from Belmont Avenue to Montrose Avenue
Section 5.17 17: Lake Shore Drive, Montrose - Wilson - Lawrence Interchange Areas
Section 5.18 18: Lake Shore Drive, from Lawrence to Hollywood
Section 5.19 19: Dispersion Area including, Bryn Mawr, Hollywood, Ridge,
Ashland, Foster, and Broadway Avenues

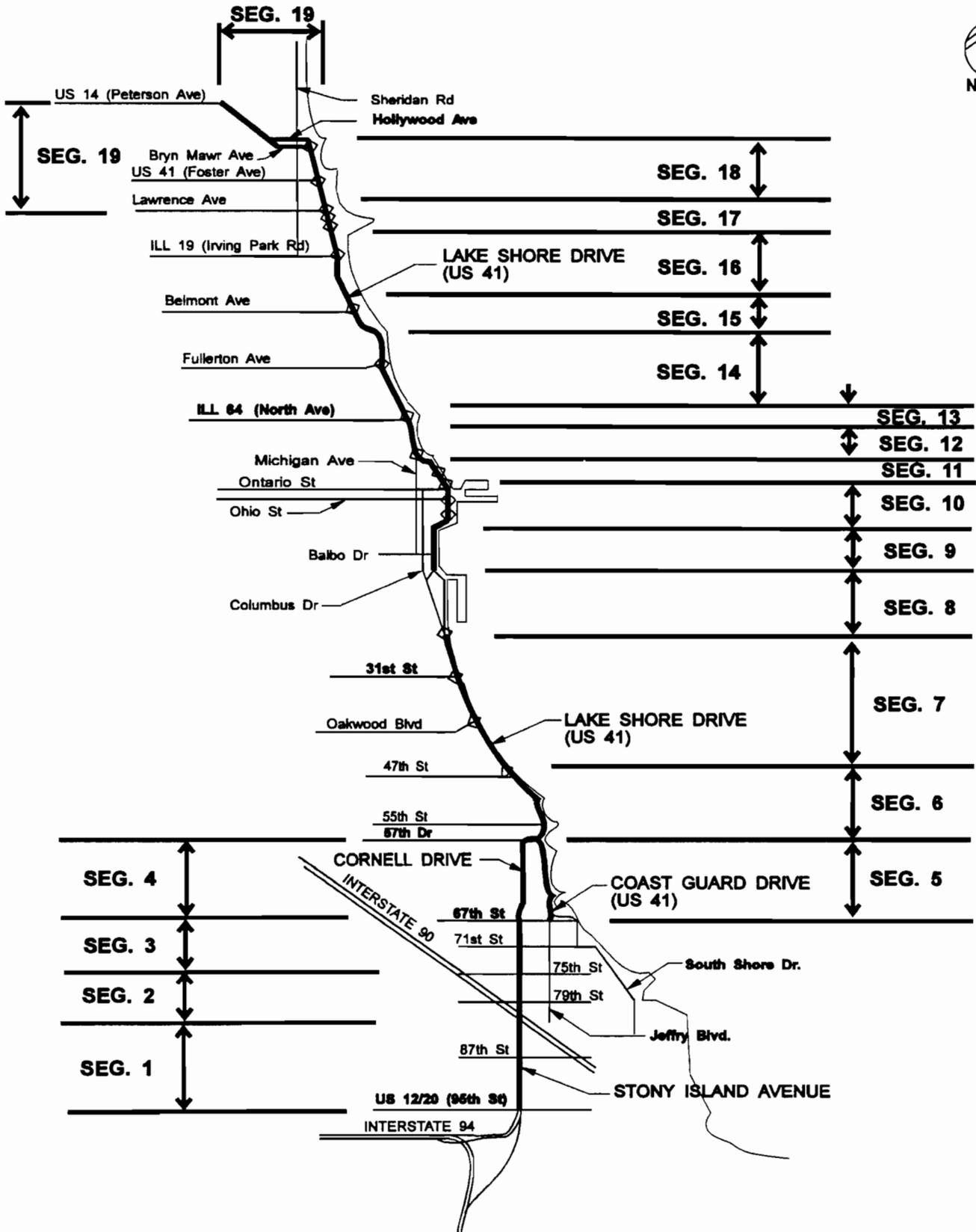


Figure 5.0.1
 Lake Shore Drive / Stony Island Avenue

SEGMENT MAP

5.1 Segment 1: Stony Island Avenue, from Interstate 94 to Interstate 90

Location

Lake Shore Drive/Stony Island Avenue Segment 1 is on Stony Island Avenue extending from Interstate 94 to just south of the Interstate 90 interchange at about 81st Street (See Figure 5.0.1). This segment is approximately 2.0 miles in length.

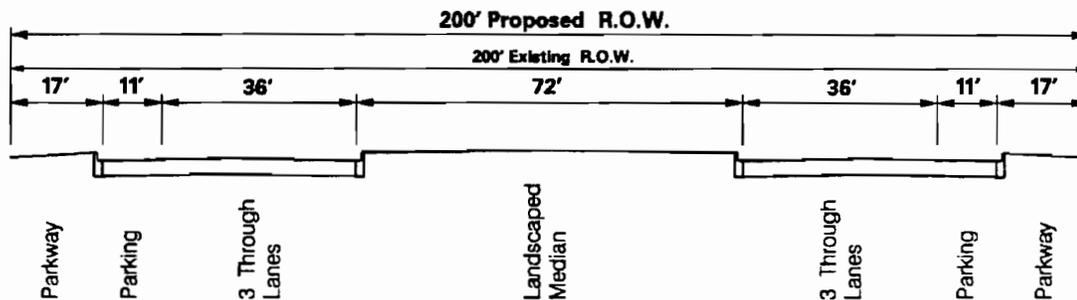
Existing Facility Characteristics

The existing facility characteristics for Segment 1 of Stony Island Avenue are shown on Exhibits A1 and A2.

Land Use. This segment is fully developed and is characterized by mature, urban land uses. Commercial service and retail, serving a local market function, are the predominant uses fronting the SRA. Some uses, such as auto dealerships serve a larger market area. Others cater to highway-oriented users both local and regional, such as gas stations and fast food restaurants. Single-family residential neighborhoods back-up the commercial uses along Stony Island Avenue. Interspersed along Stony Island Avenue and the adjacent neighborhoods, are many institutional uses including: multiple houses of worship, several schools, a branch of the Chicago Public Library, and government offices.

Right-of-Way. This segment of Stony Island Avenue is relatively wide. From I-94 to 84th Street, the right-of-way width is 200 feet, from 84th Street to 81st Street it is 210 feet.

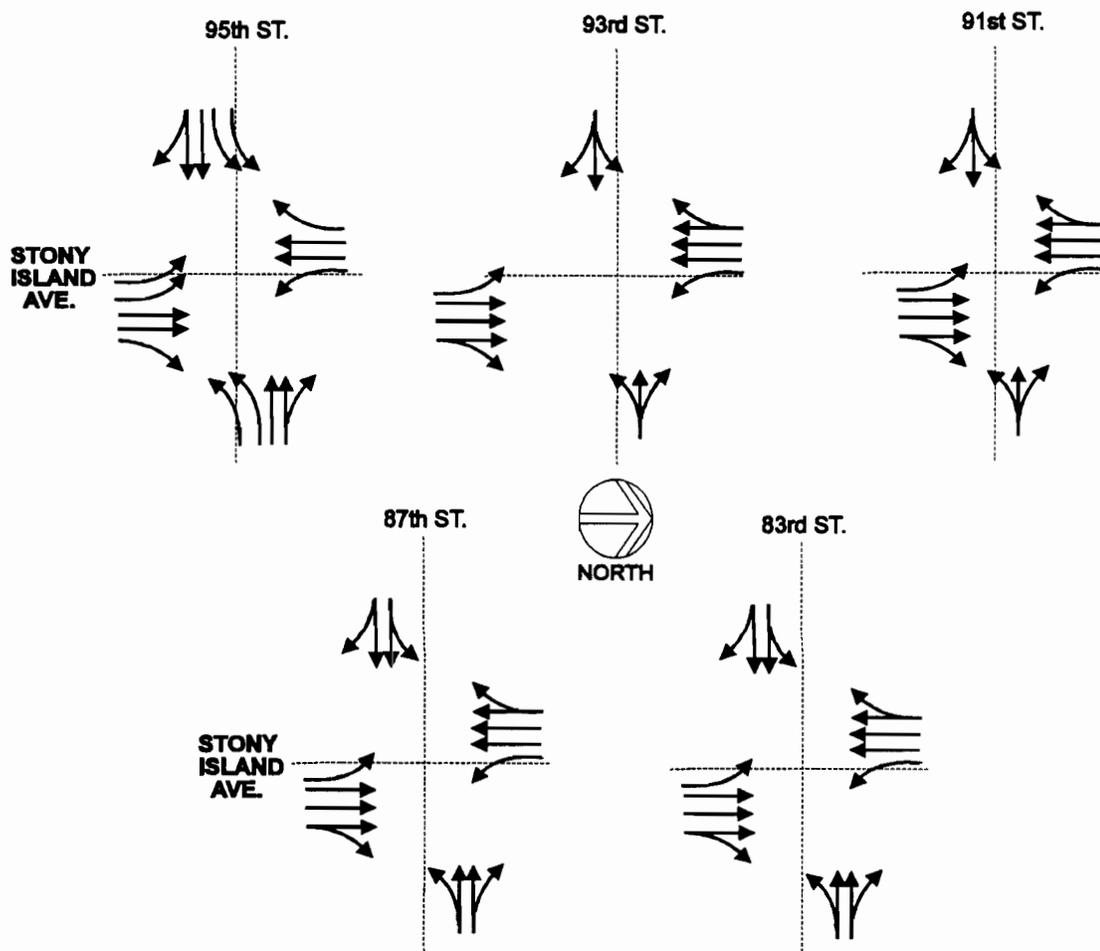
Roadway Characteristics. The roadway configuration in Segment 1 provides for three through lanes in each direction with parking at the outside curb. Just north of 95th Street, the roadway narrows to two lanes in each direction to pass under the BRC RR. Each pavement in this segment of Stony Island Avenue is 47 feet wide. The existing median width is 72 feet throughout the section.



Traffic Operations. Existing traffic volumes are approximately 30,300 ADT throughout the segment. The 87th Street intersection was 27th on the list of the City of Chicago's 100 intersections with the highest occurrence of accidents. Existing traffic volumes are shown on Exhibits B1 and B2.

Traffic Control and Intersection Details. There are five signalized intersections in this segment: 95th Street, 93rd Street, 91st Street, 87th Street, and 83rd Street. The remaining cross streets are stop sign controlled on the cross street approaches.

Figure 5.1.2 Existing Intersection Configuration



Parking and Access. Cross street spacing is either on a one-eighth or one-sixteenth mile grid. There are median openings and left turn lanes at most cross streets in this segment. On Segment 1 there is on-street parking from north of 93rd Street to south of the Skyway.

Structures. There are seven structures in this segment as indicated in Table 5.1.1.

Table 5.1.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|-------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-2441 | Stony Island Avenue / 103rd Street | 46.5 | 128.0 | 107.5 | 15.6 |
| 016-2442 | Stony Island Avenue / 103rd Street | 47.8 | 128.0 | 108.2 | 15.6 |
| 016-2437 | Interstate 94 / Stony Island Avenue | 25.0 | 1445.0 | 57.6 | 29.0 |
| 016-2438 | Interstate 94 / Stony Island Avenue | 40.0 | 274.0 | 65.0 | 15.2 |
| 016-0451 | C & WI RR / Stony Island Avenue | 0.0 | 300.0 | 45.8 | 13.7 |
| 016-0969 | C & WI RR / Stony Island Avenue | 0.0 | 300.0 | 42.5 | 13.9 |
| 016-0450 | BRC RR / Stony Island Avenue | 0.0 | 110.0 | 28.0 | 13.5 |

Pedestrian/Bicycle Facilities. Sidewalks extend along both sides of Segment 1. In addition, 83rd Street is a designated bicycle route within the City of Chicago. Special consideration should be given to pedestrian/bicycle needs and improvements near St. Ailbe Church and School, at 91st Street; the Avalon Branch Library, north of 89th Street; All Nations Children's School, at 85th Street; Avalon Park Elementary School at 81st Street. In addition, there are many religious institutions fronting on Stony Island Avenue that may warrant pedestrian improvements.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Through traffic on this segment of Stony Island Avenue experiences side friction from cross traffic due to frequent median openings. Existing traffic signals are not coordinated. There is a lack of recognition that Stony Island Avenue is a southern gateway to the city. The median is wide and sparsely landscaped.

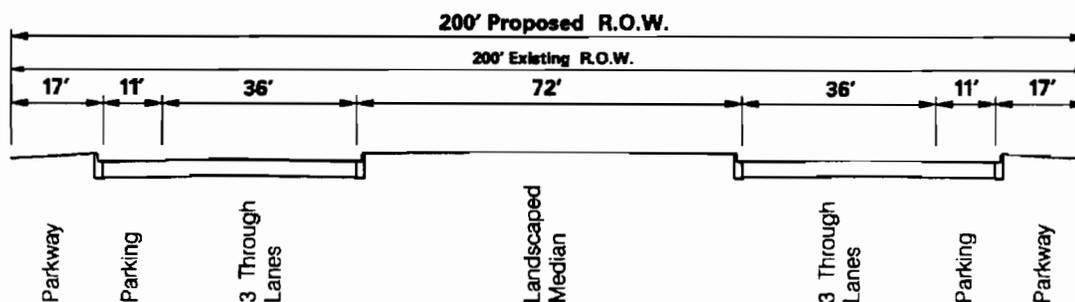
Proposed Improvements

The primary recommendations for this segment are to reinforce the role of Stony Island Avenue as a southern gateway to the City of Chicago by increasing landscaping in parkways and the median, reduce traffic conflicts along the Stony Island Avenue by emphasizing the 1/4-mile grid and eliminating minor cross street median openings, consider providing bus pre-emption at signalized intersections and provide improved traffic signal system coordination. These recommendations are valid for all of the Alternatives described below.

Two related sub-alternatives have been developed for this segment. These are:
 Alternative A1 - U-Turns at Cross Streets
 Alternative A2 - U-Turns at Mid-block

Recommended improvements for this segment are shown on Exhibits D1 and D2.

Roadway Cross Section. This Alternative maintains the existing six-lane cross section and 72 foot wide median. In order to encourage redevelopment, existing on-street parking is to be retained.



The closure of some minor cross street median openings is proposed in order to consolidate access and reduce friction caused by cross street traffic. "U" turns from left turn bays at existing median openings adjacent to signalized intersections are proposed. These "U" turn median openings should be designed for use by large trucks and would replace access changes to adjacent land uses caused by median closures.

Alternative A1 - U-Turns at Cross Streets. This alternative places the proposed U-Turns at existing median openings for cross streets. Portions of the existing pavement could be used for the U-Turn. On two-way minor cross streets, right in/right out islands are recommended where median closures are proposed to prevent left turns where only “U” turns are desired. A potential disadvantage to this Alternative is that using existing median opening locations may encourage drivers to attempt unsafe maneuvers to cross streets. This Alternative maintains the existing six-lane cross section and 72-foot wide median. The median transitions to a width of 20 feet, which occurs at the north end, would remain. Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard.

This alternative is shown in greater detail on Exhibit E1-1.

Alternative A2 - U-Turns at Mid-block. This alternative places the proposed U-Turns at near mid-block locations between minor cross streets. The U-Turns would be constructed at new locations. This would reduce the potential for drivers to attempt unsafe maneuvers to cross streets. This Alternative maintains the existing six-lane cross section and 72-foot wide median. Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard.

Both median alternatives are desirable since they do not require additional right-of-way, they maintain the existing lane configuration, and may discourage drivers from attempting unsafe maneuvers. These alternatives are shown in greater detail on Exhibit F1-2.

Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard.

Aesthetic Improvements. Significant landscaping improvements in the median and adjacent parkways is proposed in order to enhance the recognition that Stony Island Avenue is a southern gateway to the city. Improvements are shown on Exhibits C1 and C2.

Pedestrian / Bicycle Access. Pedestrian refuge should be provided in the median. Some people, particularly the elderly, may not be able to cross both pavements in one signal cycle. Improvements are shown on Exhibits C1 and C2.

Structures. Replacement of the existing structure carrying the BRC RR over Stony Island Avenue just north of 95th Street is recommended to accommodate the three through traffic lanes and other turn lanes associated with the intersection. Intersection improvements recommended for US 12/20 (95th Street) require the reconstruction of the C&WI RR structure over 95th Street.

Interchange/Intersection Configuration. No additional traffic signals are recommended in this segment. Major intersection improvements are recommended at US 12/20 (95th Street) which is also an SRA route. As shown on Exhibit F1-1, it is recommended that dual left-turn lanes and a right turn lane be provided on all approaches.

Consideration should be given to improving intersection operation by angling the left turn bays on a diagonal across the median. Near major intersections, no parking zones may need to be modified in order to improve transit access and/or provide for right-turn lanes. Future traffic signal improvements should consider coordinating the signals to provide for progressive movement of traffic along the corridor.

Right of Way Requirements/Greenspace Impacts. Additional Right-of-Way is required at the US 12/20 (95th Street) intersection in order to provide for intersection improvements. There are no other locations where additional right-of-way is needed to implement this alternative.

Transit Facilities. Proposed transit improvements include the installation of marked bus stops, shelters, and walkways at selected intersections. Equip signals for bus pre-emption and place bus stops on the far-side of the intersection to assist in the signal pre-emption. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street. Where two bus routes meet at an intersection the bus stops on the corridor should be located on the far-side of the intersection while on intersecting routes, they should be on the near-side. However, right turn lanes conflict with near-side bus stops. This arrangement will provide bus stop coordination aimed at minimizing pedestrian crossings when transferring between bus routes.

- Signal pre-emption should be provided, and upon installation of signal pre-emption, far-side bus stops should be installed. Right turn lanes conflict with near-side bus stops.

- Reducing cross street conflicts and adding signal pre-emption to improve bus operations.
- Replacing railroad structure at 95th Street to improve clearances benefits transit operations.
- Consider providing pedestrian actuated signal in median refuge area.
- This portion of the corridor is included in the RTA's South Corridor Study; the study identified alternatives such as upgraded bus services and/or light rail as possible replacements to older, existing CTA/Metra rail lines.

Cost Estimate. The cost estimate for segment one is shown in Table 5.1.2.

Table 5.1.2: Summary of Cost Estimate

| Cost Estimates for Segment 1 of Stony Island Avenue (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,806,400 |
| Roadway and Roadside Aesthetics | \$1,042,500 |
| Intersection Improvements | \$1,200,000 |
| Structure Modification and New Structure | \$1,500,000 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$72,000 |
| Sub-Total Estimated Cost | \$5,620,900 |
| Engineering (20%) | \$1,130,000 |
| Contingency (20%) | \$1,130,000 |
| Total Estimated Cost for Recommended Improvements | \$7,881,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative B1 - Reduce median width to 30 feet, provide frontage roads.

Alternative B2 - Reduce median width to 30 feet, expand parkways.

Alternative B3 - Reduce median width to 30 feet, provide angle parking/widen loading lanes.

Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 1

Alternative C - Reduce parkway width, provide angle parking/widen loading lanes.

Alternative D1 -Depressed Expressway, within existing Right-of-Way.

Alternative D2 -Depressed Expressway, 30 foot frontage roads on both sides.

Alternative D3 -Depressed Expressway, frontage road east side, park on west side.

Alternative E - Depress through lanes at 95th Street.

Alternative F - Provide Light Rail Transit in median.

Alternative G - Provide HOV lane.

Alternative H - Provide mid-block pedestrian overpasses

5.2 Segment 2: Stony Island Avenue, I-90 Interchange Area

Location

Lake Shore Drive/Stony Island Avenue Segment 2 extends from 81st Street to 76th Street, and includes the Interstate 90 (I-90, Chicago Skyway) interchange area. (See Figure 5.0.1). This segment is approximately 0.6 miles in length.

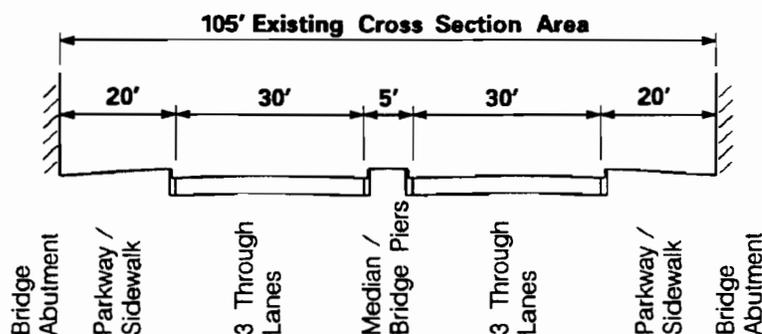
Existing Facility Characteristics

The existing facility characteristics for Segment 2 of Stony Island Avenue is shown on Exhibit A2.

Land Use. This segment is fully developed and is characterized by mature, urban land uses. Commercial service and retail, serving a local market function, are the predominant uses fronting the SRA. Some uses cater to highway oriented users both local and regional, such as gas stations and fast food restaurants. Single-family residential neighborhoods back-up the commercial uses along Stony Island Avenue.

Right-of-Way. The existing right-of-way in this segment of Stony Island Avenue is 210 feet. The cross section area on Stony Island Avenue narrows substantially at the skyway.

Roadway Characteristics. The roadway configuration for this segment of Stony Island Avenue transitions from three through lanes in each direction south of the Skyway (I-90) interchange to four lanes in each direction north of the interchange. This transition occurs in the interchange area through a confusing lane configuration which further complicates the already hazardous restricted cross section beneath the Conrail overpass.



Lake Shore Drive/Stony Island Avenue

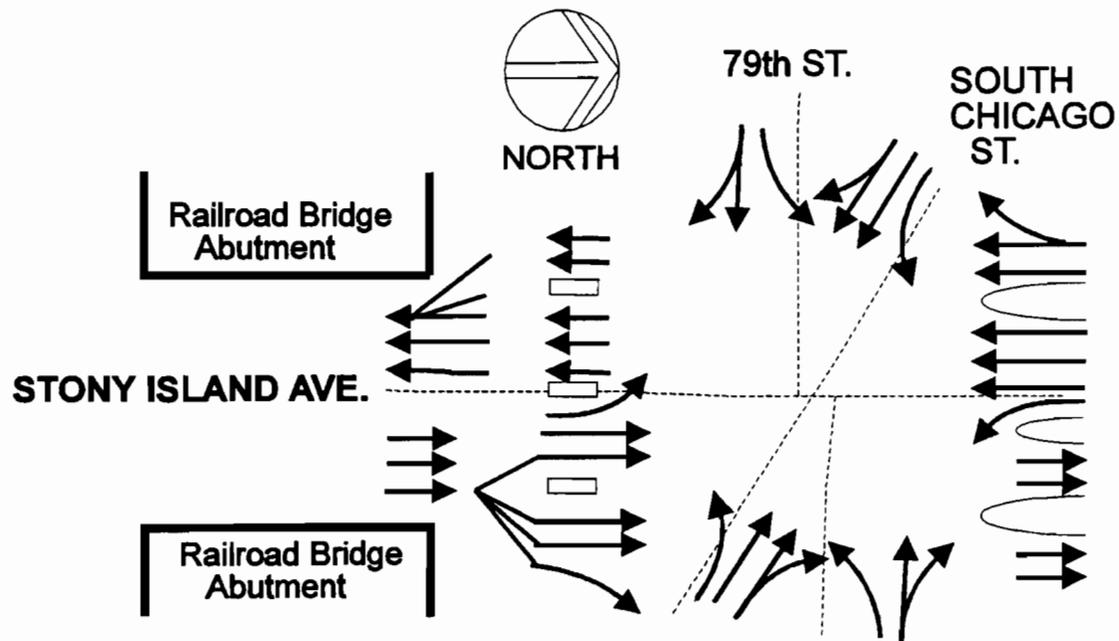
CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 2

Traffic Operations. The existing ADT on this segment of Stony Island Avenue is 33,900 VPD. In 1989, the 79th/South Chicago intersection was at the top of the list of the City of Chicago's 100 intersections with the highest occurrence of accidents. It consistently ranks in the top 100.

Traffic Control and Intersection Details. The only signalized intersection in this segment is 79th Street/South Chicago Street. The remaining cross streets are stop sign controlled on the cross street approaches. Other median openings are provided at Anthony Street and 76th Place.

The Stony Island Avenue intersection with 79th Street/South Chicago Street lacks lane continuity between the north and south legs. The south leg has a single six lane cross section under the railroad bridge. This leg widens to provide access to six inside through lanes and four outside frontage road lanes which exist on the north leg. The inside through lanes on the north leg narrow to a four lane cross section just north of the intersection. Single left turn lanes exist on the inside lanes. Right turn lanes exist on the frontage road. This intersection configuration is shown in Figure 5.2.2.

Figure 5.2.2: Existing Intersection Configuration



Parking and Access. The cross street grid is interrupted by the presence of the Skyway ramps, the Stony Island Avenue six-leg intersection with 79th Street

Lake Shore Drive/Stony Island Avenue

and South Chicago Street, and the angular above-grade crossing of the Chicago Skyway and adjacent railroad tracks. There is no on-street parking allowed south of 79th Street. There are sidewalks on both sides throughout this segment.

Stony Island Avenue provides access to the southbound to eastbound entrance ramp to the Skyway and westbound to northbound exit ramp from the Skyway. Both ramps are single lane ramps. There is a single lane frontage road in each direction from 77th Street to 76th Street adjacent to each of these ramps. Between 79th Street and 77th Street, these frontage roads change to a two lane configuration.

Structures. There are five structures in this segment as indicated in Table 5.2.1.

Table 5.2.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|-------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6404 | Interstate 90 / Stony Island Avenue | 92.4 | 294.0 | 99.1 | 14.3 |
| 016-6471 | Interstate 90 / Stony Island Avenue | 24.0 | 643.7 | 200.5 | 25.0 |
| 016-6478 | Interstate 90 / Stony Island Avenue | 24.0 | 569.9 | 136.5 | 24.6 |
| N/A | Conrail RR / Stony Island Avenue | N/A | N/A | N/A | N/A |
| N/A | Abandoned RR Line/Stony Island Ave | N/A | N/A | N/A | N/A |

Pedestrian/Bicycle Facilities. Sidewalks extend along both sides of Segment 2. South Chicago Street is a designated bicycle route within the City of Chicago.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

This segment is visually cluttered. Factors contributing to this clutter include; a six-leg intersection, Skyway ramps on the north leg and over the intersection, and bridges over the south leg of the intersection. The intersection has a high accident potential because of: a lack of through lane continuity, through lanes being split by Skyway ramps, ramp structure pillars in the intersection area, and

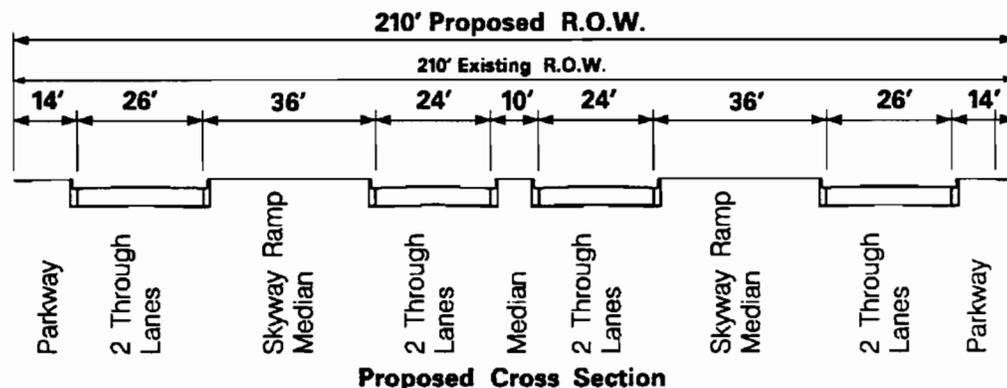
Lake Shore Drive/Stony Island Avenue

traffic flow conflicts. Local residents have voiced concerns regarding the difficulty encountered by pedestrians within this interchange area.

Proposed Improvements

The recommended improvements for this segment are shown on Exhibit D2.

Roadway Cross Section. This alternative maintains the existing typical sections (6-through lanes south of 81st Street and 8-through lanes north of 76th Street) while replacing the existing Conrail structure to provide for an efficient transition from 6 to 8-through lanes.



This alternative is most desirable since it requires no additional right-of-way and maintains the same basic laneage. Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard. If possible, more width should be made available in the parking lane so the outside traffic lane is not blocked by parking vehicles.

Aesthetic Improvements. Aesthetic improvements are shown on Exhibit C2.

Pedestrian/Bicycle Facilities. Improve pedestrian crossings at signalized intersections. Pedestrian refuge must be provided in the median. Some people, particularly the elderly, will be unable to cross in one light cycle. If crossings are grade-separated, they must be ADA accessible. Improvements are shown on Exhibit C2.

Structures. The existing structure carrying the Conrail tracks over Stony Island Avenue just south of 79th Street requires replacement to accommodate the proposed cross section and other turn lanes associated with the intersection (see Exhibit F2-1). In addition reconstruction of all or portions of the I-90 (Skyway) ramp structures is proposed in order to relocate some ramp piers to proposed median locations.

Intersection Configuration. No additional traffic signals are recommended in this segment. Major intersection improvements are recommended at 79th Street/South Chicago Street. It is recommended that the existing through and left-turn lanes be reconfigured to provided lane continuity and medians as shown on Exhibit F2-1. Improve signalization to optimize all operations.

Right of Way Requirements/Greenspace Impacts. There is no additional right-of-way needed to implement this alternative.

Cost Estimate. The cost estimate for segment two is shown in Table 5.2.2.

Table 5.2.2: Summary of Cost Estimate

| Cost Estimates for Segment 2 of Stony Island Avenue (1991 Dollars) | |
|---|---------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$630,000 |
| Roadway and Roadside Aesthetics | \$172,800 |
| Intersection Improvements | \$1,000,000 |
| Structure Modification and New Structure | \$8,443,800 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$24,000 |
| Sub-Total Estimated Cost | \$10,270,600 |
| Engineering (20%) | \$2,060,000 |
| Contingency (20%) | \$2,060,000 |
| Total Estimated Cost for Recommended Improvements | \$14,391,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative B1 - Cul-de-Sac South Chicago Street.

Alternative B2 - Cul-de-Sac 79th Street.

Alternative C - Provide pedestrian overpasses

Alternative D1 - Depressed Expressway, within existing Right-of-Way.

Alternative D2 - Depressed Expressway, 30 foot frontage roads on both sides.

Alternative D3 - Depressed Expressway, frontage road east side, park on west side.

Alternative E - Depress through lanes at 79th Street.

Alternative F - Provide Light Rail Transit in median.

5.3 Segment 3: Stony Island Avenue, from Interstate 90 to 67th Street

Location

Lake Shore Drive/Stony Island Avenue Segment 3 is on Stony Island Avenue, north of the Interstate Route 90 (I-90, Chicago Skyway) interchange area, from 76th Street to 67th Street (See Figure 5.0.1). This segment is approximately 1.1 miles in length.

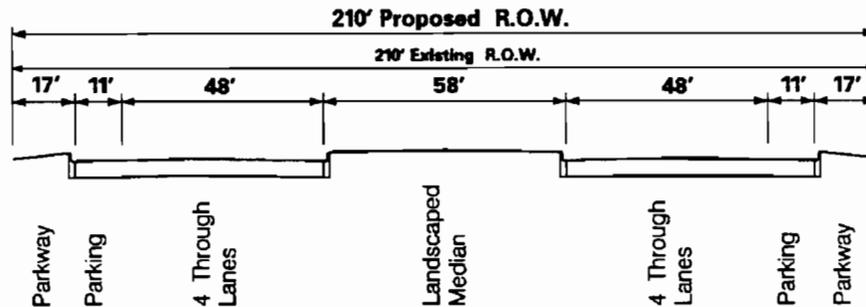
Existing Facility Characteristics

The existing facility characteristics for Segment 3 of Stony Island Avenue are shown on Exhibits A2 and A3.

Land Use. This segment is fully developed and is characterized by mature, urban land uses. Commercial service and retail, serving a local market function, are the predominant uses fronting the SRA. Some uses, such as auto dealerships serve a larger market area. Others cater to highway oriented users both local and regional, such as gas stations and fast food restaurants. Single-family residential neighborhoods back-up the commercial uses strung out along Stony Island Avenue. Interspersed along Stony Island Avenue and the adjacent neighborhoods, are many institutional uses including: a hospital, multiple houses of worship, and government offices.

Right-of-Way. This segment of Stony Island Avenue is relatively wide. From 76th Street to 71st Street it is 210 feet, from 71st Street to 69th Street it is 200 feet, from 69th Street to just south of 67th Street it is 210 feet, and from the alley just south of 67th Street, east of Stony Island Avenue, it is 226 feet wide.

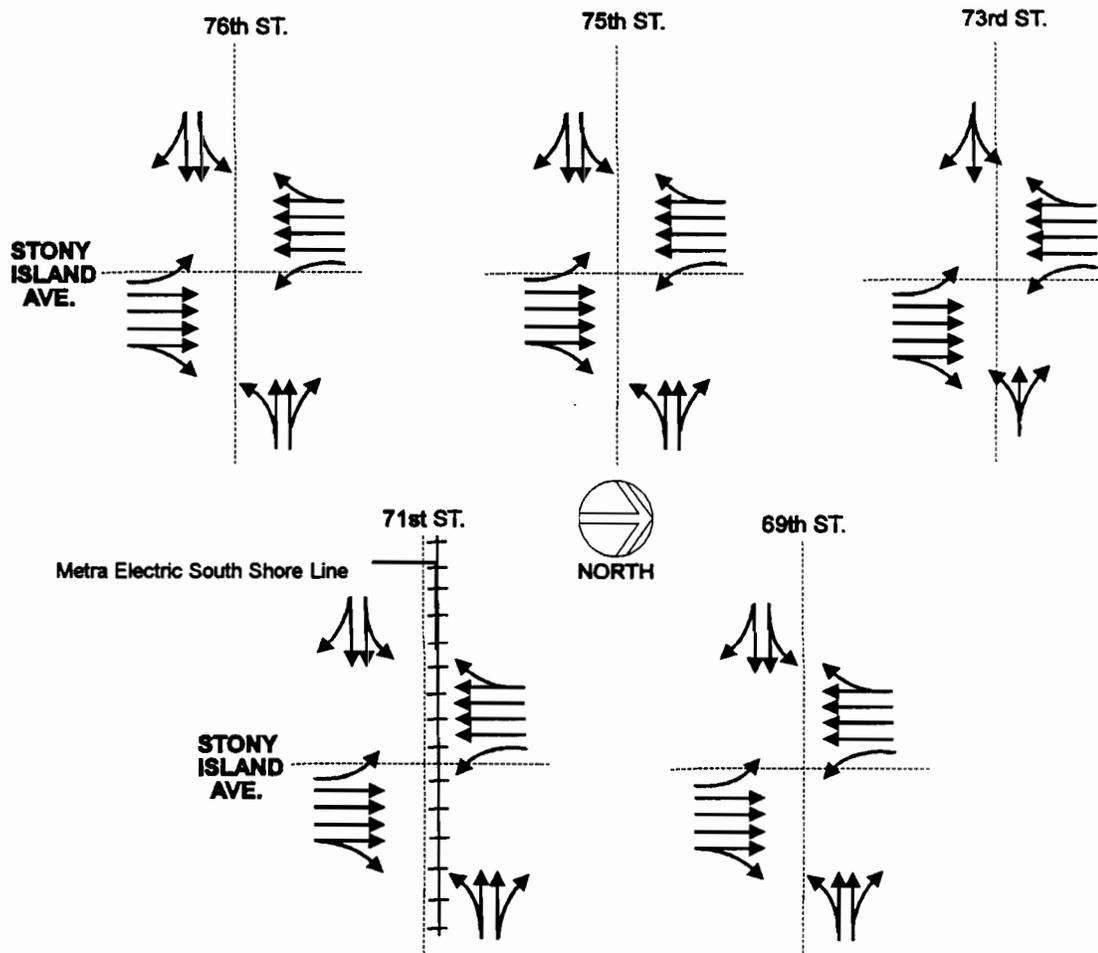
Roadway Characteristics. The roadway configuration in Segment 3 provides for four through lanes in each direction with a parking lane at the outside curb. Pavement in this segment of Stony Island Avenue is 59 feet wide. The existing median is typically 58 feet wide throughout the section except at the north end where it transitions to a width of 20 feet.



Traffic Operations. Traffic volumes on this segment vary from an ADT of 28,800 on Stony Island Avenue near 76th Street to 44,300 near 67th Street. Existing traffic volumes are shown on Exhibits B2 and B3.

Traffic Control and Intersection Details. There are five signalized intersections in this segment: 76th Street, 75th Street, 73rd Street, 71st Street, and 69th Street. The remaining cross streets are stop sign controlled on the cross street approaches. None of the intersections in this segment have high accident rates.

Figure 5.3.2: Existing Intersection Configuration



Parking and Access. There are median openings and left turn lanes at most cross streets. There is on-street parking on both sides of Stony Island Avenue throughout this segment.

Structures. There are no structures in this segment.

Pedestrian/Bicycle Facilities. Sidewalks extend along both sides of Segment 3. In addition 67th Street is a designated bicycle route within the City of Chicago.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

Other Characteristics. Along segment 3, there is also an at-grade railroad crossing (ICRR) at 71st Street which includes two sets of tracks.

Principal Concerns

Through traffic on this segment of Stony Island Avenue experiences side friction from cross traffic due to frequent median openings. Existing traffic signals are not coordinated. There is a lack of recognition that Stony Island Avenue is a southern gateway to the city. The median is wide and sparsely landscaped.

Proposed Improvements

The primary recommendations for this segment are to **reinforce the role of Stony Island Avenue as a southern gateway to the City of Chicago by increasing landscaping in parkways and the median, reduce traffic conflicts along the Stony Island Avenue by emphasizing the 1/4-mile grid and eliminating minor cross street median openings, consider providing bus pre-emption at signalized intersections, and provide improved traffic signal system coordination.** These recommendations are valid for all of the Alternatives described below.

Two related sub-alternatives and one Alternative have been developed for this segment. These are:

Alternative A1 - U-Turns at Cross Streets

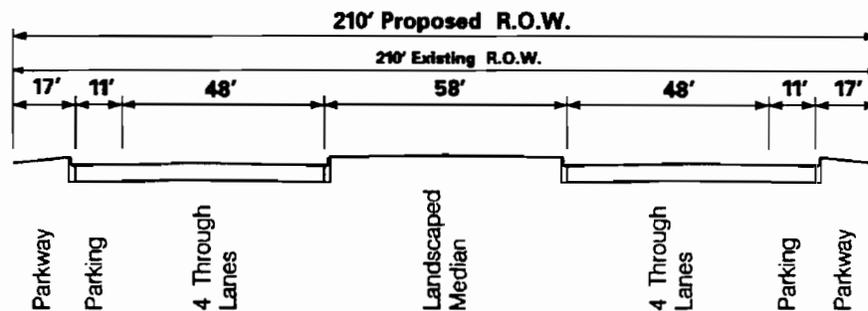
Alternative A2 - U-Turns at Mid-block

Alternative B - Remove One Through Lane in Each Direction

The recommended improvements for this segment are shown on Exhibits D2 and D3 or specific details for the Stony Island Avenue/67th Street intersection will be developed as part of future plans/engineering studies.

Roadway Cross Section

The closure of some minor cross street median openings is proposed in order to consolidate access and reduce through traffic side friction from cross street traffic. "U" turns from left turn bays at existing median openings adjacent to signalized intersections is proposed. This would allow for left turns from local streets and for re-circulation to destinations on the left side of the boulevard. These "U" turn cross-overs should be designed for use by large trucks and would replace access changes to adjacent land uses caused by median closures. Both sub-alternatives A1 and A2 would maintain the existing cross section.



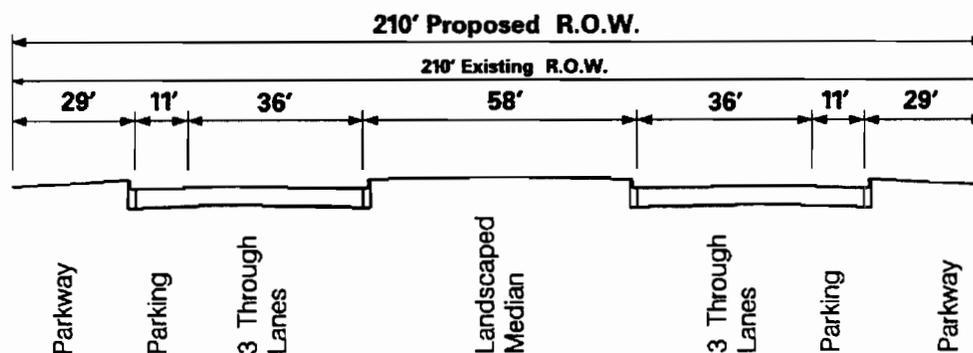
Alternative A1 - U-Turns at Cross Streets. This alternative places the proposed U-Turns at existing median openings for cross streets. Portions of the existing pavement could be used for the U-Turn. On two-way minor cross streets, right in/right out islands are recommended where median closures are proposed to prevent left turns where only "U" turns are desired. A potential disadvantage to this Alternative is that using existing median opening locations may encourage drivers to attempt unsafe maneuvers to cross streets. This Alternative maintains the existing eight-lane cross section and 58 foot wide median. The median transition to a width of 20 feet, which occurs at the north end, would remain. Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard.

This alternative is shown in greater detail on Exhibit E3-1.

Alternative A2 - U-Turns at Mid-block. This alternative places the proposed U-Turns at near mid-block locations between minor cross streets. The U-Turns would be constructed at new locations. This would reduce the potential for drivers to attempt unsafe maneuvers to cross streets. This Alternative maintains the existing eight-lane cross section and 58 foot wide median. The median transition to a width of 20 feet, which occurs at the north end, would remain. Every effort should be made to retain on-street parking to enhance commercial uses along the boulevard.

Alternatives A1 and A2 do not require additional right-of-way. They each maintain existing lane configurations, and may discourage drivers from attempting unsafe maneuvers. These median concepts are shown in greater detail on Exhibit F1-2.

Alternative B - Remove One Through Lane in Each Direction. This alternative proposes to remove one through lane in each direction thus creating a three-lane cross section on each pavement. The removal of the fourth through lane may create opportunities to expand and better landscape the outside parkways. If possible, more width should be made available in the parking lane so the outside traffic lane is not blocked by parking vehicles. The existing 58 foot wide median would remain. The median transition to a width of 20 feet, which occurs at the north end, also would remain. The existing on-street parking would be reconfigured to provide angle parking with an adjacent auxiliary lane. The auxiliary lane would facilitate parking maneuvers and remove parking traffic from through traffic lanes.



Aesthetic Improvements. Significant landscaping improvements in the median and adjacent parkways are proposed in order to enhance the recognition that Stony Island Avenue is a southern gateway to Chicago.

Pedestrian/Bicycle Facilities. Special consideration should be given to pedestrian/bicycle needs and improvements near Park Side Public School, between 70th Street and 69th Street. In addition, there are many religious institutions fronting on Stony Island Avenue that may warrant pedestrian improvements. Pedestrian refuge must be provided in the median if there are three and four lanes in each direction. Consider provision of pedestrian actuated signals in median refuge areas. Some people, particularly the elderly, will be unable to cross in one signal cycle.

Structures. There are no structures in this segment.

Intersection Configuration. No additional traffic signals are recommended. Future traffic signal improvements should consider coordinating the signals to improve traffic progression along the corridor. Intersection improvements at 71st Street, as a minimum, should include reconstruction of the intersection and railroad crossing, and traffic signal improvements.

Right of Way Requirements/Greenspace Impacts. There is no additional right-of-way needed to implement this alternative.

Transit Facilities. Proposed transit improvements include the installation of marked bus stops, shelters, and walkways at selected intersections. Equip signals for bus pre-emption and place bus stops on the far-side of the intersection to assist in the signal pre-emption. Where two bus routes meet at an intersection the bus stops on the corridor should be located on the far-side of the intersection while on intersecting routes they should be on the near-side. However, right turn lanes conflict with near-side bus stops. This arrangement will provide bus stop coordination aimed at minimizing pedestrian crossings when transferring between bus routes.

Cost Estimate. The cost estimate for Alternative A is shown in Table 5.3.2.

Table 5.3.2: Summary of Cost Estimate

| Cost Estimates for Segment 3, Alt. A of Stony Island Avenue (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,506,400 |
| Roadway and Roadside Aesthetics | \$624,300 |
| Intersection Improvements | \$200,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$54,000 |
| Sub-Total Estimated Cost | \$2,384,700 |
| Engineering (20%) | \$480,000 |
| Contingency (20%) | \$480,000 |
| Total Estimated Cost for Recommended Improvements | \$3,345,000 |

Cost Estimate. The cost estimate for Alternative B is shown in Table 5.3.3.

Table 5.3.3: Summary of Alternative B Cost Estimate

| Cost Estimates for Segment 3, Alt. B of Stony Island Avenue (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,395,000 |
| Roadway and Roadside Aesthetics | \$624,300 |
| Intersection Improvements | \$200,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$54,000 |
| Sub-Total Estimated Cost | \$2,273,300 |
| Engineering (20%) | \$460,000 |
| Contingency (20%) | \$460,000 |
| Total Estimated Cost for Recommended Improvements | \$3,193,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative B1 - Reduce median width to 30 feet, provide frontage roads.

Alternative B2 - Reduce median width to 30 feet, expand parkways.

Alternative B3 - Reduce median width to 30 feet, provide angle parking/widen loading lanes.

Alternative C - Reduce parkway width, provide angle parking/widen loading lanes.

Alternative D1 - Depressed Expressway, within existing Right-of-Way.

Alternative D2 - Depressed Expressway, 30 foot frontage roads on both sides.

Alternative D3 - Depressed Expressway, frontage road east side, park on west side.

Alternative E - Depress through lanes at 95th Street.

Alternative F - Provide Light Rail Transit in median.

Alternative G - Provide HOV lane.

Alternative H - Provide mid-block pedestrian overpasses.

5.4 Segment 4: Jackson Park Area - Stony Island Avenue and Cornell Drive, from 67th Street to Lake Shore Drive

General

Recommendations to improve traffic flow along Cornell Drive and Stony Island Avenue will require additional public input. Several alternatives are described in this section. A concern voiced by "Park Advocates" has been to remove traffic from the park. This viewpoint must be balanced with the concerns of the typical daily driver who may prefer to drive through the park using Cornell Drive, and also the concerns of residents living west of Stony Island Avenue who use the community "Edge Park" located between Stony Island Avenue and Cornell Drive. **The alternatives presented herein are therefore not all-inclusive and may be subject to revision based on further public input and refinement of alternatives.**

Location

Segment 4 consists of two north-south parallel roadways, Stony Island Avenue and Cornell Drive between 67th Street and 57th Street. At 57th Street, Stony Island Avenue maintains a north-south orientation while Cornell Drive follows a curvilinear alignment to the east where it becomes 57th Drive. The segment terminates at the intersections of Stony Island Avenue at 56th Street and 57th Drive at Lake Shore Drive (See Figure 3.2). This segment is approximately 1.4 miles in length along Stony Island Avenue, and 1.6 miles in length along Cornell Drive/57th Drive.

Existing Facility Characteristics

The existing facility characteristics for Segment 4 of Stony Island Avenue, Cornell Drive, and 57th Drive are shown on Exhibit A3.

Land Use. As seen on Exhibit A3, this segment is located entirely within Jackson Park.

Stony Island Avenue. A mixture of land uses exist west of Stony Island Avenue and Jackson Park. Uses fronting Stony Island Avenue include: A YMCA at 63rd Street; the Hyde Park Career Academy at 62nd Street; Hyde Park Hospital at 59th Street; and the University of Chicago Physical Plant at

Lake Shore Drive/Stony Island Avenue

57th Street. The remaining uses along Stony Island Avenue include commercial, mid-rise residential and vacant properties, between 67th Street and 63rd Street, and mid and high-rise residential, north of 61st Street. Two mid-rise residential/ commercial buildings north of Marquette Drive appear to be abandoned.

Land uses not fronting on Stony Island Avenue include: a mixture of mid and high-rise residential between 67th Street and 60th Street; Mt. Carmel High School at 64th Street; the University of Chicago campus at 59th Street; and a mixture of single-family and mid-rise residential north of 59th Street. North of 56th Street and west of Stony Island Avenue are the Bret Hart School and high-rise residential uses.

Cornell Drive/57th Drive. From 67th Street to 57th Drive, Cornell Drive is parallel to Stony Island Avenue. Land uses adjacent to Cornell Drive within Jackson Park include: the Jackson Park Field House and Park District buildings at Hayes Drive; Jackson Park Golf Course north of 67th Street; West Lagoon between Hayes Drive and 59th Street; a secondary parking lot of the Museum of Science and Industry south of 57th Drive; and scattered athletic facilities including tennis and basketball courts. The Museum of Science and Industry and its primary parking lot are south of 57th Drive within Jackson Park.

Right-of-Way. The conventional definition of right-of-way does not exist along this segment. Instead, Stony Island Avenue and Cornell Drive/57th Drive are roadways which either border, are located wholly or in part within urban park land, and have a unique multi-agency jurisdictional arrangement. For jurisdictional purposes, the roadway width is measured from back of curb to back of curb. Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which extends 10 feet behind the back of curb. Parkway and other park lands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances for this entire segment is performed by the Chicago Department of Transportation.

Stony Island Avenue is the west border of Jackson Park and as such has a defined western right-of-way line but **no defined eastern right-of-way line**. The City of Chicago has jurisdiction over Stony Island Avenue in this segment.

Cornell Drive/57th Drive. The Illinois Department of Transportation has jurisdiction over Cornell Drive from 67th Street to Hyde Park Boulevard. The City of Chicago has jurisdiction over 57th Drive from Hyde Park Boulevard to Lake Shore Drive.

Roadway Characteristics

On Stony Island Avenue. The pavement widths and number of lanes on Stony Island Avenue vary in Segment 4. Just south of the 67th Street intersection (near 68th Street), northbound Stony Island Avenue splits. Two lanes continuing north on Stony Island Avenue, have a pavement width of 24 feet and are separated from the southbound lanes by a 20 to 22 foot wide median. Three northbound lanes split off to Cornell Drive which is a parkway facility through Jackson Park. The pavement width for these northbound lanes is 36 feet.

Between 67th Street and just south of 65th Street, northbound Stony Island Avenue is two lanes wide and is separated from the southbound lanes by a median. The pavement is 22 feet wide, while the median is 14 feet wide between 67th Street and Cornell Drive, and tapers to no median at 65th Street. Between 65th Street and 64th Street there is no median and the two northbound lanes south of 64th Street transition to a single lane at the 64th Street intersection. The total pavement width in this section transitions from 74 feet at 65th Street to 50 feet at 64th Street.

Southbound Stony Island Avenue transitions from a single through lane at 64th Street to four through lanes at 67th Street. Where a median exists the southbound pavement transitions from 54 feet wide at 67th Street to 44 feet wide at 65th Street.

Between 64th Street and 56th Street, Stony Island Avenue is a two-way, two-lane 50 foot wide pavement, except between the Midway Plaisance intersections where pavement striping indicates four through lanes. Adjacent to the east side of the roadway between 67th Street and 56th Street is a berm which is a component of the historic Jackson Park template. This berm buffers the park from Stony Island Avenue. A portion of this berm was previously removed to accommodate the one-way southbound Cornell Drive pavement.

On Cornell Drive/57th Drive. Like Stony Island Avenue, Cornell Drive splits near 65th Street extended. At this split, the northbound three-lane, 36 foot wide roadway joins the southbound three-lane, 38 foot wide pavement. This six-lane pavement remains constant between the split and the south intersection at Midway Plaisance. Between the Midway Plaisance intersections the roadway changes to a five lane cross section, with the fifth lane being a northbound left turn lane. North of Midway Plaisance both Cornell Drive and 57th Drive are two lanes in each direction and have a flush median which accommodates left turn lanes.

Traffic Operations. The composition of traffic in this segment consists of regional traffic traveling between the Chicago Loop and Interstates 90 and 94, local traffic, and Museum of Science and Industry/park patron traffic. Existing traffic volumes are shown on Exhibit B3.

On Stony Island Avenue. Existing ADT volumes on this segment vary from 44,300 VPD on Stony Island Avenue near 67th Street to 15,300 VPD at the 56th Street intersection.

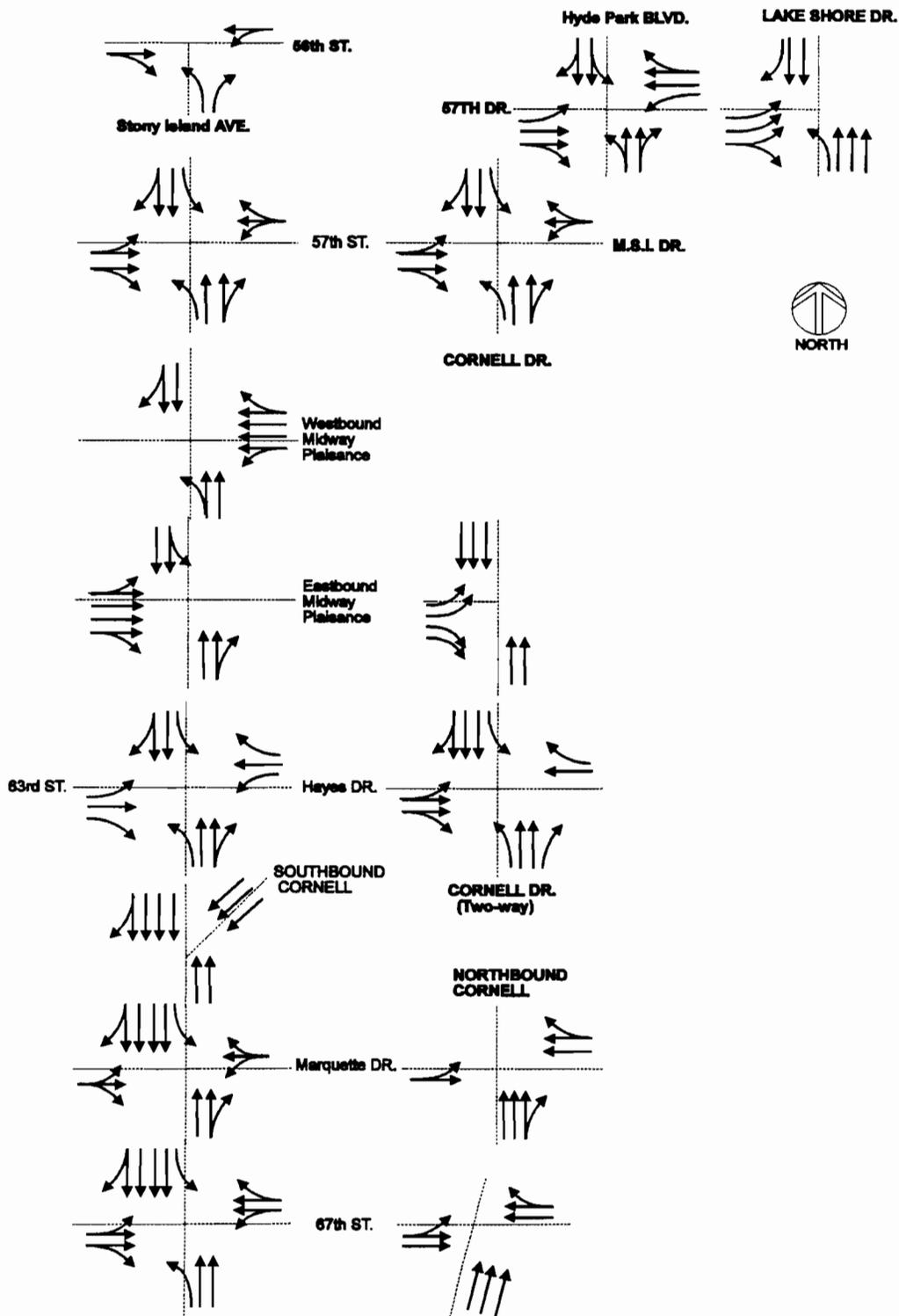
On Cornell Drive/57th Drive. The existing ADT in this segment varies from 44,300 VPD on Stony Island Avenue near 67th Street to 31,300 VPD near Lake Shore Drive.

Traffic Control and Intersection Details. There are eight signalized intersections along Stony Island Avenue: 67th Street, Marquette Drive, Southbound Cornell Drive, 63rd Street, south Midway Plaisance, north Midway Plaisance, 57th Street, and 56th Street.

There are seven signalized intersections along Cornell Drive/57th Drive: 67th Street, Marquette Drive, 63rd Street, south Midway Plaisance, 57th Street, Hyde Park Boulevard, and Lake Shore Drive. The Lake Shore Drive/57th Drive intersection is a high accident intersection.

The existing lane configurations for the fifteen signalized intersections in this segment are shown in Figure 5.4.2.

Figure 5.4.2: Existing Intersection Configuration



Lake Shore Drive/Stony Island Avenue

**CHAPTER FIVE: CORRIDOR IMPROVEMENT
ALTERNATIVES - Segment 4**

Parking and Access. Parking is allowed on the west side of Stony Island Avenue between 67th Street and 56th Street, except between the Midway Plaisance intersections. Parking is allowed on the east side of Stony Island Avenue between 64th Street and 56th Street, again except near Midway Plaisance. Parking is not allowed on Cornell Drive/57th Drive. There are no frontage roads in this segment.

Structures. There are no structures in this segment.

Pedestrian/Bicycle Facilities. In Segment 4 there are sidewalks along both sides of Cornell Drive and 57th Drive; however, they meander away from the parkway in many locations.

Segment 4 is served by a network of paths within Jackson Park. In addition, 67th Street, Midway Plaisance, 59th Street, and Cornell Drive north of 59th Street, are designated bicycle routes within the City of Chicago. Special consideration should be given to pedestrian/bicycle needs and improvements at the multiple entrance points to Jackson Park. This is especially important in the vicinity of large generators of pedestrian/bicycle traffic such as the Museum of Science and Industry, Hyde Park Hospital, Hyde Park Career Academy, and the YMCA.

Transit Facilities. Existing transit service is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Through traffic on Cornell Drive bisects parklands. Jackson Park is busy with pedestrian activity. Jackson Park was the site of the 1893 World Columbian Exposition. The park roadways and landscape plan are historic in nature, dating back to Frederick Law Olmsted's park plan of 1898. This park plan includes berms and tree plantings along Stony Island Avenue which buffer park users from roadways. The historic template creates significant public interest and potentially limits the amount of changes that can be made in Jackson Park. Access changes to the Museum of Science and Industry resulting from construction of the new underground parking garage, scheduled for opening in late 1997, will increase the traffic load on Cornell Drive/57th Drive as well as at the 57th Street intersection.

Description of Alternatives

Several alternatives have been developed for this segment. They include:

Alternative A - Limited Action

Alternative B - Shift SRA to Stony Island Avenue

Alternative C - Relocate Northbound split to north of 67th Street

Alternative A proposes no major changes to the park roads or the way traffic currently operates within Jackson Park. Proposed improvement information is shown on Exhibit D3-A

Alternatives B and C involve the rerouting of traffic and are shown in Figure 5.4.3. **Alternative B removes most through traffic out of Jackson Park from Cornell Drive to Stony Island Avenue. This alternative reinforces the barrier (caused by traffic) between the Edge Park on the east side of Stony Island with the neighborhood on the west side of Stony Island Avenue. This alternative has two related sub-alternatives:**

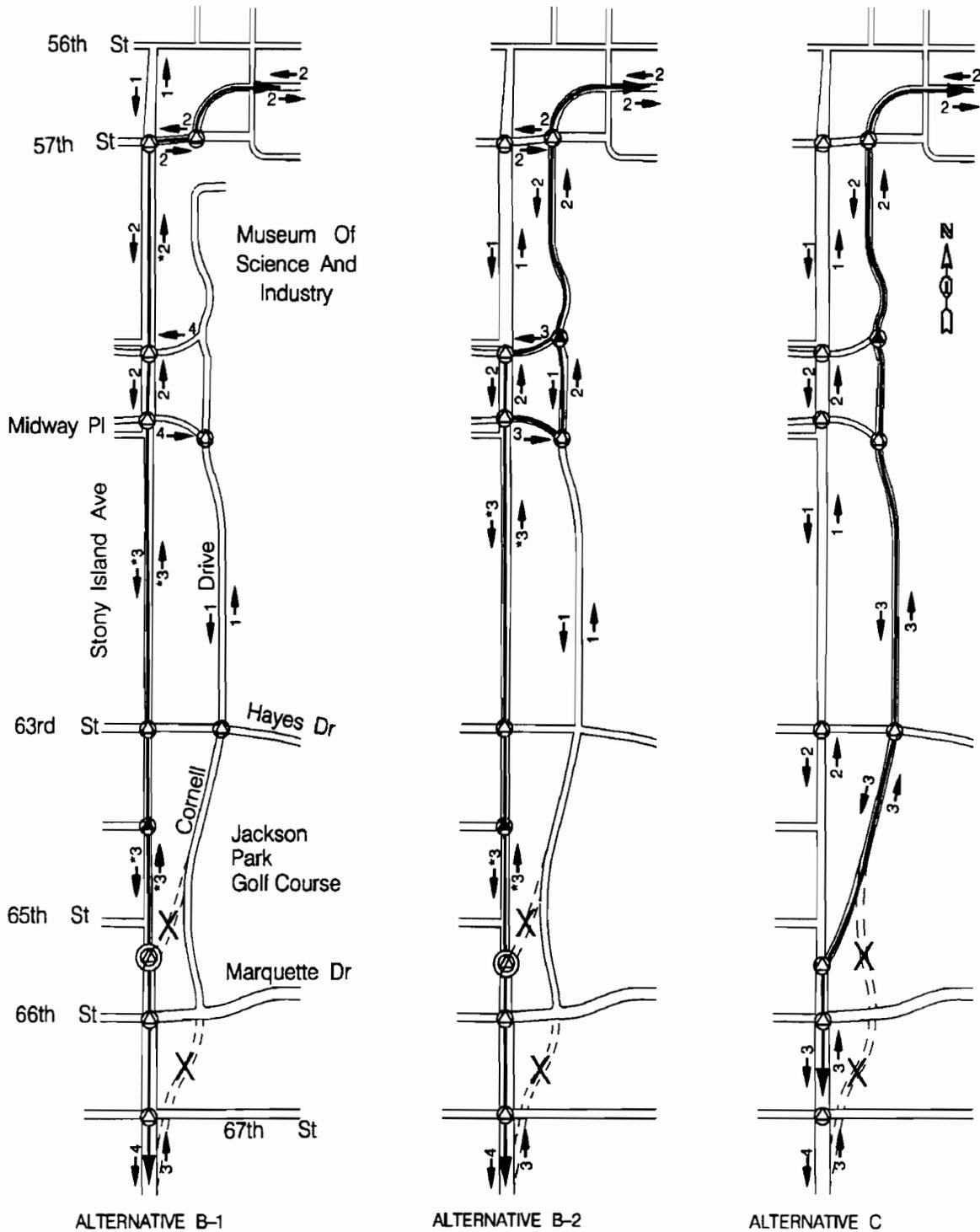
Alternative B1 - Shift SRA at 57th Street (See Exhibit D3-B1 for proposed improvement information)

Alternative B2 - Shift SRA at Midway Plaisance (See Exhibit D3-B2 for proposed improvement information)

Alternative C maintains through traffic in the park but mitigates the traffic barrier created by Alternative B. See Exhibit D3-C for proposed improvement information.

Pedestrian/transit/aesthetic improvements are shown on Exhibit C3. **Improvements common to all alternatives are presented before alternative-specific improvements. Geometric details of the proposed improvements are shown on Exhibit E4-1.**

Aesthetic Improvements. A landscaped median and landscaping of the western parkway along Stony Island Avenue are proposed as part of all alternatives (A, B, and C) to improve aesthetics along the corridor. Normal maintenance activities and landscaping improvements programmed by others would also be implemented.



LEGEND

- ⊙ Existing Traffic Signal
- ⊙ Proposed Traffic Signal
- ⊗ Remove Signal
- X- Proposed Lane Configuration

NOTE

* Parking Restricted During Peak Periods

Figure 5.4.3 Lake Shore Drive/Stony Island Island

CORNELL DRIVE / STONY ISLAND AVENUE ALTERNATIVES

Intersection configuration. Intersection safety or operational improvements could be undertaken as part of any alternative described for this segment. For the purposes of this report, two potential safety improvements are included in this alternative. They are:

67th Drive/Stony Island Avenue

Improve signing and signalization to improve left turn movements from 67th Street. Other improvements to this intersection will be based on roadway alternatives.

57th Drive/Lake Shore Intersection

Realign intersection to a 90° (right angle) "T" intersection. This will require relocation of the pedestrian overpass. Consider two overpasses, one north and one south of 57th Drive. See Exhibit F4-2 for geometric details.

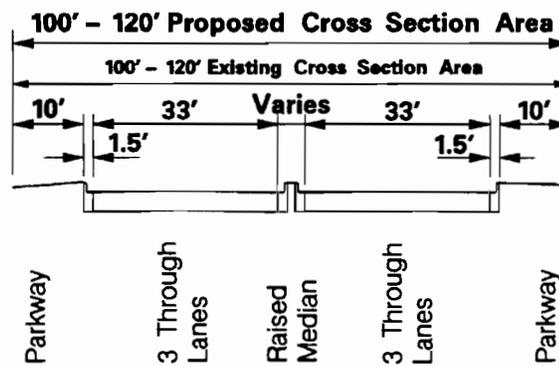
Transit Facilities. Provide two-way traffic flows on Stony Island Avenue and Cornell Drive in the Jackson Park area to provide for convenient bus operations. Bus access on the CTA 6, Jeffery Express to the Museum of Science and Industry and information regarding the service, should be improved. The bus now stops at 57th Street and Hyde Park Boulevard, and at 57th Street and Stony Island Avenue, but the uninitiated museum patrons probably have difficulty finding the stops.

Similarly, pedestrian access and signage between the museum and the Metra 57th Street station should be improved, as should general information systems pertaining to availability and use of the commuter trains. Also, improve bus stop facilities at the Museum of Science and Industry for the CTA 6, 55, and 10 buses.

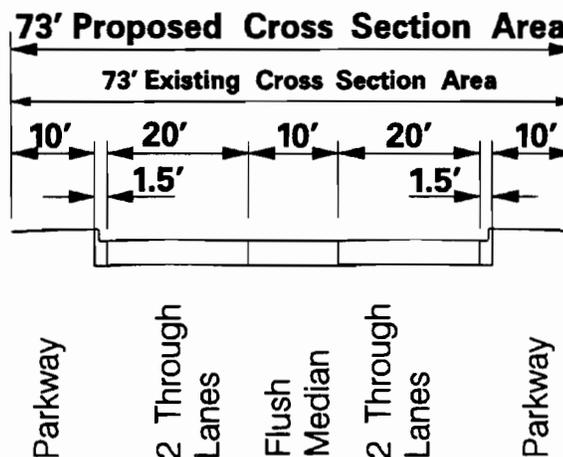
In this instance, the buses operate on Stony Island Avenue, rather than Cornell Drive, which is desirable because it permits more direct service to the riders, and avoids the security problems which are inevitable if people must walk through Jackson Park to access or egress bus stops. (Hence, a potential problem with a one-way pair concept.)

Alternative A - Limited Action

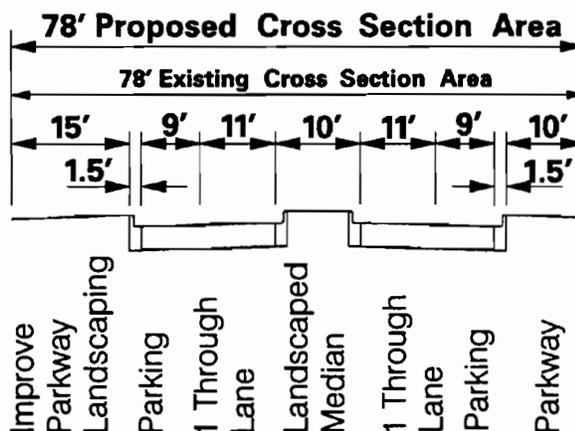
Roadway Cross Section. The existing road network would remain unchanged. Addition of through lanes on Stony Island Avenue and Cornell Drive/57th Drive is not being considered under this alternative. The Cornell Drive cross section between the Cornell Drive split and the north Midway Plaisance intersection consists of three through lanes in each direction and a variable width raised median.



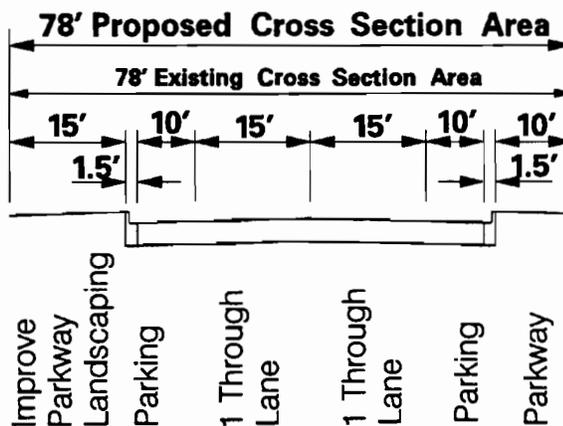
The proposed Cornell Drive/57th Drive cross section north of Midway Plaisance consists of two 10 foot through lanes in each direction and a 10 foot flush median.



The proposed Stony Island Avenue cross section between 65th Place and the north Midway Plaisance intersection consists of one 11 foot through lane and one nine foot parking lane in each direction, and a 10 foot raised landscaped median.



The existing Stony Island Avenue cross section between the north Midway Plaisance intersection and 57th Street consists of one 15 foot through lane and one 10 foot parking lane in each direction.



Right of Way Requirements/Greenspace Impacts. Only minimal right-of-way may be required in intersection areas for safety, access or operational improvements.

Cost Estimate. The cost estimate for Alternative A is shown in Table 5.4.2.

Table 5.4.2: Summary of Alternative A Cost Estimate

| Cost Estimates for Segment 4, Alt. A of Stony Island Avenue/Cornell Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,440,000 |
| Roadway and Roadside Aesthetics | \$460,800 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$1,900,800 |
| Engineering (20%) | \$390,000 |
| Contingency (20%) | \$390,000 |
| Total Estimated Cost for Recommended Improvements | \$2,681,000 |

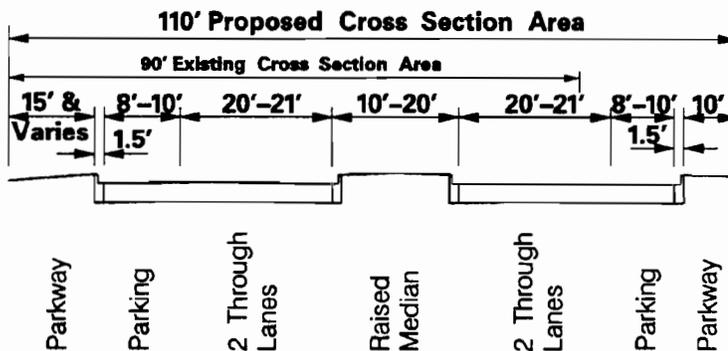
Alternative B1 - Shift SRA at 57th Street

This alternative would include the transfer of the SRA route designation from Cornell Drive to Stony Island Avenue from 67th Street to 57th Street. At 57th Street and Stony Island Avenue, the SRA route would curve easterly to follow the existing alignments along 57th Drive to Lake Shore Drive. Three Cornell Drive roadway links would be eliminated as part of this alternative. They are the northbound lanes between 67th Street and Marquette Drive, the southbound lanes between the split and Stony Island Avenue, and the section between the Museum of Science and Industry delivery parking lot and 57th Drive.

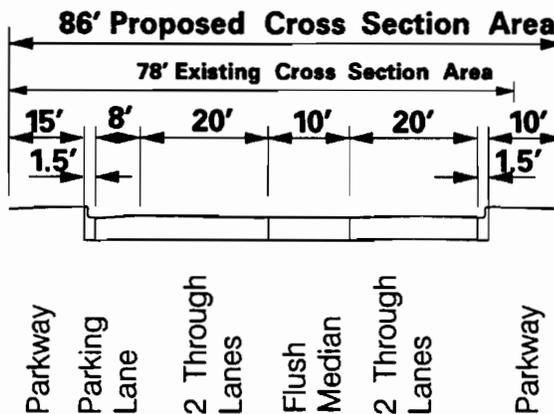
Lake Shore Drive/Stony Island Avenue

**CHAPTER FIVE: CORRIDOR IMPROVEMENT
ALTERNATIVES - Segment 4**

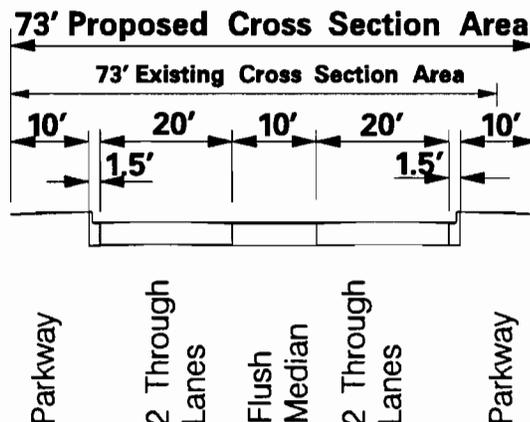
Roadway Cross Section. The Stony Island Avenue roadway between 67th Street and the south Midway Plaisance intersection would provide for two 10 or 11 foot through lanes and a parking lane in each direction; and a 10 or 20 foot raised median. Parking would be restricted northbound during AM peak hours and southbound during PM peak hours.



The Stony Island Avenue roadway between the north Midway Plaisance intersection and 57th Street would consist of two 10 foot through lanes in each direction and a 10 foot flush median, and a permanent 8 foot parking lane along the west side of Stony Island Avenue.



The proposed cross section along 57th Drive would consist of two 10 foot through lanes in each direction and a continuous 10 foot flush median.



Intersection configuration. The signals at the intersections of 67th Street/Cornell Drive and Stony Island Avenue/Cornell Drive would be eliminated under this alternative.

Right of Way Requirements/Greenspace Impacts. This alternative results in a net gain of 0.8 acres in greenspace due to the inclusion of a landscaped median. Roadway widening along Stony Island Avenue may impact historic landscape components including a berm.

Cost Estimate. The costs for this alternative are summarized in Table 5.4.3.

Table 5.4.3: Summary of Alternative B1 Cost Estimate

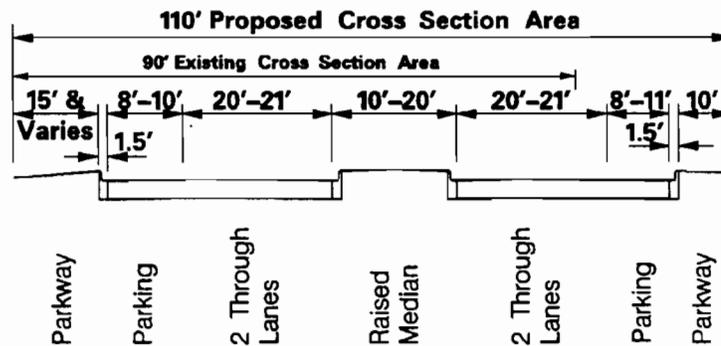
| Cost Estimates for Segment 4, Alt. B1 of Stony Island Avenue/Cornell Drive (1991 Dollars) | |
|--|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$2,610,528 |
| Roadway and Roadside Aesthetics | \$945,600 |
| Intersection Improvements | \$1,600,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$60,000 |
| Sub-Total Estimated Cost | \$5,216,128 |
| Engineering (20%) | \$1,050,000 |
| Contingency (20%) | \$1,050,000 |
| Total Estimated Cost for Recommended Improvements | \$7,316,000 |

Lake Shore Drive/Stony Island Avenue

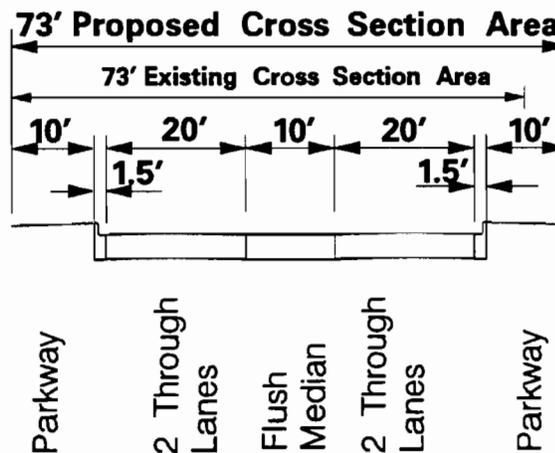
Alternative B2 - Shift SRA at Midway Plaisance:

Same as B1 except the SRA route would shift over to Cornell Drive at the Midway Plaisance intersections and continue northeast to Lake Shore Drive on Cornell Drive and 57th Drive. (See Figure 5.4.3)

Roadway Cross Section. The Stony Island Avenue roadway between 67th Street and the south Midway Plaisance intersection would provide for two 10 or 11 foot through lanes and an 8 to 10 foot parking lane in each direction; and a 10 or 20 foot raised median. Parking would be restricted northbound during AM peak hours and southbound during PM peak hours.

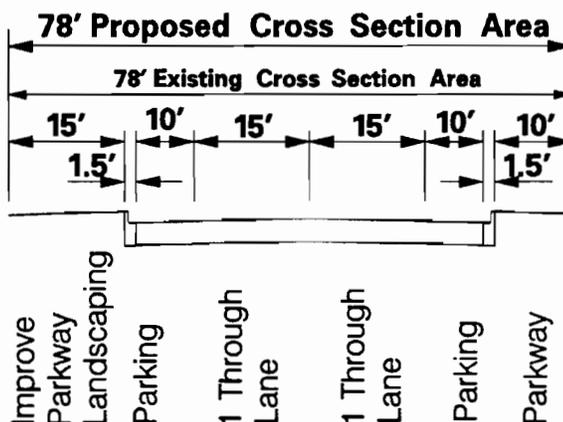


The Cornell Drive/57th Drive roadway between the north Midway Plaisance intersection and Lake Shore Drive would consist of two 10 foot through lanes in each direction and a 10 foot flush median.



Lake Shore Drive/Stony Island Avenue

The Stony Island Avenue roadway between the north Midway Plaisance intersection and 57th Street would consist of one 15 foot through lane and one 11.5 foot parking lane in each direction. This is the same as the existing cross section in this area.



Intersection configuration. The signals at the intersections of 67th Street/Cornell Drive and Stony Island Avenue/Cornell Drive would be eliminated under this alternative.

Right of Way Requirements/Greenspace Impacts. This alternative results in a net gain of 1.0 acre in greenspace due to the addition of a landscaped median. Roadway widening along Stony Island Avenue may impact historic landscape components including a berm.

Cost Estimate. The costs for this alternative are summarized in Table 5.4.4.

Table 5.4.4: Summary of Alternative B2 Cost Estimate

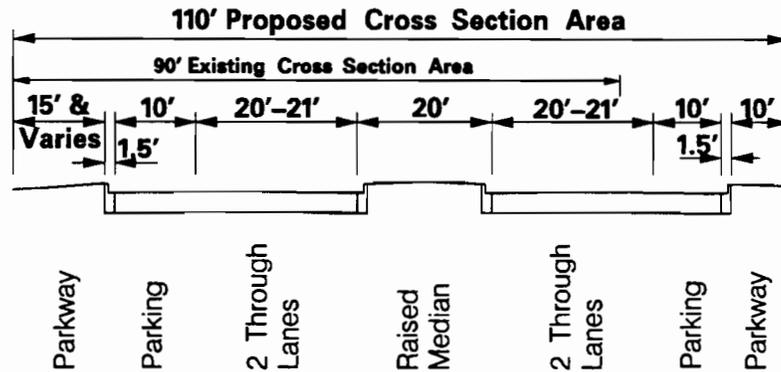
| Cost Estimates for Segment 4, Alt. B2 of Stony Island Avenue/Cornell Drive (1991 Dollars) | |
|--|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$2,106,768 |
| Roadway and Roadside Aesthetics | \$813,600 |
| Intersection Improvements | \$1,800,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$54,000 |
| Sub-Total Estimated Cost | \$4,774,368 |
| Engineering (20%) | \$960,000 |
| Contingency (20%) | \$960,000 |
| Total Estimated Cost for Recommended Improvements | \$6,694,000 |

Alternative C - Relocate Northbound split to north of 67th Street:

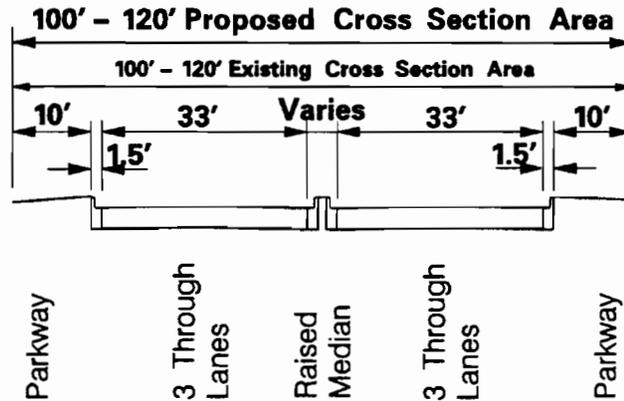
The SRA route would shift over to Cornell Drive by widening the existing three-lane southbound pavement connection near 65th Street extended, between Stony Island Avenue and Cornell Drive. (See Figure 5.4.3) This pavement widening would convert this one-way, three-lane pavement to a two-way, six-lane pavement. **Two roadway links of Cornell Drive would be eliminated under this segment.** These are the northbound lanes between 67th Street and Marquette Drive and the northbound lanes between Marquette Drive and the Cornell Drive split.

A benefit of this alternative is that it would provide an opportunity to restore much of the original Olmsted plan in the southwest corner of Jackson Park

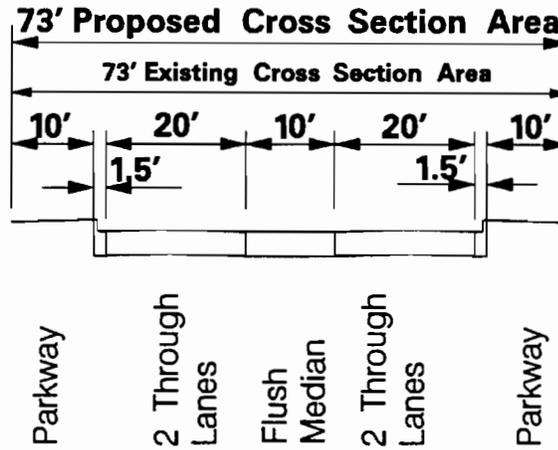
Roadway Cross Section. The Stony Island Avenue roadway between 67th Street and 65th Place would provide for two 11 foot through lanes and a 10 foot parking lane in each direction; and a 20 foot raised median. **Parking would be restricted northbound during AM peak hours and southbound during PM peak hour, effectively providing three northbound and three southbound lanes.** Future Phase 1 engineering studies would define exact lane requirements on this segment of Stony Island Avenue.



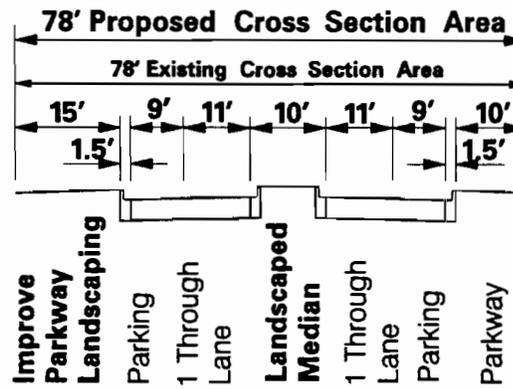
The proposed cross section on **Cornell Drive** from **65th Place** to the north **Midway Plaisance** intersection would consist of three through lanes in each direction and a variable width raised median. This is the same as the existing cross section in this area.



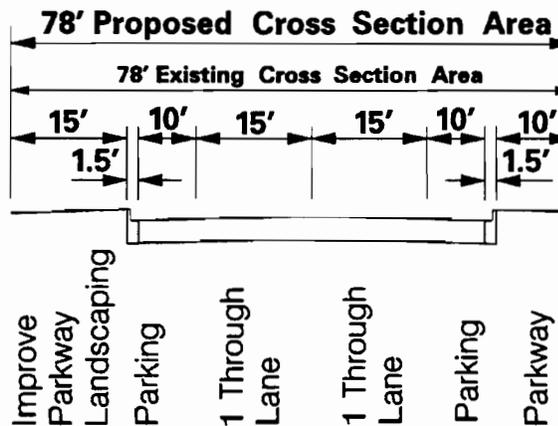
The **Cornell Drive/57th Drive** roadway between the north **Midway Plaisance** intersection and **Lake Shore Drive** would consist of two 10 foot through lanes in each direction and a 10 foot flush median. This is the existing cross section in this area.



The Stony Island Avenue cross section between 65th Place and the south Midway Plaisance intersection would consist of one 11 foot through lane and one nine foot parking lane in each direction, and a 10 foot raised landscaped median.



The Stony Island Avenue cross section between the north Midway Plaisance intersection and 57th Street would consist of one 15 foot through lane and one 10 foot parking lane in each direction. This is the existing cross section in this area.



Intersection configuration. Intersection improvements at Cornell Drive and Stony Island Avenue would include geometric changes to the north leg of Stony Island Avenue. The signals at 67th Street/Cornell Drive and Marquette Drive/Cornell Drive would be eliminated.

Right of Way Requirements/Greenspace Impacts. This alternative results in no net change in greenspace. Widening the one-way southbound pavement to accommodate two-way traffic may impact historic landscape components including a berm. However, the following benefits are created with this plan:

- Return of roadway to park usage
- Improved access to the park for residents east of Stony Island Avenue and south of 67th Street
- Possible restoration of parts of the original Olmsted plan

Cost Estimate. The costs for this alternative are summarized in Table 5.4.5.

Table 5.4.5: Summary of Alternative C Cost Estimate

| Cost Estimates for Segment 4, Alt. C of Stony Island Avenue/Cornell Drive (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,708,440 |
| Roadway and Roadside Aesthetics | \$576,000 |
| Intersection Improvements | \$1,200,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$12,000 |
| Sub-Total Estimated Cost | \$3,496,440 |
| Engineering (20%) | \$700,000 |
| Contingency (20%) | \$700,000 |
| Total Estimated Cost for Recommended Improvements | \$4,896,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative D - Shift SRA on new Sweeping Curve

Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 4

- Alternative E1 - Stony Island Avenue - Cornell Drive one way pair.
- Alternative E2 - One way traffic loop.
- Alternative F - Six lane cross section, Midway Plaisance to Lake Shore Drive.
- Alternative G - Depress 57th Drive - Stony Island Avenue to Lake Shore Drive.
- Alternative H - New East-West Street (56-1/2 Street).
- Alternative J - Extend Midway Plaisance to Lake Shore Drive
- Alternative K - Close Park Roads during off-peak hours
- Alternative L - 30 foot median for dual left turn lanes
- Alternative M - Dual Southbound Right Turn Lanes at 57th Drive
- Alternative N - Superelevate 57th Drive curve
- Alternative P - Tripod pedestrian overpass, Lake Shore Drive at 57th Drive

Alternatives Beyond SRA Objectives

During the public involvement and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

- Alternative Q - Eliminate Marquette Drive from Stony Island Avenue to Richards Drive.
- Alternative R - Relocate US 41 Route Marking.
- Alternative S - Stony Island Avenue freeway extension to Lake Shore Drive.

5.5 Segment 5: Jackson Park Area - Coast Guard Drive from 67th Street to Hayes Drive and Lake Shore Drive from Hayes Drive to 57th Drive.

Location

Lake Shore Drive/Stony Island Avenue Segment 5 extends along Coast Guard Drive/Lake Shore Drive from 67th Street to 57th Drive (See Figure 5.0.1). A name change occurs along this continuous route at Hayes Drive. The section of this route from Marquette Drive to 57th Drive is marked as US Route 41. This segment is approximately 1.4 miles in length.

Existing Facility Characteristics

The existing facility characteristics for Segment 5 of Coast Guard Drive and Lake Shore Drive are shown on Exhibit A4.

Land Use. Segment 5 lies entirely within Jackson Park. Land uses adjacent to or near Coast Guard Drive and Lake Shore Drive, within Jackson Park, include: the Jackson Park Golf Course, north of 67th Street; Jackson Park Yacht Club, South Shore Yacht Club, and La Rabida Children's Hospital, north of Marquette Drive; Jackson Park Beach, at Hayes Drive; the Museum of Science and Industry, west of Lake Shore Drive; 57th Street Beach; and boat slips on East and South Lagoons and Yacht Harbor.

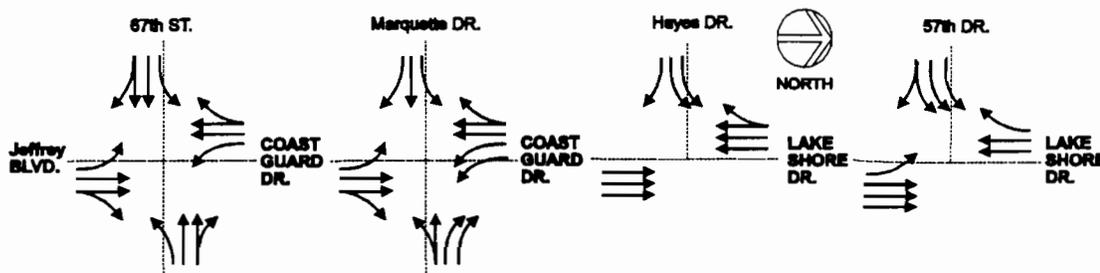
Right-of-Way. The conventional definition of right-of-way does not exist along this segment. Instead, Coast Guard Drive/Lake Shore Drive is a park roadway located on urban park land which has a unique multi-agency jurisdictional arrangement. For jurisdictional purposes, the roadway is defined as from back of curb to back of curb. The Illinois Department of Transportation has jurisdiction of the roadway for the portion between Marquette Drive and 57th Drive. The City of Chicago has jurisdiction of the portion between 67th Street and Marquette Drive. Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which is defined as existing for 10 feet behind the back of curb. Parkway and other park lands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances for this entire segment is done by the City of Chicago.

Roadway Characteristics. The pavement widths and number of lanes vary in Segment 5. Coast Guard Drive from 67th Street to Marquette Drive has a cross section consisting of two lanes northbound and two lanes southbound; in a pavement width of 56 feet. From Marquette Drive to Hayes Drive it is three lanes northbound and southbound and has a varying pavement width of 58 feet at the historic bridge just north of Marquette to 64 feet for most of the rest of the section. A temporary concrete median barrier was installed in 1995 from north of Marquette Drive to 57th Drive. From north of Hayes Drive to 57th Drive, Lake Shore Drive has three lanes northbound, two lanes southbound, a median with temporary barrier, and a pavement width which varies from 64 feet just north of Hayes Drive to 60 feet for the remainder of the section.

Traffic Operations. Traffic volumes on this segment vary from an ADT of 29,300 on Coast Guard Drive near 67th Street to 61,300 near 57th Drive. Projected volumes are not expected to significantly increase over existing volumes. Existing traffic volumes are shown on Exhibit B4.

Traffic Control and Intersection Details. Four cross streets on Coast Guard Drive/Lake Shore Drive are signalized; 67th Street, Marquette Drive, Hayes Drive, 57th Drive. Temporary traffic signals will exist at a temporary access drive to the Museum of Science and Industry. This signal installation is located about 800 feet north of the 59th Street inlet bridge and would operate during 1996 and 1997, while the Museum's underground parking garage is being constructed. The existing lane configuration for the signalized intersections are shown in Figure 5.5.2.

Figure 5.5.2 Existing Intersection Configuration



Parking and Access. There is neither on street parking nor frontage roads on Segment 5.

Structures. There are two structures in this segment as indicated in Table 5.5.1.

Table 5.5.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|---------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6194 | Lake Shore Drive / Marquette Harbor | 91.2 | 46.0 | N/A | N/A |
| 016-6195 | Lake Shore Drive / 59th Street Harbor | N/A | N/A | N/A | N/A |

Pedestrian/Bicycle Facilities. Segment 5 is served by a network of pedestrian/bicycle paths within Jackson Park, including a designated off-street bicycle route along the Lake Michigan shoreline. There are sidewalks along both sides of Coast Guard Drive and Lake Shore Drive; however, they meander away from the parkway in many locations. 67th Street is designated a bicycle route within the City of Chicago. One pedestrian overpass, south of Hayes Drive, provides access across Coast Guard Drive. Special consideration should be given to pedestrian/bicycle needs and improvements at the Coast Guard Drive entrance to Jackson Park, and at the intersection of Coast Guard Drive and Marquette Drive.

Pedestrian/bicycle facility recommendations are shown on Exhibit C4. The location and configuration of pedestrian connections across Coast Guard Drive/Lake Shore Drive are listed below along with Chicago Park District recommendations for those connections.

Pedestrian Connections

- 67th Street, overpass, new.
- 63rd Street, overpass, existing, to be upgraded (ADA).
- 57th Street, overpass, ADA upgrade or new located just north of the existing overpass.

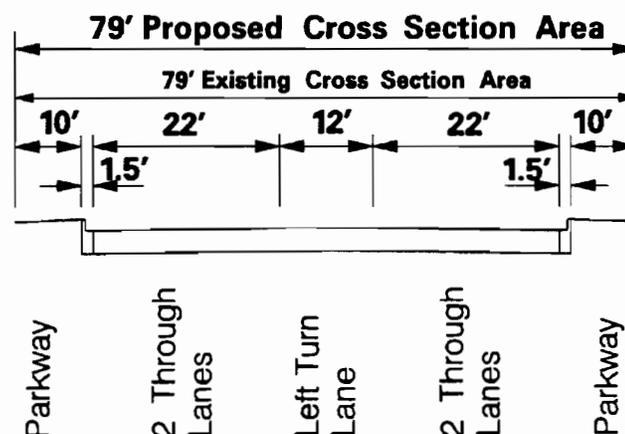
Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Through traffic on Lake Shore Drive, Coast Guard Drive, and Marquette Drive bisects parkland. Safety has long been a concern in this area because of a lack of a permanent median barrier separating northbound and southbound traffic. Incident management and emergency services are hampered by the lack of emergency pull out bays. The park is busy with pedestrian activity. Jackson Park was the site of the 1893 World Columbian Exposition. The park roadways are historic in nature, dating back to Frederick Law Olmsted's park plan of 1898. There is a lack of east-west oriented transit access through the park. **There is no efficient east-west access to the 63rd Street Beach area.** In addition it is not possible to access the 63rd Street Beach from the north. Access to Hayes Drive from the south is prohibited. The numbers and spacing of pedestrian overpasses across Lake Shore Drive/Coast Guard Drive is inadequate. Existing overpasses are not ADA compliant. Without the temporary access drive east of the Museum of Science and Industry, access to the 59th Street inlet area is through the 57th Drive intersection at Hyde Park Avenue then along a park roadway located to the east of the Museum of Science and Industry.

Description of Alternatives

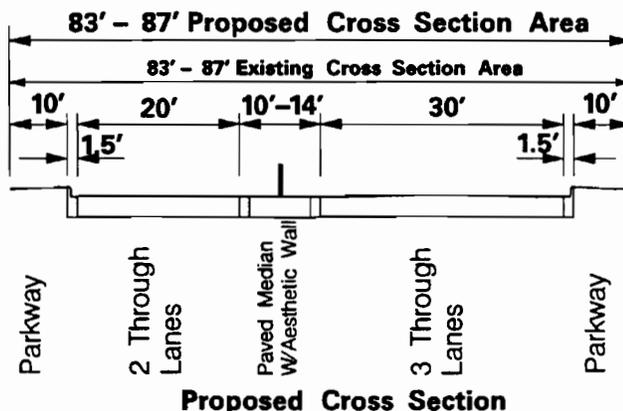
The alternatives described in this section were closely coordinated with a pre-Phase I Study conducted by the Chicago Department of Transportation (CDOT). That CDOT initiative was undertaken to develop a permanent solution to the temporary barrier median that was installed in this area in 1995. Recommended improvements are shown on Exhibits D4-A1 and D4-A2. The existing Coast Guard Drive cross section would be maintained between 67th Street and Marquette Drive.



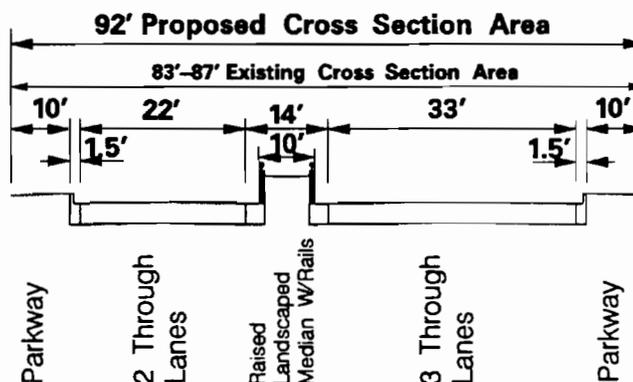
Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 5

Roadway Cross Section - Alternative A1 (Provide Aesthetic Double-Faced Median Wall). A new aesthetic double-faced barrier median would be provided on Coast Guard Drive/Lake Shore Drive. The existing lane configuration would be maintained. Pavement widening would not be required.



Roadway Cross Section - Alternative A2 (Provide Raised Landscaped Median). This alternative proposes maintaining the existing lane configuration but widening to provide a raised landscaped barrier median and 11 foot wide through lanes.



Aesthetic Improvements. The replacement of the temporary barrier median with a more aesthetically pleasing double faced median wall, as proposed in Alternative A1, would enhance the appearance of the park roadway.

Providing a raised landscaped median, as proposed in Alternative A2, extends the concept of a landscaped median from the Burnham Park area into Jackson Park.

Structures. The 59th Street inlet bridge was reconstructed in 1995. The Marquette bridge may soon require reconstruction. Due to the historic nature of these structures, bridge widening is not proposed.

Pedestrian/Cyclist Improvements. New pedestrian overpasses are to be considered as a minimum, at immediately north of 57th Drive, between 57th Drive and the temporary 58th Street east access to the Museum of Science and Industry, and in the vicinity of Hayes Drive (63rd Street).

Intersection configuration. Intersection safety or operational improvements could be undertaken as part of either alternative described in this segment. For the purposes of this report, three potential safety improvement are included. They are:

South Shore/Marquette/Coast Guard Intersection: Improve signalization, channelization to optimize operation of this busy intersection.

Coast Guard/Hayes Intersection: Construct a new signalized intersection at this location to provide full access to Hayes Drive to the west and Casino Point to the east. Requires a "trade-off" in right-of-way, but no additional right-of-way required. See Exhibit F5-1.

58th Street access from Lake Shore Drive: Consideration should be given to installing a permanent access drive and traffic signals about 800 feet north of the 59th Street inlet bridge, at approximately 58th Street. This signalized intersection would provide vehicle access to the Music Circle area, the 59th Street inlet marina, and the Bowling Green. The proposed traffic signals would be interconnected with the traffic signals located at 57th Drive and Lake Shore Drive. Pedestrian indications should be included in order to allow access to the 57th Street Beach and lakefront. See Exhibit F5-2. In addition, the creation of a permanent intersection at 58th Street would allow northbound existing buses and taxis (from the Museum of Science and Industry) to avoid already congested 57th Drive during the evening peak period.

Two alternatives to a signalized intersection have been identified. One would be to provide a new right in/right out slip ramp from southbound Lake Shore Drive. This may divert traffic from the intersections on 57th Drive, but would not help existing northbound traffic in the evening peak period. Another would be to provide a grade-separated pedestrian crossing in lieu of a signalized

at-grade crossing. Potential safety and operational improvements to the Lake Shore Drive intersection at 57th Drive are described in Segment 4.

Right of Way Requirements/Greenspace Impacts. Alternative A1 may require minimal impacts to green space at intersection areas for safety, access or operational improvements.

Alternative A2 will return approximately 0.7 acres of parkland due to the addition of a raised landscaped median. Minimal impacts to greenspace may occur at intersections.

Transit Facilities. Provide two-way traffic flows on Lake Shore Drive/Coast Guard Drive in the Jackson Park area to provide for convenient bus operations. Improve signalization at 57th Drive intersection. If any channelization improvements are expected at this intersection, ensure that no interference will occur with the signal cycle. Long queues occur which cause delays with existing bus operations. Provision for CTA bus turnaround facilities should be made at Jackson Park Beach.

Cost Estimate. The cost estimate for Alternative A1 is shown in Table 5.5.2 and the cost estimate for Alternative A2 is shown in Table 5.5.3.

Table 5.5.2: Summary of Alternative A1 Cost Estimate

| Cost Estimates for Segment 5, Alt. A1 of Coast Guard Drive/Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,050,000 |
| Roadway and Roadside Aesthetics | \$1,748,800 |
| Intersection Improvements | \$600,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$450,000 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$4,151,800 |
| Engineering (20%) | \$840,000 |
| Contingency (20%) | \$840,000 |
| Total Estimated Cost for Recommended Improvements | \$5,832,000 |

Table 5.5.3: Summary of Alternative A2 Cost Estimate

| Cost Estimates for Segment 5, Alt. A2 of Coast Guard Drive/Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,050,000 |
| Roadway and Roadside Aesthetics | \$2,308,800 |
| Intersection Improvements | \$600,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$450,000 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$4,711,800 |
| Engineering (20%) | \$950,000 |
| Contingency (20%) | \$950,000 |
| Total Estimated Cost for Recommended Improvements | \$6,612,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative B - No Action.

Alternative C - De-emphasize Coast Guard Drive to through traffic.

Alternative D - One way traffic loop.

Alternative E - Continuous six-lane cross section.

Alternative F - Modify north leg at Marquette, widen for turn bays.

Alternatives Beyond SRA Objectives

During the concept development, public involvement, and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative G - Flatten curves along Lake Shore Drive.

Alternative H - New bridge east of Coast Guard Drive, eliminate south leg at Marquette.

5.6 Segment 6: Lake Shore Drive, from 57th Drive to 47th Street

Location

Segment 6 extends along Lake Shore Drive from 57th Drive to 47th Street (See Figure 5.0.1). This segment is approximately 1.6 miles in length.

Existing Facility Characteristics

The existing facility characteristics for Segment 6 of Lake Shore Drive are shown on Exhibits A4 and A5.

Land Use. North of 57th Drive, Lake Shore Drive is bounded by Hyde Park and Burnham Park. Recreational opportunities within these parks include: tennis courts at 53rd Street; a model boat basin at Hyde Park Avenue; and a playground and baseball field south of 47th Street. A parking lot is located within the park area in the northwest quadrant of the 47th Street interchange.

West of Lake Shore Drive, between 57th Drive and 48th Street, is a cluster of mid and high-rise residential structures. Also in this area are Kenwood High School and Kenwood park, both north of Hyde Park Avenue. North of 48th Street the Illinois-Central (IC) Railroad forms the western boundary for Hyde Park and Burnham Park. The area west of the IC RR is fully developed and includes a mixture of mid and high-rise residential, single-family residential, and office uses.

Right-of-Way. The conventional definition of right-of-way does not exist along this segment. Instead, Lake Shore Drive is a park roadway located on urban park land which has a unique multi-agency jurisdictional arrangement. For jurisdictional purposes, the roadway is defined from back of curb to back of curb. The Illinois Department of Transportation has jurisdiction over the roadway. Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which extends for 10 feet behind the back of curb. Parkways and other park lands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances for this entire segment is handled by the City of Chicago.

Roadway Characteristics. The pavement width and number of lanes vary in Segment 6. Between 57th Drive and 53rd Street a six-lane cross section exists on a pavement width of 70 feet. A temporary barrier median installed in 1995

exists along what was a painted double yellow centerline. The pavement transitions from a six-lane to eight-lane cross section between 53rd Street and the 51st Street pedestrian overpass. The median transitions from a painted flush median with temporary concrete barrier wall to a raised landscaped median approximately 15 feet wide. The pavement width (including median) transitions from 72 feet at 53rd Street to 111 feet at the 51st Street overpass. **From the overpass to south of the 47th Street interchange the two 48 feet wide, four-lane pavements follow independent alignments and profiles.** The inside northbound lane is dropped at 47th Street. The southbound outside lane is dropped at 53rd Street. North of the interchange, the northbound on-ramp becomes the fourth through lane.

Traffic Operations. The existing ADT in this segment varies from 78,200 VPD near 57th Drive to 102,200 VPD north of the 47th Street interchange. Existing traffic volumes are shown on Exhibits C4 and C5.

Traffic Control and Intersection Details. There are no signalized cross streets on this segment. Exit and entrance ramp tapers, and portions of these ramps exist along the northbound pavement on either side of the 51st Street overpass. The interchange at 47th Street is an unconventional "T" interchange with standard diamond type configuration for the southbound off and on-ramps. However 47th Street "Tee's" into the northbound roadway of Lake Shore Drive and, therefore, creates left-hand entrances to and exits from the northbound roadway. No vehicular access is provided to the lakefront at this interchange.

Parking and Access. There is no on street parking or frontage roads in Segment 6. As explained in the land use portion above, several off-street parking lots exists along the corridor within park lands.

Structures. There is one structure in this segment as indicated in Table 5.6.1.

Table 5.6.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6172 | Lake Shore Drive / 47th Street | 56.8 | 131.0 | 73.6 | 14.3 |

Pedestrian/Bicycle Facilities. Segment 6 is served by a network of pedestrian/bicycle paths within Burnham Park, including a designated off-street bicycle route along the Lake Michigan shoreline. There are sidewalks along both sides of Lake Shore Drive; however, they meander away from the parkway in many locations. One pedestrian underpass, at 55th Street, and two overpasses, one just north of Hyde Park Boulevard, and one in the 47th Street interchange area, provide access across Lake Shore Drive. Pedestrian/ bicycle facilities are shown on Exhibits B4 and B5.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

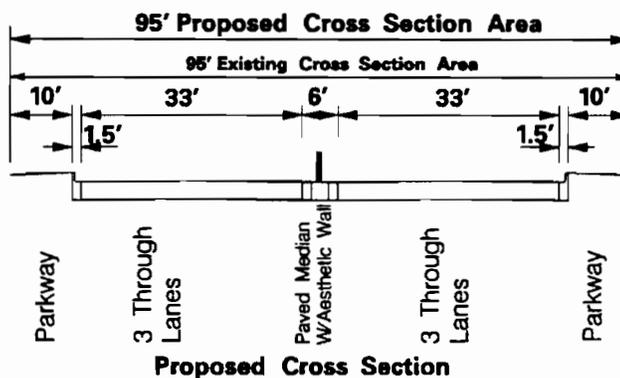
Principal Concerns

The portion of the segment between 57th Drive and 53rd Street may have a high potential for vehicular accidents to occur. **There is a lack of through lane continuity in this segment.** Several unique geometric design elements may compromise operation and safety. Cross section elements are inconsistent. These elements include; a confusing southbound through lane drop near 53rd Street exit ramp, substandard ramp geometrics at the southbound 50th Place exit, and potential sight distance limitations for southbound through traffic caused by the 47th Street bridge vertical profile. Capacity constraints at the 57th Drive/Lake Shore Drive intersection result in excessive evening peak period delays in traffic flow along this segment of southbound Lake Shore Drive.

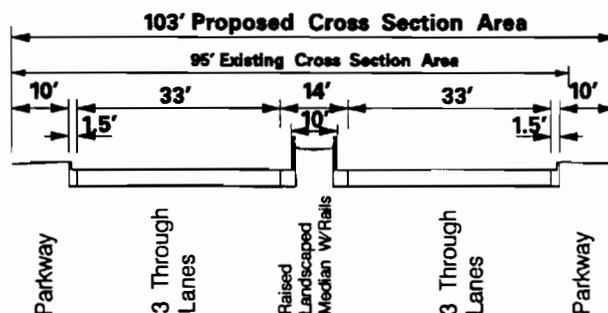
Description of Alternatives

Proposed improvements for this segment are shown on Exhibits D4-A1, D4-A2 and D5. Geometric details are shown on Exhibit E6-1.

Roadway Cross Section - Alternative A1 (Provide six lanes and a double faced median wall). A new double-faced median wall would be provided on Lake Shore Drive. While pavement widening would not be required, the existing lane configuration would be changed. **The eight-lane cross section, between 53rd Street and 47th Street, would be narrowed to a six-lane cross section.**



Roadway Cross Section - Alternative A2 (Provide six-lanes and a raised landscaped median). Like Alternative A1, this alternative proposes to reduce the eight-lane cross section to six-lanes, but also includes widening to provide a raised landscaped median, and 11 foot wide through lanes. The eight-lane cross section between 53rd Street and 47th Street would be narrowed to a six-lane cross section.



Aesthetic Improvements. The replacement of the temporary barrier median with a more aesthetically pleasing double faced median wall (Alternative A1) would enhance the appearance of the park roadway. Providing a raised landscaped median (Alternative A2) in this segment extends the concept of a landscaped median from the Burnham Park area into Jackson Park.

Pedestrian/Bicycle Access. The location and configuration of exclusive pedestrian/bicycle connections across Lake Shore Drive are listed below along with Chicago Park District recommendations for those connections.

- 55th Street, underpass, existing, to be rehabilitated.
- 51st Street, overpass, existing, to be upgraded (ADA).
- 47th Street, interchange and overpass, to be rehabilitated and upgraded.

Structures. The 47th Street bridge may soon require reconstruction. Consideration should be given to maintain the bridge's Art Deco appearance and include rehabilitation of the decorative lighting on the parapets.

Interchange/Intersection configuration. Intersection/interchange safety or operational improvements could be undertaken as part of any alternative described for this segment. For the purposes of this report, two potential safety improvements are included. They are:

53rd Street northbound exit and entrance ramps: These tapers and ramp segments are proposed to be removed.

47th Street southbound through lane vertical profile changes: The existing bridge vertical profile may be substandard. Potential profile changes would need to consider the historic nature of this bridge.

Right of Way Requirements/Greenspace Impacts. Greenspace would not be impacted if Alternative A1 is implemented. Alternative A2 would result in a net gain of 0.5 acres of greenspace due to the addition of a landscaped median.

Transit Facilities. Two CTA bus routes access northbound Lake Shore Drive at 47th Street. This access should be improved. Also, if possible, clearances and sight lines should be improved on 47th Street.

Cost Estimate. The cost estimate for Alternative A1 is summarized in Table 5.6.2 and the cost estimate for Alternative A2 is summarized in Table 5.6.3.

Table 5.6.2: Summary of Alternative A1 Cost Estimate

| Cost Estimates for Segment 6, Alt. A1 of Lake Shore Drive (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,540,000 |
| Roadway and Roadside Aesthetics | \$1,773,800 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$360,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,673,800 |
| Engineering (20%) | \$740,000 |
| Contingency (20%) | \$740,000 |
| Total Estimated Cost for Recommended Improvements | \$5,154,000 |

Table 5.6.3: Summary of Alternative A2 Cost Estimate

| Cost Estimates for Segment 6, Alt. A2 of Lake Shore Drive (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,540,000 |
| Roadway and Roadside Aesthetics | \$2,033,800 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$360,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,933,800 |
| Engineering (20%) | \$790,000 |
| Contingency (20%) | \$790,000 |
| Total Estimated Cost for Recommended Improvements | \$5,514,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative B - No Action.

Alternative C - 47th Street Diamond Interchange.

Alternative D - Widen west of Lake Shore Drive for landscaped median.

Alternatives Beyond SRA Objectives

During the concept development, public involvement, and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative E - Intersection Improvements, 47th Street at Hyde Park Blvd.

Alternative F - Restore exit ramp at 55th Street.

5.7 Segment 7: Lake Shore Drive - from 47th Street to Interstate 55

Location

Segment 7 extends along Lake Shore Drive from north of the 47th Street interchange to the northerly I-55 ramp termini (near 23rd Street, see Exhibit 5.0.1). This segment is approximately 3.0 miles in length.

Existing Facility Characteristics

The existing facility characteristics for Segment 7 of Lake Shore Drive are shown on Exhibits A5 and A6.

Land Use. McCormick Place is located to the north of this segment with facilities located east and west of Lake Shore Drive. Burnham Park encompasses Lake Shore Drive to the east and west in this segment. Recreational opportunities within these parks include: basketball courts, near 43rd Street (extended) and 31st Street; and beach with a comfort station, near 31st Street. Also located within the park are a parking lot south of Oakwood Boulevard, and the Chicago Park District Central Shop building north of Oakwood Boulevard.

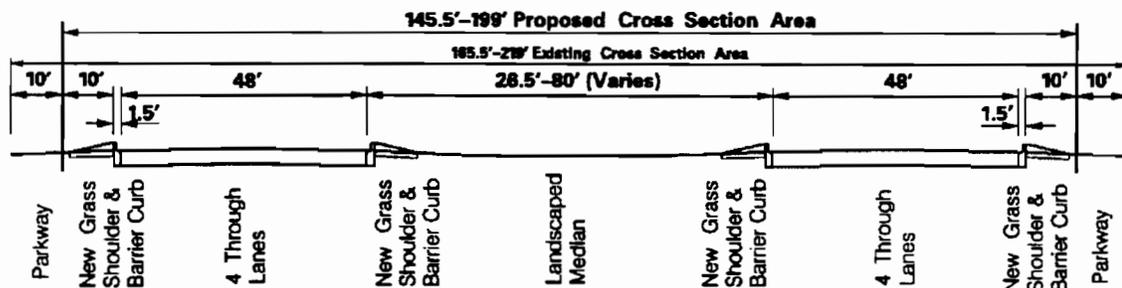
North of 48th Street, the Illinois-Central (IC) Railroad forms the western boundary for Burnham Park. The area west of the IC Railroad is fully developed and includes a mixture of mid and high-rise residential, single-family residential, and office uses. Several neighborhood parks are also located west of the IC Railroad, including: Oakwood Park at Pershing Road; Ellis Park at 35th Street; Woodland Park, Groveland Park and Douglas State Memorial north of 35th street; and Lake Meadows Park at 31st Street.

Future park improvements have been proposed by the Chicago Park District, but are beyond the objectives of this study. Park improvements typically consist of redevelopment projects at heavily utilized sites such as the rehabilitation of the 31st Street beach comfort station. Lake Shore Drive corridor improvements should be coordinated with the Chicago Park District park improvement plans.

Right-of-Way. The conventional definition of right-of-way does not exist along this segment. Instead, Lake Shore Drive is a park roadway located on urban park land which has a unique multi-agency jurisdictional arrangement. For jurisdictional purposes, the roadway is defined from back of curb to back of

curb. The Illinois Department of Transportation has jurisdiction of the roadway. Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which extends for 10 feet behind the back of curb. Parkway and other park lands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances for this entire segment is done by the City of Chicago.

Roadway Characteristics. The roadway configuration for segment 7 provides for four lanes in each direction. Two pavements, one northbound and one southbound, with widths of 48 feet wide each have independent alignments and profiles. These independent alignments result in a landscaped raised median width varying from approximately 7 feet to 40 feet wide. A mountable curb and gutter typically exists along both sides of each pavement. Gravel shoulders exist along the back of all curbs through most of this segment, except within the I-55 interchange area, where there is no curb but 10 foot wide paved shoulders instead.



Traffic Operations. Existing ADT volumes in this segment vary from 102,200 VPD north of the 47th Street interchange to 112,400 VPD near 23rd Street. Existing traffic volumes are shown on Exhibits B5 and B6.

Traffic Control and Intersection Details. There are no signalized intersections on Segment 7. There are two conventional diamond interchanges along this section of Lake Shore Drive, one at Oakwood Boulevard, and one at 31st Street. Both provide access to lakefront parking.

Parking and Access. There is no on street parking on Lake Shore Drive in this segment. Frontage roads exist on both sides of Lake Shore Drive between 31st Street and the McCormick Place site. The east frontage road serves a parking garage inside the McCormick Place east pavilion. The west frontage road serves surface lots and south pavilion.

Structures. There are six structures in this segment as indicated in Table 5.7.1.

Table 5.7.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|--|--------------|---------------|------------------------------------|----------------------------------|
| 016-6174 | Oakwood Blvd. / Lake Shore Drive | 80.0 | 261.0 | N/A | N/A |
| 016-6173 | 31st Street/ Lake Shore Drive | 80.0 | 289.3 | N/A | N/A |
| 016-1045 | Interstate 55(EB) / Lake Shore Drive(SB) | 28.2 | 1130.0 | N/A | N/A |
| 016-1075 | Interstate 55 (EB) / Lake Shore Drive (NB) | 44.5 | 1198.0 | 70.0 | 14.7 |
| 016-1048 | Lake Shore Drive (NB) / Interstate 55 (WB) | 38.0 | 3080.0 | 70.0 | 21.0 |
| 016-1052 | Lake Shore Drive (SB) / Interstate 55 (WB) | 44.0 | 964.0 | N/A | N/A |

Pedestrian/Bicycle Facilities. Segment 7 is served by a network of pedestrian/bicycle paths within Burnham Park which meanders along the lakefront east of Lake Shore Drive. This network includes a designated off-street bicycle route along the Lake Michigan shoreline. In addition, Pershing Road is a designated bicycle route within the City of Chicago. Pedestrian/bicycle access across Lake Shore Drive from grade separated City streets is available from Oakwood Boulevard and 31st Street. Pedestrian/bicycle overpasses are located at 43rd Street and 35th Street.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Lake Shore Drive lacks park road characteristics. **Steel guard rail and median and roadside gravel shoulders detract from the park setting.** Shoulders and mountable curbs are inconsistent with the “pullout bay” design used elsewhere in the corridor. Mountable median curbs allow drivers to make illegal U-turns, and to park on shoulders. Where narrow, the median lacks an aesthetically

pleasing “Chicago Wall” type of barrier median. Limited pedestrian access across the IC RR tracks and Lake Shore Drive isolates the community from the lakefront.

Proposed Improvements

Proposed improvements are shown on Exhibits D5 and D6.

Roadway Cross Section. The existing road network would remain unchanged. Roadway improvements would consist of removal of the existing mountable curb and gutter and replacement with barrier curb and gutter. The existing shoulders would be removed and replaced with a planted, grass parkway. Emergency “pull-out bays” would be provided at appropriate locations.

Aesthetic Improvements. The installation of an aesthetic double faced median wall or a raised landscaped median, where appropriate, is proposed as part of this alternative. Steel guardrail would be replaced with a more aesthetically pleasing roadside barrier. Median and parkway landscaping improvements could be implemented under this alternative. Aesthetic improvements are shown on Exhibits C5 and C6.

Pedestrian/Bicycle Facilities. Special consideration should be given to pedestrian/bicycle needs and improvements at Oakwood Boulevard and 31st Street, where grade-separated streets provide access across Lake Shore Drive. Pedestrian/bicycle improvements are shown on Exhibits C5 and C6.

The location and configuration of exclusive pedestrian/bicycle connections across Lake Shore Drive are listed below along with Chicago Park District recommendations for those connections.

- 43rd Street, overpass, existing, to be removed (SRA recommendation only)
- Oakwood Boulevard, interchange, existing (interchange), recently reconstructed.
- 35th Street, overpass, existing, to be upgraded (ADA).

New pedestrian/bicycle overpasses are recommended at the following locations:

- 44th Place
- 41st Street
- 37th Street
- 33rd Street

Structures. The 31st Street bridge was recently reconstructed and included installation of aesthetically pleasing design features such as decorative lighting and parapet walls. Consideration should be given to rehabilitating the Oakwood Boulevard bridge using similar aesthetic features.

Interchange/Intersection configuration. Interchange safety and operational improvements are being proposed as part of this alternative. These interchange improvements include:

I-55 to 31st Street southbound Collector-Distributor roadway: By City of Chicago ordinance, truck traffic is not allowed on Lake Shore Drive. The exception to this ordinance allows truck access to McCormick Place. A collector-distributor (C-D) roadway, adjacent to southbound Lake Shore Drive is proposed (see Exhibit D6). This C-D roadway would allow trucks access to McCormick Place and 31st Street from Interstate 55 without having to use Lake Shore Drive through lanes.

Right of Way Requirements/Greenspace Impacts. This alternative would result in a net gain of 4.8 acres in greenspace due to replacement of the shoulders with curb, gutter and parkway.

Transit Facilities. Transit access to the 31st Street Beach should be improved.

Cost Estimate. The cost estimate for segment seven is shown in Table 5.7.2.

Table 5.7.2: Summary of Cost Estimate

| Cost Estimates for Segment 7 of Lake Shore Drive (1991 Dollars) | |
|--|---------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$3,971,280 |
| Roadway and Roadside Aesthetics | \$1,764,000 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$3,240,000 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$9,278,280 |
| Engineering (20%) | \$1,860,000 |
| Contingency (20%) | \$1,860,000 |
| Total Estimated Cost for Recommended Improvements | \$12,998,000 |

Lake Shore Drive/Stony Island Avenue



**CHAPTER FIVE: CORRIDOR IMPROVEMENT
ALTERNATIVES - Segment 7**

5.8 Segment 8: Lake Shore Drive, from Interstate 55 to Balbo Drive (Project Omission)

Location

Lake Shore Drive/Stony Island Avenue **Segment 8** is a project omission. The omission limits are on Lake Shore Drive from the I-55 northerly ramp termini (near 23rd Street) to south of Balbo Drive (See Figure 5.0.1). This segment is approximately 1.2 miles in length.

Existing Facility Characteristics.

The existing facility characteristics for Segment 8 of Lake Shore Drive are shown on Exhibit A7. The SRA study does not make any recommendations in this segment but has coordinated its recommendations to the north and south of the relocation area with improvements proposed as part of the Lake Shore Drive Relocation project being funded by the Metropolitan Pier and Exposition Authority.

Roadway Characteristics. Lake Shore Drive consists of five lanes northbound and five lanes southbound in this segment. The outermost southbound lane is dropped as an entrance ramp onto Interstate 55. The existing northbound lanes are currently located between the east edge of the Soldier Field parking lot and the lakefront. The southbound lanes currently travel between the west edge of Soldier Field and the Illinois Central Railroad tracks. The northbound and southbound lanes join together near 23rd Street to the south and at the south edge of Grant Park to the north. The speed limit in this segment is 45 mph.

Project Status.

In 1994 the Metropolitan Pier and Exposition Authority along with the Chicago Department of Transportation began planning for the relocation of the northbound lanes of Lake Shore Drive to be relocated along the same alignment as the current southbound lanes. The purpose of the project is to create a museum campus along the lakefront. Pedestrians and bicyclists will be able to travel between the Museum of Natural History, the John G. Shedd Aquarium and the Adler Planetarium without having to cross Lake Shore Drive. Construction on this project was begun in late 1995 and is scheduled for completion at the end of 1997.

5.9 Segment 9: Lake Shore Drive - Grant Park Area, from south of Balbo Drive to Monroe Drive

Location

Segment 9 extends along Lake Shore Drive from south of Balbo Drive to Monroe Drive (See Figure 5.0.1). This segment is approximately 0.9 miles in length.

Existing Facility Characteristics

The existing facility characteristics for Segment 9 of Lake Shore Drive are shown on Exhibit A7.

Land Use. Surrounding land uses in this segment are recreational in nature with Grant Park located to the west and the lakefront located to the east. Specific land uses to the west include softball fields, Buckingham Fountain and Petrillo Music Shell.

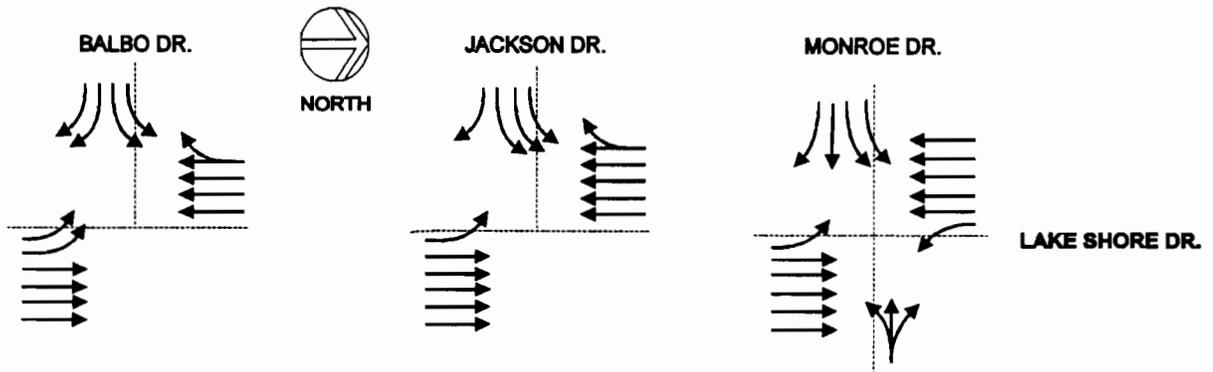
Right-of-Way. There is no defined right-of-way because Lake Shore Drive is located on park land which falls under the jurisdiction of the Chicago Park District. The existing cross section area measured from back of sidewalk to back of sidewalk varies from 140 feet to 143 feet.

Roadway Characteristics. Lake Shore Drive from Balbo Drive to Monroe Drive passes at-grade through Grant Park with **five through lanes southbound and four through lanes northbound**, except between north of Balbo Drive and Jackson Drive where there are five northbound lanes as well. There is a raised median through this section with curb and gutter along the outside edges of Lake Shore Drive. The speed limit is 45 mph south of Jackson Drive and 40 mph north of Jackson Drive.

Traffic Operations. The existing ADT in this segment along mainline Lake Shore Drive is 153,700 VPD. **Three intersections in this segment were ranked as high accident intersections in the City of Chicago in 1989.** They are at Balbo Drive (4th highest), Jackson Drive (40th), and Monroe Drive (41st). Existing traffic volumes are shown on Exhibit B7.

Traffic Control and Intersection Details. There are three signalized intersections in this segment: Balbo Drive, Jackson Drive and Monroe Drive. The existing lane configurations for the signalized intersection are shown in Figure 5.9.2.

Figure 5.9.2 Existing Intersection Configuration



Parking and Access. There is no parking along Lake Shore Drive in this segment.

Structures. There are no structures in this segment.

Pedestrian/Bicycle Facilities. Sidewalks extend along both sides of Lake Shore Drive within Grant Park, from Balbo Drive to Monroe Drive. Grant Park also has an internal network of connecting sidewalks and pedestrian pathways. The sidewalk to the east of Lake Shore Drive is the designated bicycle route along the lakefront. In addition, Balbo Drive (within Grant Park), Columbus Drive (from Balbo Drive to Congress parkway), Jackson Drive, and Monroe Drive, are designated bicycle routes within the City of Chicago. **A traffic signal exists at Buckingham Fountain to facilitate pedestrian access across Lake Shore Drive between the lakefront and Grant Park.**

The signals at Balbo Drive, Jackson Drive, and Monroe Drive have at-grade pedestrian crossings on the north and west legs. These crossings are used by bicyclists as connections between the lakefront path and downtown routes. The existing median at these crossings is not wide enough for pedestrian refuge. The pedestrian phase for signal timing at these intersections may not allow adequate crossing time, especially for the elderly and bicyclists.

Transit Facilities. Existing transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

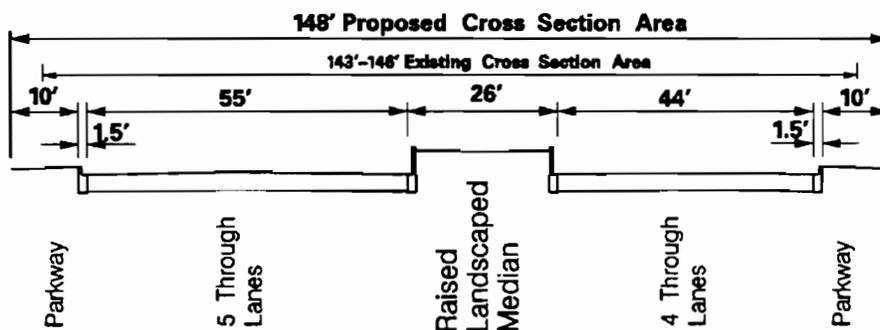
Principal Concerns

The two key issues in this segment are the lack of lane continuity in the northbound direction and conflicts between vehicles and pedestrians crossing Lake Shore Drive. The number of northbound through lanes varies from four to five as described in the roadway characteristics segment above.

Proposed Improvements

The proposed improvements for this segment are shown on Exhibit D7 and Exhibit E9-1.

Roadway Cross Section. The proposed cross-section for this segment would be provided in a 149 foot proposed cross section area, consisting of four 11 foot through lanes northbound, five 11 foot through lanes southbound, and a 26 foot raised landscaped median. This cross section utilizes existing paved area for most of the proposed median but would require between 6 to 9 feet of widening. The raised landscaped median would have a “Chicago Wall” style barrier to discourage mid-block pedestrian crossings.



Dual left turn lanes are recommended at Jackson Drive and Monroe Drive to improve vehicular access from northbound Lake Shore Drive to the central business district. Recommended geometric improvements for this segment are shown in greater detail on Exhibit E9-1.

Aesthetic Improvements. A proposed 26 foot wide median would provide additional greenspace and a boulevard treatment throughout this segment and would improve roadway aesthetics. Improvements are shown on Exhibit C7.

Pedestrian / Bicycle Access. The proposed median would include a pedestrian refuge area for at-grade crossing locations. Several alternatives have been developed for this segment which improve pedestrian access across Lake Shore Drive in the vicinity of Buckingham Fountain. These alternatives all involve grade-separated pedestrian crossings in an east-west direction. They are:

Alternative A - Pedestrian Concourse at Buckingham Fountain. This alternative proposes a wide pedestrian concourse directly east of Buckingham Fountain.

Alternative B - Two pedestrian underpasses north and south of Buckingham Fountain.

Alternative C - Two pedestrian underpasses; one lined up with Harrison Street extended and one lined up with Van Buren Street extended.

Alternatives B and C each involve two pedestrian underpasses narrower than the concourse proposed in Alternative A. The underpass Alternatives differ in crossing location and ramp west side configuration. See Exhibits C-7 and E9-1 for additional details.

Bicycle and pedestrian routes along the corridor should be separated wherever possible to reduce potential conflicts. This separation should be considered when examining the feasibility of the proposed concourse or underpass alternatives described above. Improvements are shown on Exhibit C7.

Intersection Configuration. Dual left turn lanes are recommended for northbound to westbound travel at Jackson Drive and Monroe Drive.

Right of Way Requirements/Greenspace Impacts. An additional six to nine feet of right-of-way are required in this segment to accommodate the proposed cross-section. However, a net gain of 0.8 acres of greenspace will be returned due to pavement removal to provide the recommended landscaped median.

Cost Estimate. The cost estimate for segment nine is shown in Table 5.9.5.

Table 5.9.5: Summary of Cost Estimate

| Cost Estimates for Segment 9 of Lake Shore Drive (1991 Dollars) | |
|--|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,251,000 |
| Roadway and Roadside Aesthetics | \$1,209,600 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$900,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,360,600 |
| Engineering (20%) | \$680,000 |
| Contingency (20%) | \$680,000 |
| Total Estimated Cost for Recommended Improvements | \$4,721,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are as follows:

- Alternative D1 - Depress Lake Shore Drive with at-grade frontage roads
- Alternative D2 - Depress Lake Shore Drive with below-grade frontage roads
- Alternative E - Congress Parkway tunnel to Lake Shore Drive
- Alternative F - Pedestrian Overpass at Buckingham Fountain
- Alternative G - Barrier wall at curb line between sidewalk and traffic lanes

5.10 Segment 10: Lake Shore Drive - Monroe Drive to Ohio Street

Location

Segment 10 extends along the upper level of Lake Shore Drive north of Monroe Drive to Ohio Street (See Figure 5.0.1). This segment is approximately 0.9 miles in length.

Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibits A7 and A8.

Land Use. Typical land uses include residential high rises, commercial and retail space to the west and recreational and retail land uses to the east. Specific land uses include Chicago Harbor, Chicago Yacht Club, Columbia Yacht Club, Lake Point Tower, North Pier, Navy Pier, Central District Filtration Plant and Ohio Street Beach.

Right-of-Way. There is no defined right-of-way because Lake Shore Drive is a park roadway which falls within the jurisdiction of the Chicago Park District. The existing cross section area varies from 140 feet near Monroe Drive to 241 feet throughout the remainder of the segment.

Roadway Characteristics. This segment of Lake Shore Drive is a dual level limited access facility located on structures which cross the Chicago River. On the upper level there are five lanes northbound and five lanes southbound in addition to entrance and exit ramps which interface with the lower level roadway and local street network. The speed limit on the upper level of this segment is 40 mph.

Traffic Operations. The existing average daily traffic volume in this segment varies from 153,700 to 118,300 VPD. Existing traffic volumes for this segment are shown on Exhibits B7 and B8.

Traffic Control and Intersection Details. There are no signalized intersections on the upper level roadway in this segment.

Structures. Lake Shore Drive from south of Randolph Street to north of Grand Avenue is located on two long structures, one carries northbound traffic and the

other carries southbound traffic. The portion of this structure over the Chicago River is a double deck bascule bridge. There is also a ramp structure from northbound Lake Shore Drive to Navy Pier. The existing structures are described in Table 5.10.1.

Table 5.10.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6030 | Lake Shore Drive / Chicago River | 104.0 | 356.0 | N/A | N/A |

Pedestrian/Bicycle Facilities. A network of meandering bicycle/pedestrian paths extends along both sides of Lake Shore Drive from Monroe Drive to the Chicago River. Randolph Street, Illinois Street, and Grand Avenue are designated bicycle routes within the City of Chicago. The lower roadway level of Randolph Street provides east-west at-grade access across Lake Shore Drive.

A pedestrian walkway across the Chicago River is provided adjacent to the lower roadway level of the Lake Shore Drive bridge.

Pedestrian/bicycle access to the Navy Pier area is available along Illinois Street, Grand Avenue, and Ohio Street, all of which have signalized at-grade crossings on the lower roadway level of Lake Shore Drive. A vehicle-bicycle conflict exists at the lower roadway intersection at Grand Avenue. A similar conflict may exist between vehicles and commuter bicyclist which use lower Lake Shore Drive. A separate riverfront pedestrian path adjacent to the Ogden Slip crosses Lake Shore Drive at ground level.

Transit. No scheduled CTA bus routes travel along Lake Shore Drive in this segment.

Principal Concerns

There are no operational problems on Lake Shore Drive in this segment. There is the potential to improve corridor aesthetics and to facilitate vehicular access to and from Navy Pier. A separate Navy Pier Traffic Study is being conducted by the Chicago Department of Transportation.

Proposed Improvements

The recommended improvements for this segment are shown on Exhibits D7 and D8.

Roadway Cross Section. No changes are recommended to the current lane configuration in this segment.

Aesthetic Improvements. Consider replacement of barrier median wall with aesthetic median wall (single-faced or double-faced) and aesthetic wall with rail along outside edge of pavement. Consider replacing standard street lighting with architectural street lighting. Improvements are shown on Exhibits C7 and C8.

Pedestrian / Bicycle Improvements. The location and configuration of pedestrian connections across Lake Shore Drive are listed below along with Chicago Park District recommendations for those connections. Lake Shore Drive Pedestrian/Bicycle Access improvements are shown on Exhibits C7 and C8.

- Randolph Street needs a connection from the upper street level down to ground level in Grant Park.
- Chicago River bridge, the stairs to mid-level connection, should be rehabilitated.
- A proposed Chicago River pedestrian walk would cross Lake Shore Drive at ground level (which is below the lower roadway level.)

Cost Estimate. The cost estimate for segment 10 is shown in Table 5.10.2.

Table 5.10.2: Summary of Cost Estimate

| Cost Estimates for Segment 10 of Lake Shore Drive (1991Dollars) | |
|--|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,080,000 |
| Roadway and Roadside Aesthetics | \$972,000 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$253,160 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$2,305,160 |
| Engineering (20%) | \$470,000 |
| Contingency (20%) | \$470,000 |
| Total Estimated Cost for Recommended Improvements | \$3,245,000 |

Other Alternatives Considered

Appendix A and Appendix B of this report describe in greater detail other alternatives considered for this segment. These alternatives are as follows:

Alternative A - Traffic management, driver information systems for Navy Pier parking.

Alternative B - Provide full access to Lake Shore Drive at Grand Avenue and Illinois Street

5.11 Segment 11: Lake Shore Drive - from Ohio Street to north of Oak Street

Location

Segment 11 extends along Lake Shore Drive from Ohio Street to north of Oak Street (See Figure 5.0.1). This segment is approximately 0.6 miles in length.

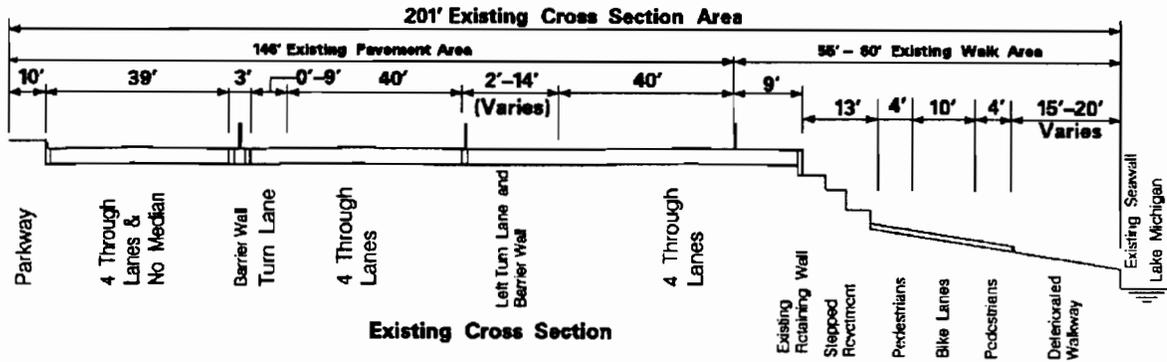
Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibit A8.

Land Use. The predominant land uses in this segment are high rise residential and commercial west of the corridor and recreational east of the corridor. Northwestern Law School is located along the corridor and Northwestern Hospital is located several blocks to the west of the corridor. The lakefront bicycle path runs along the east side of the corridor.

Right-of-Way. Lake Shore Drive is park land which falls under the jurisdiction of the Chicago Park District. The existing cross section area measured from the back of sidewalk on the west edge of Inner Drive to the east edge of the seawall is approximately 201 feet.

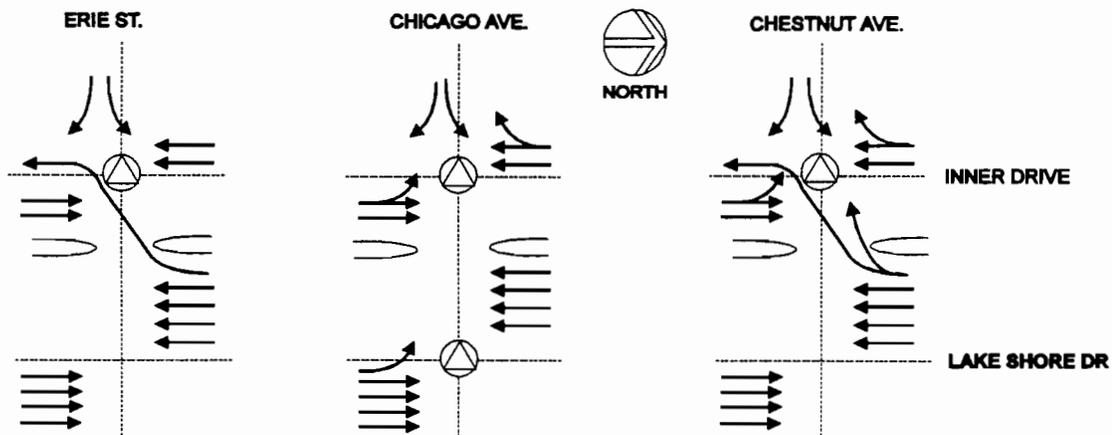
Roadway Characteristics. Lake Shore Drive is a limited access at-grade facility in this segment. There are four through lanes in each direction separated by a jersey barrier wall. Lane widths transition from 12 feet at Ohio Street to 10 feet at Erie Street. Lane widths remain at 10 feet until Oak Street. At that point lane widths transition back to 12 feet. All right-turn and left-turn lanes on Lake Shore Drive in this segment are 9 feet in width. There is also a jersey barrier wall along the outer edges of the through lanes. A 55 to 60 foot wide seawall exists to the east of the northbound through lanes which is used by pedestrian and bicycle traffic. The cross-section of Inner Drive consists of two through lanes in each direction located within a 39 foot wide roadway area. A 10 foot parkway is located to the west of Inner Drive. The speed limit in this segment is 40 mph.



Traffic Operations. The existing ADT in this segment varies from 118,300 to 136,000 VPD. The existing traffic for this segment is shown on Exhibit B8.

Traffic Control and Intersection Details. There is one signalized intersection along Lake Shore Drive at Chicago Avenue. There are three signalized intersections along Inner Drive at Erie Street, Chicago Avenue and Chestnut Street. These three intersections are shown in Figure 5.11.2.

Figure 5.11.2 Existing Intersection Configuration



Parking and Access. There is no parking allowed on Lake Shore Drive or the Inner Drive in this segment. Northbound access onto Lake Shore Drive is provided via an entrance ramp at Ontario Street. Northbound access from Lake Shore Drive to the Streeterville area is provided via a 9 foot left turn lane at Chicago Avenue. Southbound access from Lake Shore Drive is provided via right turn lanes at Ontario Street and Chestnut Street. **There is no southbound access onto Lake Shore Drive in this segment.**

Pedestrian/Bicycle Facilities. A designated off-street bicycle route extends along the seawall adjacent to the Lake Michigan shoreline in this segment. There are two pedestrian underpasses in this segment. They are located north of Ohio Street and north of Chicago Avenue.

Transit. No CTA buses are routed on Lake Shore Drive in this segment.

Principal Concerns

The key issues in this segment are:

- inadequate left-turn lane storage capacity on northbound Lake Shore Drive at Chicago Avenue, resulting in turning traffic backing up into northbound lanes.
- no access from Streeterville onto southbound Lake Shore Drive.
- a general lack of green space and aesthetic median and roadside treatments.
- narrow lanes (10 foot) within the South “S” Curve at Oak Street Beach. Substandard horizontal curvature at this same location.
- the segment is identified as a high accident location area based on Illinois Department of Transportation HALIS data.

Description of Alternatives

Several alternatives were developed to address the substandard curve at the Oak Street Beach. These alternatives involved lakefill, which went beyond study objectives. In the event that another agency implements shoreline protection improvements which involve lakefill, the opportunity to implement alternatives which correct the substandard curve may become feasible. The reader is referred to Appendix B - Alternatives Beyond Study Objectives for more information concerning these alternatives.

Two alternatives which meet study objectives, have been developed for this segment. These alternatives change the mainline geometry along Lake Shore Drive in order to provide northbound dual left turn lanes at the Chicago Avenue intersection. The proposed improvements for this segment are shown on Exhibits D8-A1, D8-A2 and in greater detail on Exhibits E11-1, and E11-2. The alternatives are as follows:

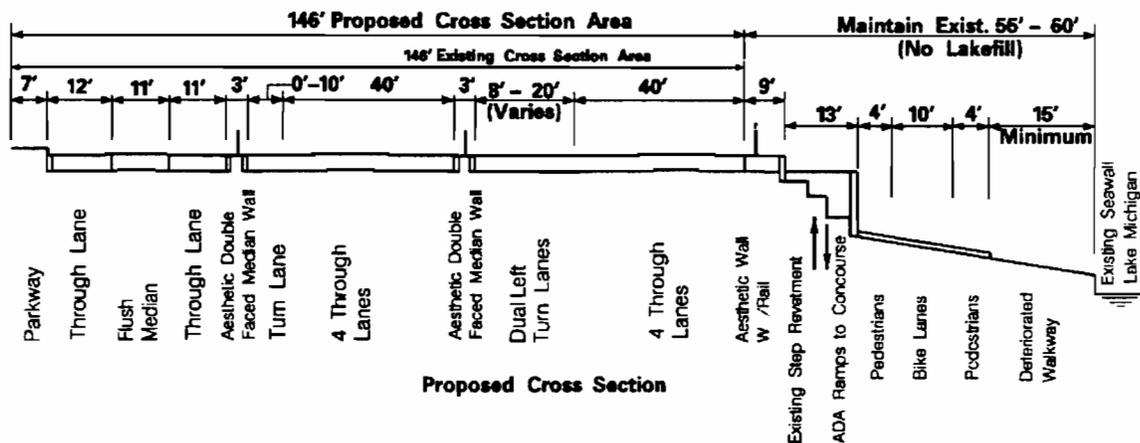
Alternative A1 - Widen to West - Narrow Inner Drive.

Alternative A2 - Widen to East - Narrow Pedestrian Path.

Included in both of these alternatives is the recommendation of a southbound entrance onto Lake Shore Drive at Superior Street. This movement would be coordinated with northbound (Lake Shore Drive) to westbound (Chicago Avenue) turning movements.

Roadway Cross Section

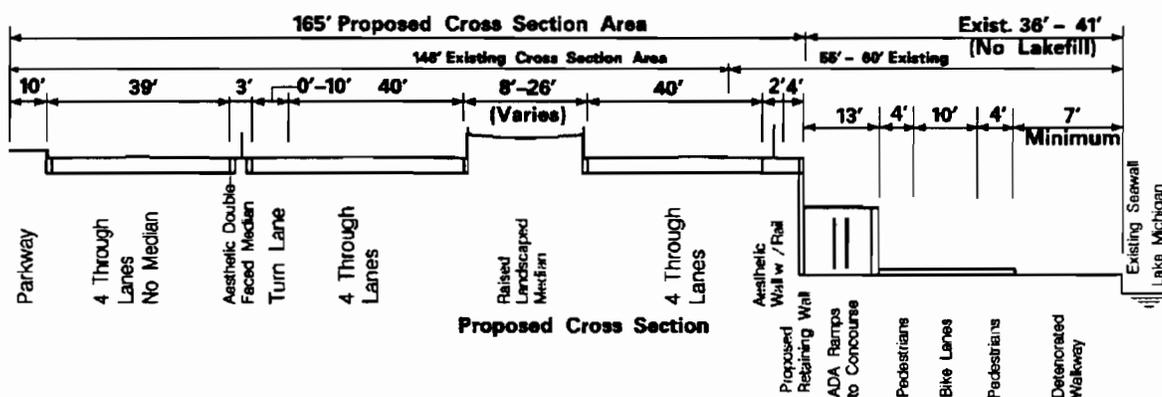
Alternative A1. The proposed cross-section for this alternative involves providing dual left turn lanes at Chicago Avenue and widening the pavement to the west. The existing east edge of pavement on Lake Shore Drive would not change. The Inner Drive would have to be narrowed so that only one through lane in each direction and a flush median could be accommodated. Aesthetic median wall or aesthetic wall with rail would be installed along the outside edges of Lake Shore Drive in this segment. An aesthetic double-faced median wall would be installed south of Chicago Avenue. North of Chicago Avenue a raised landscaped median is proposed and would connect to the existing landscaped median at the north end of this segment.



Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 11

Alternative A2. The proposed cross-section for this alternative involves providing dual left turn lanes at Chicago Avenue and widening the pavement to the east. This alternative would have no impact on Inner Drive but would require the construction of a retaining wall for the northbound travel lanes. The width of usable space along the pedestrian/bicycle path adjacent to the seawall would be reduced due to widening Lake Shore Drive to the east. The area of greatest impact would occur at Chicago Avenue and gradually taper back to the existing alignment to the north and the south. A raised landscaped median is proposed to the south of Chicago Avenue while the raised landscaped median would taper to an aesthetic median wall north of Chicago Avenue.



Aesthetic Improvements. The replacement of the Jersey barrier wall with a raised landscaped median, will improve roadway aesthetics in this segment by replacing the Jersey type of barrier wall. Improvements are shown on Exhibit C8.

Pedestrian/Bicycle Facilities. The location and configuration of pedestrian connections across Lake Shore Drive are listed below along with Chicago Park District recommendations for those connections. Improvements are shown on Exhibit C8.

- Chicago Avenue, underpass, to be rehabilitated. Ramps are proposed for compliance with ADA standards. This underpass will need to be extended to the east for Alternative A2.

Intersection Configuration. An additional left turn lane is proposed for northbound traffic at the Chicago Avenue intersection. Improved signal timing is recommended with the proposed signalized intersection at Superior Street. The proposed intersection geometrics are shown on Exhibits F11-1 for Alternative A1 and F11-2 for Alternative A2.

Right of Way Requirements/Greenspace Impacts. No additional right-of-way is required for Alternative A1. Alternative A2 will require 0.9 acres of right-of-way. Increased greenspace is provided within the proposed landscaped median and the associated plantings for Alternative A2.

Cost Estimate. The cost estimate for segment 11 Alternative A1 is shown in Table 5.11.1.

Table 5.11.1: Summary of Alternative A1 Cost Estimate

| Cost Estimates for Segment 11, Alt. A1 of Lake Shore Drive (1991 Dollars) | |
|--|--------------------|
| Improvements | Estimated Cost |
| Recommended | |
| Roadway | \$990,000 |
| Roadway and Roadside Aesthetics | \$1,156,800 |
| Intersection Improvements | \$400,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$14,400 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$2,561,200 |
| Engineering (20%) | \$520,000 |
| Contingency (20%) | \$520,000 |
| Total Estimated Cost for Recommended Improvements | \$3,601,000 |

Lake Shore Drive/Stony Island Avenue

**CHAPTER FIVE: CORRIDOR IMPROVEMENT
ALTERNATIVES - Segment 11**

Table 5.11.2: Summary of Alternative A2 Cost Estimate

| Cost Estimates for Segment 11, Alt. A2 of Lake Shore Drive (1991 Dollars) | |
|--|--------------------|
| Improvements | Estimated Cost |
| Recommended | |
| Roadway | \$1,265,112 |
| Roadway and Roadside Aesthetics | \$1,320,800 |
| Intersection Improvements | \$400,000 |
| Structure Modification and New Structure | \$720,000 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$14,400 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,720,312 |
| Engineering (20%) | \$750,000 |
| Contingency (20%) | \$750,000 |
| Total Estimated Cost for Recommended Improvements | \$5,220,000 |

Alternatives Beyond SRA Objectives

During the public involvement and agency input phases of this project, several Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative A3 - Grade-separate northbound exit ramp at Chicago Avenue

Alternative A4 - Provide Dual left turns at Chicago Avenue, requiring Lakefill.

Alternative B - Provide full access to Lake Shore Drive at Oak Street.

5.12 Segment 12: Lake Shore Drive - North of Oak Street to North Avenue

Location

Segment 12 extends along Lake Shore Drive from north of Oak Street to North Avenue (See Figure 5.0.1). This segment is approximately 0.9 miles in length.

Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibits A8 and A9.

Land Use. The predominant land uses west of Lake Shore Drive are high rise buildings interspersed with multiple family dwellings. The International College of Surgeons is located along the corridor one block south of North Avenue. The land use east of Lake Shore Drive is recreational with Oak Street Beach and lakefront seawall.

Right-of-Way. Lake Shore Drive is located on park land which falls within the jurisdiction of the Chicago Park District. The existing cross section area measured from the back of parkway west of the Inner Drive to the back of parkway east of Lake Shore Drive varies from 193 to 197 feet.

Roadway Characteristics. Lake Shore Drive is a limited access facility with four 12 foot lanes in each direction and a landscaped Chicago Wall barrier median with a width varying from eight to 12 feet. There are also barrier walls along the outer edges of Lake Shore Drive. A continuous northbound auxiliary lane exists between the Michigan Avenue entrance ramp and the LaSalle Drive exit ramp. The speed limit northbound is 35 mph through the Oak Street curve and 45 mph north of the Oak Street curve. The speed limit southbound is 40 mph north of the Michigan Avenue curve, 35 mph through the Michigan Avenue curve and 25 mph through the Oak Street curve.

Traffic Operations. The existing ADT in this segment varies from 136,000 to 169,300 VPD. The section of roadway between the LaSalle Drive interchange and the northbound Michigan Avenue on-ramp and the southbound Michigan Avenue exit ramp carries the largest volume of traffic on Lake Shore Drive. Existing traffic volumes are shown on Exhibits B8 and B9. The Michigan Avenue/Oak Street intersection was ranked 8th as a high accident intersection by the City of Chicago in 1989.

Traffic Control and Intersection Details. There are no signalized cross streets on this segment.

Parking and Access. There is no parking along this segment of Lake Shore Drive. The Inner Drive serves local traffic along the west side of Lake Shore Drive and extends from the junction of Lake Shore Drive and Michigan Avenue to the northern limit of this segment just south of LaSalle Drive.

There is a southbound exit ramp which accesses Michigan Avenue north of Oak Street and a northbound entrance ramp from Michigan Avenue to Lake Shore Drive. This ramp passes under Lake Shore Drive and merges into the right lane of Lake Shore Drive.

Structures. There is one structure carrying Lake Shore Drive over the northbound Michigan Avenue entrance ramp. It is shown in Table 5.12.1.

Table 5.12.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|---|--------------|---------------|------------------------------------|----------------------------------|
| *N/A | Lake Shore Drive / (NB) Michigan Avenue entrance ramp | *N/A | *N/A | *N/A | *N/A |

* Information not available in IDOT Data Bank

Pedestrian/Bicycle Facilities. A pedestrian underpass provides access across Lake Shore Drive to the Oak Street Beach, north of Division Street. The lakefront bicycle path extends along the seawall adjacent to Lake Shore Drive in this segment. There are two pedestrian underpasses in this segment. They are located at Oak Street Beach, east of the Michigan Avenue entrance ramp, and another at Division Street.

Transit Facilities. Existing transit services in this segment are summarized in Appendix D: Corridor Transit Summary.

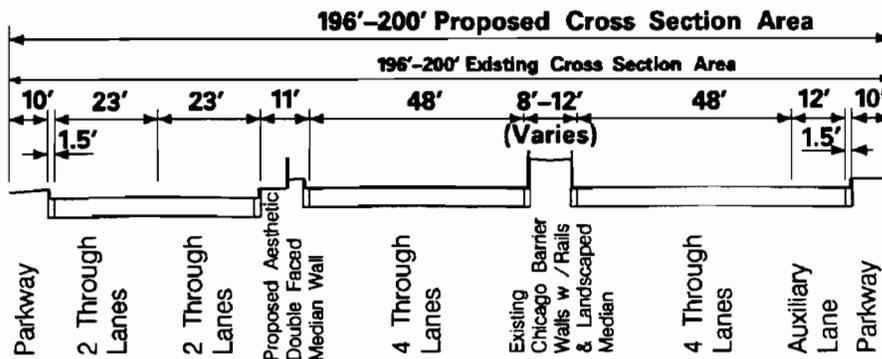
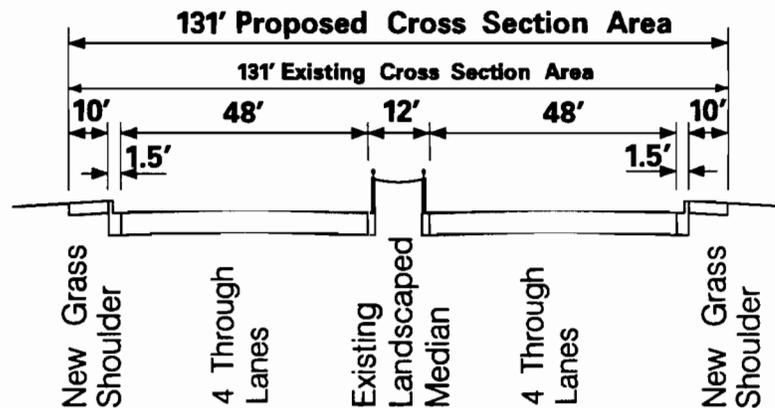
Principal Concerns

There are no operational problems in this segment. The existing guardrail along the outer edges of Lake Shore Drive presents an opportunity for aesthetic improvement.

Description of Alternatives

Recommended improvements for this segment are shown on Exhibits D8 and D9.

Roadway Cross Section. No changes are recommended to the roadway cross section.



Aesthetic Improvements. The guardrail located in the parkway along the outside edge of pavement should be replaced with an aesthetic wall with rail. The median separating the Inner Drive from southbound Lake Shore Drive should be replaced with an aesthetic double-faced median. The streetlights should also be replaced with historic type lighting fixtures. Improvements are shown on Exhibits C8 and C9.

Pedestrian/Bicycle Facilities. The Chicago Park District plans to improve the Division Street pedestrian underpass by adding ramps to make it accessible based on ADA standards. The recommended pedestrian/bicycle improvements are shown on Exhibits C8 and C9.

Right of Way Requirements/Greenspace Impacts. 1.2 acres of greenspace will be returned due to narrowing the parkways in the southern portion of this segment.

Cost Estimate. The cost estimate for segment 12 is shown in Table 5.12.2.

Table 5.12.2: Summary of Cost Estimate

| Cost Estimates for Segment 12 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,080,000 |
| Roadway and Roadside Aesthetics | \$1,732,320 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$225,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,037,320 |
| Engineering (20%) | \$610,000 |
| Contingency (20%) | \$610,000 |
| Total Estimated Cost for Recommended Improvements | \$4,257,000 |

5.13 Segment 13: Lake Shore Drive - LaSalle Drive Interchange Area

Location

Segment 13 extends along Lake Shore Drive from the south LaSalle Drive/North Avenue ramp termini to the north ramp termini and along LaSalle Drive from its east end (at the North Avenue Beach House) to Stockton Drive (See Figure 5.0.1). This segment of Lake Shore Drive is approximately 0.4 miles in length.

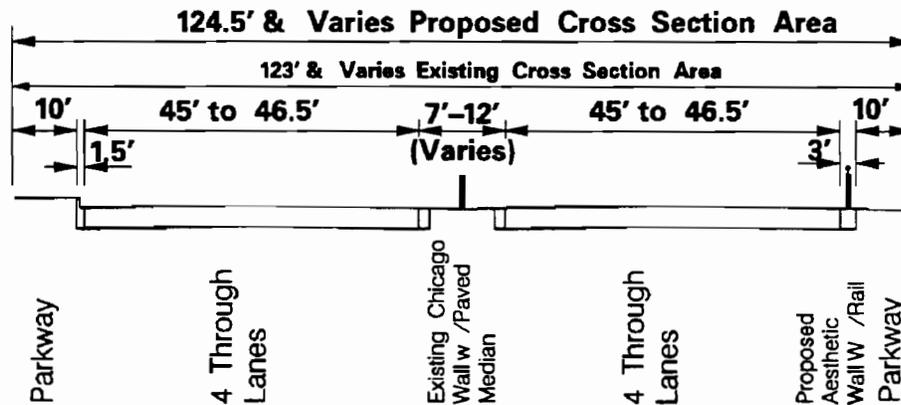
Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibit A9.

Land Use. The only land use within this segment is recreational in nature. This segment is located in the south end of Lincoln Park. The land uses east of Lake Shore Drive include: a shelter in the southeast corner of this segment used for playing chess, the North Avenue Beach and its associated Beach House and parking lot. There is open land to the west of this segment and softball fields northwest of the interchange. The Chicago Historical Society is located to the west of Stockton Drive. A plan exists to consider the construction of a parking garage between Clark Street and Stockton Drive.

Right-of-Way. Lake Shore Drive is located on park land which falls within the jurisdiction of the Chicago Park District. The existing cross section area of mainline Lake Shore Drive in this segment is approximately 120 feet.

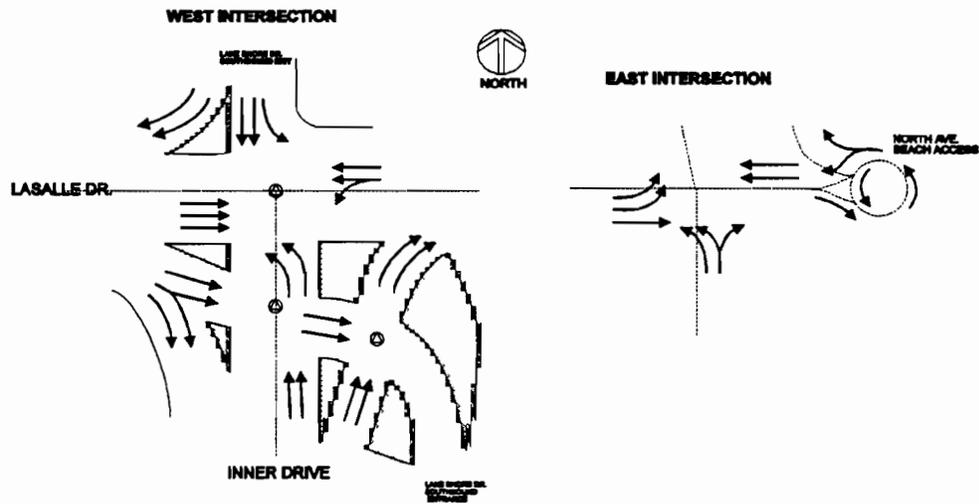
Roadway Characteristics. The pavement width of Lake Shore Drive in Segment 13 ranges from 45 to 46.5 feet for the four lanes in the northbound and southbound direction. There is a Chicago Wall landscaped median and there are steel guard rail barriers along portions of the outside lanes. The existing speed limit in this segment is 45 mph.



Traffic Operations. The existing ADT in this segment along mainline Lake Shore Drive varies between 169,100 and 169,300 VPD. Existing traffic information is shown on Exhibit C9.

Traffic Control and Intersection Details. There are no signalized intersections along mainline Lake Shore Drive in this segment. There are signalized intersections at the LaSalle Drive interchange ramps. These intersections are shown in Figure 5.13.2. The southbound exit ramp onto LaSalle Drive is free flow.

Figure 5.13.2 Existing Intersection Configuration



Parking and Access. There is no on street parking on Lake Shore Drive or LaSalle Drive in Segment 13.

Structures. There is one structure in this segment which carries Lake Shore Drive over LaSalle Drive. This structure is described in Table 5.13.1.

Table 5.13.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6189 | Lake Shore Drive / LaSalle Drive | 108.5 | 83.0 | 59.7 | 12.0 |

Pedestrian/Bicycle Facilities. Pedestrian/bicycle paths extend along both sides of Lake Shore Drive and throughout Lincoln Park, including a designated off-street bicycle route which follows the Lake Michigan shoreline

A pedestrian underpass at North Avenue provides access across Lake Shore Drive. A pedestrian overpass north of LaSalle Drive provides access across Lake Shore Drive. Pedestrian and bicycle access under Lake Shore Drive is also available at LaSalle Drive.

Transit. Existing transit services in this segment are summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Principal concerns within the LaSalle Drive Interchange area are:

- accident potential associated with a parking lot exit onto the northbound exit ramp.
- complexity of the LaSalle Drive/Inner Drive intersection.
- accident potential associated with weaving movements on the southbound exit ramp where traffic from southbound Cannon Drive merges with exiting southbound Lake Shore Drive traffic, before proceeding south to the Inner Drive or southbound ramp or west towards LaSalle Street and North Avenue.
- the need to provide transit access to the North Avenue Beach area.

Proposed Improvements

Proposed improvements are indicated on Exhibit D9 and Exhibit E13-1.

A basic recommendation is to improve transit access to the North Avenue Beach. Other recommendations include modifications to the intersection west of the LaSalle Drive bridge, realignment of the southbound to westbound ramp, and North Avenue Beach parking lot improvements. Any single recommendation, or combination of recommendations could be implemented for this segment.

Modifications to the intersection west of the LaSalle Drive bridge. This recommendation simplifies the confusing intersection geometry at the junction of LaSalle Drive with the Inner Drive. **The three separate intersections in this area would be combined into one intersection.** All turning movements could still be made at this intersection.

Realignment of the southbound to westbound ramp. This recommendation proposes a smaller radius for the southbound exit ramp onto LaSalle Drive. Land is returned to the park while still maintaining a free-flow condition for this movement. Weaving distance is increased for southbound exiting traffic. This recommendation also provides a minor amount of additional area to accommodate weaving needs before traffic diverges to either the Inner Drive or west to LaSalle Drive.

North Avenue Beach parking lot improvements. This recommendation eliminates the exit from the North Avenue Beach parking lot by replacing it with a cul-de-sac. Traffic will be required to recirculate through the parking lot and exit at the same location where the entrance is currently located. This will require reconfiguration of the parking lot.

Roadway Cross Section. No modifications to the mainline Lake Shore Drive roadway cross section are recommended in this segment.

Aesthetic Improvements. The steel beam guard rail along the outside edges of Lake Shore Drive should be replaced with an aesthetic wall with rail. Decorative street lighting should be utilized wherever possible. Improvements are shown on Exhibit C9.

Structures. No modifications to the structure carrying Lake Shore Drive over LaSalle Drive are recommended.

Transit. Transit access to North Avenue Beach should be provided. Coordination with Chicago Transit Authority and the Chicago Park District should be continued. A bus turnaround should be provided and transit amenities integrated within the existing Park District building.

Pedestrian / Bicycle Facilities. The location and configuration of the pedestrian/bicycle crossings across Lake Shore Drive is shown on Exhibit C9. The Chicago Park District has scheduled reconstruction of the North Avenue underpass in 1996. This reconstruction should bring the underpass to ADA standards.

Interchange/Intersection Configuration. See alternatives discussion.

Right of Way Requirements/Greenspace Impacts. No additional right-of-way is required in this segment. 0.6 acres of greenspace will be returned if the southbound exit ramp turning radius is reduced at LaSalle Drive.

Cost Estimate. The cost estimate for segment 13 is shown in Table 5.13.2.

Table 5.13.2: Summary of Cost Estimate

| Cost Estimates for Segment 13 of Lake Shore Drive (1991Dollars) | |
|--|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$568,490 |
| Roadway and Roadside Aesthetics | \$115,200 |
| Intersection Improvements | \$1,000,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$1,986,690 |
| Engineering (20%) | \$400,000 |
| Contingency (20%) | \$400,000 |
| Total Estimated Cost for Recommended Improvements | \$2,787,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. The alternatives are as follows:

- Alternative A - U-turn for eastbound to southbound traffic entering onto Lake Shore Drive
- Alternative B - Tighten southbound on-ramp
- Alternative C - Eliminate Inner Drive from LaSalle Drive to North Avenue, connect Inner Drive to North Avenue
- Alternative D - Eliminate southbound right turn curve to LaSalle Drive, eliminate southbound on-ramp
- Alternative E - Eliminate access from North Avenue Beach turnaround to northbound on-ramp
- Alternative F- Tighten interchange

5.14 Segment 14: Lake Shore Drive - north of LaSalle Drive to south of Belmont Avenue

Location

Segment 14 extends along Lake Shore Drive from north of the LaSalle Drive interchange to south of the Belmont Avenue interchange (See Figure 5.0.1). This segment is approximately 1.7 miles in length.

Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibits A9 and A10.

Land Use. The land use in this segment is recreational in nature. North Avenue Beach and the lakefront are located to the east. At the northeast corner of the Fullerton Avenue interchange is the Theater on the Lake and north of Diversey Harbor is the former Gun Club which has been renovated to include a restaurant and bicycle repair shop. Lincoln Park is located east of Lake Shore Drive with land uses including Lincoln Park Zoo, Diversey Harbor Golf Driving Range, and residential high rises at the north end of the segment.

Right-of-Way. Lake Shore Drive is located on park land which falls within the jurisdiction of the Chicago Park District. The existing cross section area in this segment is approximately 120 to 122 feet.

Roadway Characteristics. There are four through lanes in each direction along this segment. The pavement width of Lake Shore Drive varies from 44 to 48 feet for each of the northbound and southbound pavements between LaSalle Drive and Diversey Harbor, and 45 feet from Diversey Harbor to Belmont Avenue. There is a seven to 12 foot wide double-faced Chicago Wall barrier median from the LaSalle Drive interchange to midway between Fullerton Avenue and Diversey Parkway. North of this point there is a 12 foot wide Chicago Wall landscaped median. The outside roadway edges are bounded by curb and gutter and interspersed with guardrail behind the curb in some areas. The speed limit for this segment of Lake Shore Drive is 45 mph in both directions.

Traffic Operations. The existing ADT in this segment varies from 150,400 to 168,100 VPD. Existing traffic conditions are shown on Exhibits B9 and B10.

Traffic Control and Intersection Details. In Segment 14 there are no signalized intersections on Lake Shore Drive. The northbound exit and entrance ramps at Fullerton Avenue are signalized. The southbound exit ramp at Fullerton Avenue is stop-sign controlled and the southbound entrance ramp at Fullerton Avenue is free flow.

Parking and Access. There is no on-street parking on Lake Shore Drive in Segment 14.

Structures. There are two structures in this segment. One carries Lake Shore Drive over Fullerton Avenue and the other carries Lake Shore Drive across the entrance to Diversey Harbor. These structures are described in Table 5.14.1.

Table 5.14.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|--|--------------|---------------|------------------------------------|----------------------------------|
| 016-6188 | Lake Shore Drive / Fullerton Avenue | 105.8 | 72.8 | 66.0 | 14.0 |
| 016-6192 | Lake Shore Drive / Diversey Pkwy Harbor Access | 125.5 | 68.7 | *N/A | *N/A |

* Information not available in IDOT Data Bank.

Pedestrian/Bicycle Facilities. Pedestrian/bicycle paths extend along both sides of Lake Shore Drive in this segment and throughout Lincoln Park, including a designated off-street bicycle route which follows the Lake Michigan shoreline.

Pedestrian underpasses provide access across Lake Shore Drive at the following locations: Diversey Harbor entrance and south of Belmont Avenue. Pedestrian and bicycle access across Lake Shore Drive is also provided at the Fullerton Avenue interchange.

Transit. Transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

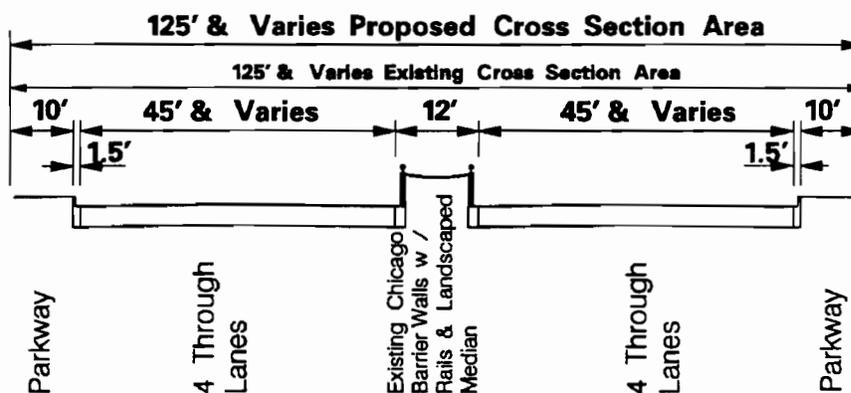
The key concern in this segment are roadside aesthetics. The ramps at the former Diversey Gun Club should be removed and converted to parkland. The steel plate guardrail also provides an opportunity for aesthetic improvements. There are no operational issues along mainline Lake Shore Drive.

Proposed Improvements

Recommended improvements for this segment are shown on Exhibits D9 and D10.

Gun Club Ramp Removal. Remove the northbound off- and on-ramps to the old Gun Club site. This would eliminate vehicular access from Lake Shore Drive to that facility which now houses a restaurant and a bicycle repair shop.

Roadway Cross Section. No modifications to the roadway cross section are proposed in this segment.



Aesthetic Improvements. Replace steel plate guardrail with aesthetic median wall or aesthetic wall with rail where possible. Consider the use of decorative street lighting to replace existing fixtures. Improvements are shown on Exhibits C9 and C10.

Structures. No structure modifications are required.

Pedestrian/Bicycle Facilities. The location and configuration of the pedestrian connections across Lake Shore Drive are listed below along with the City of Chicago Park District recommendations for those connections.

- Diversey Harbor entrance, consider widening the east-west sidewalk platforms or provide a new concourse.
- Barry Street, improve existing underpass.

The proposed pedestrian/ bicycle recommendations are shown on Exhibits C9 and C10.

Transit Facilities. See Appendix D

Interchange/Intersection Configuration. No interchange modifications are proposed at Fullerton Avenue.

Right of Way Requirements/Greenspace Impacts. 0.1 acres of greenspace will be returned due to removal of the ramps at the former Diversey Gun Club.

Cost Estimate. The cost estimate for this segment is shown in Table 5.14.2.

Table 5.14.2: Summary of Cost Estimate

| Cost Estimates for Segment 14 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$2,050,000 |
| Roadway and Roadside Aesthetics | \$2,823,360 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$285,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$4,873,360 |
| Engineering (20%) | \$980,000 |
| Contingency (20%) | \$980,000 |
| Total Estimated Cost for Recommended Improvements | \$6,833,000 |

5.15 Segment 15: Lake Shore Drive - Belmont Avenue Interchange Area

Location

Segment 15 extends along Lake Shore Drive from the southern Belmont Avenue ramp termini to the northern Belmont Avenue ramp termini (See Figure 5.0.1). This segment is approximately 0.3 miles in length.

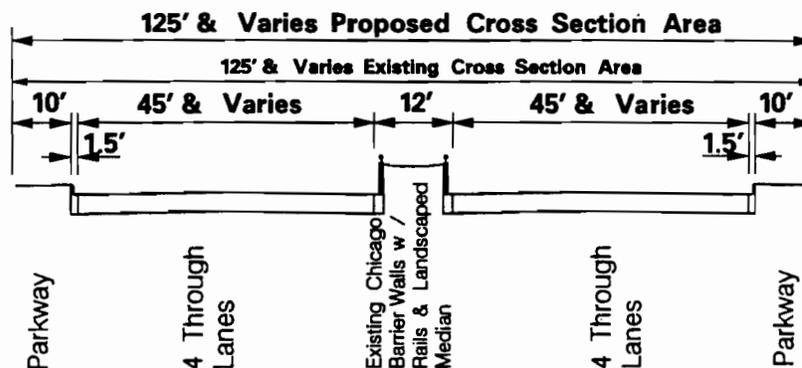
Existing Facility Characteristics

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibit A10.

Land Use. The land use in this segment is recreational east of Lake Shore Drive and high rise residential west of Lake Shore Drive. Belmont Harbor and the Belmont Harbor Yacht Club are both located just to the east.

Right-of-Way. Lake Shore Drive is located on park land which falls within the jurisdiction of the Chicago Park District. The existing cross section is approximately 122 feet.

Roadway Characteristics. There are four northbound and four southbound lanes in this section. Each pavement has a width of 45 feet (with some variance) in this segment. There is a 12 foot wide Chicago Wall type landscaped median throughout the limits of this segment. The outside edges of the pavement are bounded by curb and gutter and a concrete wall or steel guardrail. The speed limit in this segment is 45 mph.



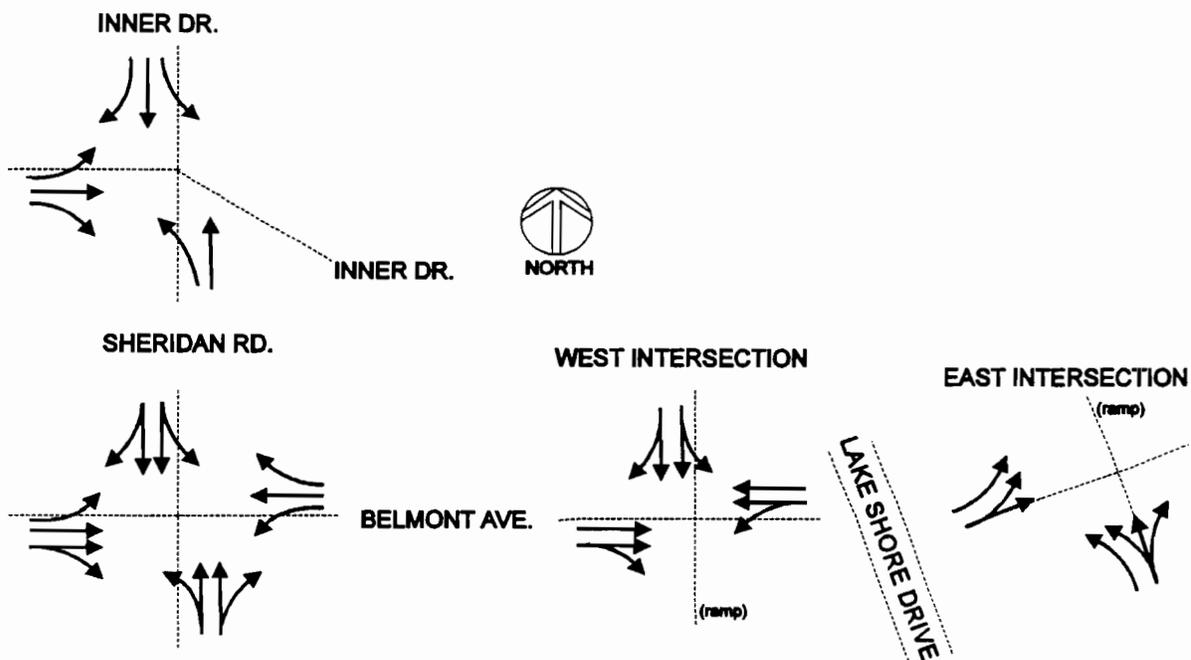
Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT ALTERNATIVES - Segment 15

Traffic Operations. The existing ADT in this segment varies from 136,700 VPD north of the interchange and 150,400 VPD south of the interchange. There is a compressed urban diamond interchange at Belmont Avenue.

Traffic Control and Intersection Details. There are no signalized intersections on mainline Lake Shore Drive in this segment. The northbound and southbound ramp intersections on Belmont Avenue are both signalized and are shown in Figure 5.15.2. These signalized ramp termini are influenced by two other intersections, Belmont Avenue at Sheridan Road, and Sheridan Road at the Inner Drive.

Figure 5.15.2. Existing Intersection Configuration



Parking and Access. There is no on street parking on Lake Shore Drive in Segment 15. Sheridan Road serves local traffic along the west side of Lake Shore Drive.

Structures. The one structure in this segment carries Lake Shore Drive over Belmont Avenue. It is described in Table 5.15.1.

Table 5.15.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6187 | Lake Shore Drive / Belmont Avenue | 106.3 | 70.3 | 66.06 | 13.5 |

Pedestrian/Bicycle Facilities. The designated off-street lakefront bicycle path extend along the east side of Lake Shore Drive. Pedestrian access across Lake Shore Drive is provided at the Belmont Avenue interchange.

Transit Facilities. Existing transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

The main issues in this segment include:

- traffic back-ups on Lake Shore Drive at the northbound exit ramp.
- congestion on the local street system.
- vehicle, pedestrian, and bicycle conflicts especially east of the interchange.
- difficulty in making turning movements because of proximity of Belmont Harbor to the east.

The northbound exiting traffic from Lake Shore Drive sometimes backs up into the through lanes creating the potential for accidents. Congestion on Belmont Avenue from the interchange west to Broadway Avenue impacts interchange operation. The interchange operation is also impacted by substandard geometrics. The east side ramps are built close to the mainline lanes due to the close proximity of Belmont Harbor and an access road to the Belmont Harbor parking lot. The geometry of the west side ramp intersection is confusing due to inconsistent lane configurations through the intersection and a fifth leg to the intersection (Sheridan Road).

Proposed Improvements

An alternative was developed to address substandard intersection geometrics and to reduce vehicle/pedestrian/bicycle conflicts on the **east-side of the interchange**. This alternative involved lakefill, which went beyond study objectives. In the event that another agency implements shoreline protection improvements which involve lakefill, the opportunity to implement an alternative which would correct the substandard intersection may become feasible. The reader is referred to Appendix B - Alternatives Beyond Study Objectives for more information concerning the lakefill alternative.

Two basic recommendation are to add a northbound exit ramp auxiliary lane and tighten the diamond interchange. These recommendations could be implemented jointly or as stand-alone projects. The recommended improvements for this segment which are within study objectives are shown on Exhibit D10.

Add Northbound Exit Ramp Auxiliary Lane. This recommendation would prevent northbound exiting traffic from backing up into the mainline lanes of Lake Shore Drive by providing up to a 1500 foot auxiliary lane for exiting traffic. The exact length of this auxiliary lane is to be determined later during more detailed studies. This auxiliary lane will require the taking of greenspace. See Exhibit E15-1 for geometric details.

Tighten Diamond Interchange. This recommendation would move the northbound exit and entrance ramps closer to mainline Lake Shore Drive. This would result in better geometry at the northbound ramp intersection with Belmont Avenue and the access road to the Belmont Harbor parking lot. This would also provide an opportunity to increase the separation between the interchange ramps and the pedestrian/bicycle path.

Roadway Cross Section. There are no recommended changes to the existing roadway cross section.

Aesthetic Improvements. An aesthetic median wall or aesthetic wall with rail should replace steel plate guard rail. Improvements are shown on Exhibit C10.

Structures. No structural modifications are recommended in this segment.

Pedestrian/Bicycle Facilities. Improve separation between the pedestrian/bicycle path and the Belmont Harbor access road/interchange ramps. Improvements are shown on Exhibit C10.

Interchange/Intersection Configuration. Geometric modifications are listed in above recommendations. Improved traffic signal timing should be considered as part of the proposed geometric improvements. **Intersection details are shown on Exhibit F15-1.**

Right of Way Requirements/Greenspace Impacts. Approximately 0.5 acres of park land will be required to implement Alternative A.

Cost Estimate. The cost estimate to add a northbound exit ramp auxiliary lane is shown in Table 5.15.2.

Table 5.15.2: Summary of Cost Estimate

| Cost Estimate to Add Northbound Exit Ramp Auxiliary Lane in Segment 15 (1991 Dollars) | |
|--|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$480,600 |
| Roadway and Roadside Aesthetics | \$498,240 |
| Intersection Improvements | \$400,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$7,200 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$1,386,040 |
| Engineering (20%) | \$280,000 |
| Contingency (20%) | \$280,000 |
| Total Estimated Cost for Recommended Improvements | \$1,946,000 |

The cost estimate to tighten the diamond interchange (east-side only) is shown in Table 5.15.3.

Table 5.15.3: Summary of Cost Estimate

| Cost Estimate to Tighten Diamond Interchange in Segment 15 (1991 Dollars) | |
|---|-----------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$455,700 |
| Roadway and Roadside Aesthetics | \$498,240 |
| Intersection Improvements | \$400,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$7,200 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$1,361,140 |
| Engineering (20%) | \$280,000 |
| Contingency (20%) | \$280,000 |
| Total Estimated Cost for Recommended Improvements | \$1,921,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. This alternatives is as follows:

Alternative A - Relocate southbound off-ramp to Sheridan Road

Alternatives Beyond SRA Objectives

During the public involvement and agency input phases of this project, several Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative B - Harbor fill for pedestrian/auto separation.

5.16 Segment 16: Lake Shore Drive - Belmont Avenue to Montrose Avenue

Location

Segment 16 extends along Lake Shore Drive from north of the Belmont Avenue interchange to south of the Montrose Avenue interchange (See Figure 5.0.1). This segment is approximately 1.3 miles in length.

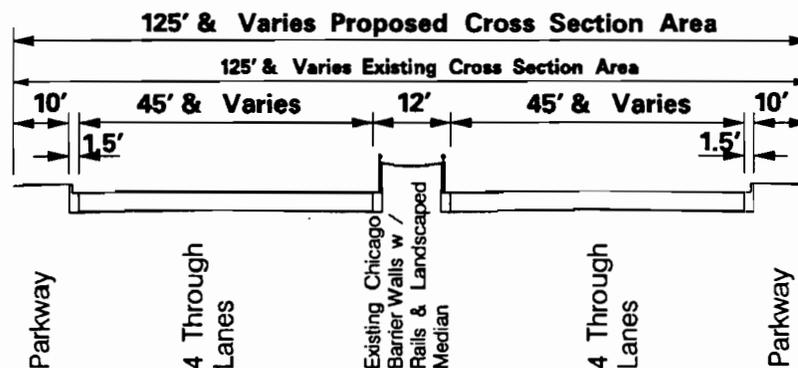
Existing Facility Characteristics.

The existing facility characteristics for this segment of Lake Shore Drive are shown on Exhibit A10.

Land Use. The land use in this segment is recreational to the east of Lake Shore Drive and residential high rises to the west of Lake Shore Drive. Specific land uses to the east include Belmont Harbor, tennis courts, ball fields and Waveland Golf Course. In addition to the residential buildings to the west specific land uses include Temple Shalom Operation Exodus, American Islamic College and Walt Disney Magnet School.

Right-of-Way. Lake Shore Drive is park land which falls within the jurisdiction of the Chicago Park District. There is no defined right-of-way but the existing disturbance area is approximately 122 feet.

Roadway Characteristics. The pavement width of Lake Shore Drive in Segment 16 is 45 feet (with some variation) for the four lanes in each direction. There is a 12 foot Chicago Wall landscaped median throughout the length of this segment. The outside edges of the pavement are bounded by curb and gutter with a steel plate guardrail in some areas. The existing speed limit in this segment is 45 mph except in the vicinity of Irving Park Road where the speed limit drops to 35 mph due to the curvilinear alignment.

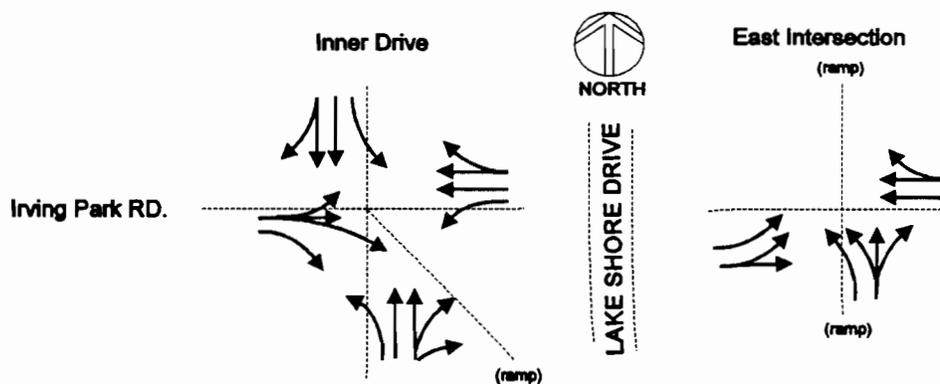


Lake Shore Drive/Stony Island Avenue

Traffic Operations. The existing ADT in this segment varies from 136,700 VPD between Belmont Avenue and Irving Park Road to 125,900 VPD between Irving Park Road and Montrose Avenue. There is a slip ramp from northbound Lake Shore Drive to the lakefront at approximately Addison Street which services Recreation Drive. The diamond interchange at Irving Park Road includes a “button hook” type southbound exit ramp, where the exit ramp meets Marine Drive at an unsignalized intersection. The other three ramps are in a standard configuration. Existing traffic volumes are shown on Exhibit B10.

Traffic Control and Intersection Details. In Segment 16 there are no signalized intersections on mainline Lake Shore Drive. There are signalized intersections at the northbound and southbound ramps at Irving park Road. These intersections are shown in Figure 5.16.2.

Figure 5.16.2: Existing Intersection Configuration



Parking and Access. There is no on street parking on Lake Shore Drive in Segment 16.

Structures. There is one structure in this segment which carries Lake Shore Drive over Irving Park Road. This structure is described in Table 5.16.1.

Table 5.16.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|---------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6186 | Lake Shore Drive / Irving Park Avenue | 56.8 | 131.0 | 73.6 | 12.2 |

Pedestrian/Bicycle Facilities. The designated off-street lakefront bicycle path extends through Lincoln Park east of Lake Shore Drive in this segment. Pedestrian underpasses provide access across Lake Shore Drive at the following locations: north of Belmont Avenue; north of Addison Street; and south of Montrose Avenue. Pedestrian and bicycle access across Lake Shore Drive is also available at the Irving Park Road interchange.

Transit Facilities. Existing transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

The key concern in this segment is **the congestion at the Recreation Drive off-ramp and the Irving Park Road interchange**. In addition Irving Park Road at Lake Shore Drive is inadequately channelized. Also insufficient “green time” is provided to accommodate turning movements.

During summer months northbound exiting traffic conflicts with local Recreation Drive traffic. These factors combine to result in three phenomena. These are:

- northbound exiting traffic backs up onto northbound through lanes;
- traffic backs up along Recreation Drive;
- the intersections of Irving Park Road with Marine Drive and Recreation Drive are congested;

In addition, the local street system does not have the capacity to accommodate the volume of traffic.

Proposed Improvements

Three basic recommendations are: to remove the Recreation Drive off-ramp, provide limited throat widening on Recreation Drive, and one more lane and improved lane channelization on Irving Park Road; and to provide a new pedestrian underpass on the north side of Irving Park Road. These recommendations could be implemented jointly or as stand alone projects. The recommended improvements for this segment which are within study objectives are shown on Exhibit D10.

- **Remove Recreation Drive off-ramp.** This alternative would eliminate the Recreation Drive off-ramp. Traffic wishing to access the areas of the park served by Recreation Drive would use the Irving Park Road interchange.
- **Limited widening on Recreation Drive, east of Lake Shore Drive, at Irving Park Road to accommodate vehicular turning movements.** This alternative would provide additional storage for vehicles exiting at Recreation Drive. This would require some additional park land for the added pavement. Additional storage under the Lake Shore Drive overpass for westbound left turning vehicles would also be provided by eliminating the sidewalks and moving pedestrian/bicycle access north of the interchange. See Exhibit F16-1 for details.
- **New Pedestrian underpass north of Irving Park Road.** A new pedestrian underpass would be constructed immediately north of the Irving Park Road interchange because the roadway widening under the structure would remove the existing sidewalks. The new pedestrian underpass would meet ADA standards.
- Discussions with the Chicago Department of Transportation (CDOT) indicated a second alternative that would involve removal of the existing bridge and replacement with a longer structure to accommodate lanes on Irving Park Road and sidewalks on both sides.

Roadway Cross Section. There are no proposed roadway improvements in this segment of Lake Shore Drive.

Aesthetic Improvements. An aesthetic wall with rail should replace steel plate guardrail. Consideration should be given to installing decorative lighting. Improvements are shown on Exhibit C10.

Structures. No structural modifications are recommended in this segment.

Pedestrian/Bicycle Facilities. New underpass associated with Irving Park Road improvements. Improve alignment of lakefront bicycle path. Proposed pedestrian/bicycle facilities are shown on Exhibit C10.

Interchange/Intersection Configuration. Irving Park Road interchange modifications are described under proposed improvements on the previous page.

Right of Way Requirements/Greenspace Impacts. Approximately 0.1 acre of park land would be returned through the elimination of the Recreation Drive exit ramp. This approximates the amount of parkland required for geometric improvements at the Irving Park Road interchange.

Cost Estimate. The cost estimate for this segment is shown in Table 5.16.2.

Table 5.16.2: Summary of Cost Estimate

| Cost Estimates for Segment 16 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,569,500 |
| Roadway and Roadside Aesthetics | \$1,726,400 |
| Intersection Improvements | \$400,000 |
| * Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$225,000 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,920,900 |
| Engineering (20%) | \$790,000 |
| Contingency (20%) | \$790,000 |
| Total Estimated Cost for Recommended Improvements | \$5,501,000 |
| * Additional Cost to Remove and Replace Irving Park Road Structure | \$2,000,000 |

Other Alternatives Considered

Appendix A of this report describes in detail other alternatives considered for this segment. The alternatives are as follows:

- Alternative A - Replace northbound exit ramp with entrance ramp at Recreation Drive
- Alternative B - Create traffic circle around park Totem Pole and connect to off-ramp and Recreation Drive.

Alternatives Beyond SRA Objectives

During the public involvement and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may affect the recommended improvements. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

- Alternative C - Develop Belmont/Waveland Park access Master Plan.
- Alternative D - Develop Wrigley Field to southbound Lake Shore Drive game access Master Plan.

5.17 Segment 17: Lake Shore Drive - Montrose - Wilson - Lawrence Interchange Areas

Location

Segment 17 of Lake Shore Drive extends from the southern Montrose Avenue ramp termini to the northern Lawrence Avenue ramp termini (See Figure 5.0.1). This segment is approximately 0.8 miles in length.

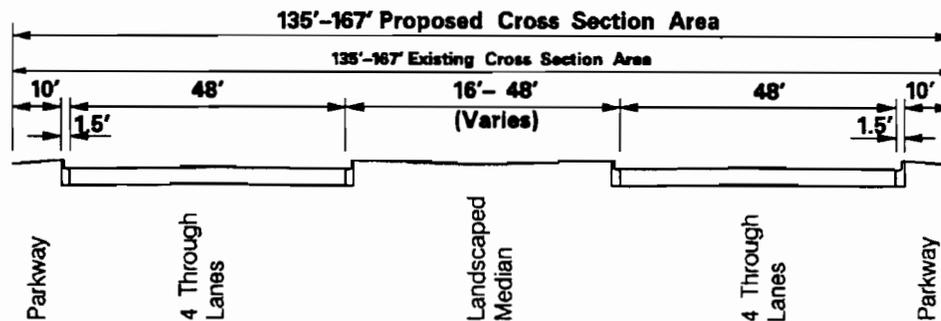
Existing Facility Characteristics.

The existing facility characteristics for Segment 17 of Lake Shore Drive are shown on Exhibits A10 and A11.

Land Use. Lake Shore Drive is located within Lincoln Park throughout this segment. Land uses in the park include Waveland Golf Course, Margate Field House, Montrose Harbor and Montrose Beach. Land uses to the west of Lincoln Park include high rise residential, Weiss Memorial Hospital and Chicago Lake Shore Hospital.

Right-of-Way. Lake Shore Drive is located on park land which falls within the jurisdiction of the Chicago Park District. There is no defined right-of-way but the existing disturbance area is approximately 122 feet through the Montrose Avenue interchange and varies from 132 to 164 feet north of this interchange.

Roadway Characteristics. The northbound and southbound pavements each have a width of 45 feet through the Montrose Avenue interchange, transitioning to 48 feet north of Montrose. There are four through lanes on each pavement in this segment. Through the Montrose Avenue interchange there is a 12 foot Chicago Wall landscaped median while north of this interchange there is a 16 to 48 foot landscaped median with plantings and trees. There is curb and gutter throughout this segment. There are steel guard rail barriers along portions of the outside lanes. The speed limit in this segment is 45 mph but is reduced to 40 mph during the winter months to reduce the effects of salt spray on median plantings. These three interchanges are located at 1/4 mile intervals.



Traffic Operations. The existing ADT in this segment varies from 99,500 VPD (north of Lawrence Avenue) to 125,900 VPD (south of Montrose Avenue). There are three diamond type interchanges in this segment. All ramps are standard except for a button hook type ramp at the Montrose Avenue southbound exit ramp. There is an auxiliary lane between each of the three interchanges to improve weaving movements for northbound and southbound traffic. Existing traffic volumes are shown on Exhibits B10 and B11.

Traffic Control and Intersection Details. There are no signalized intersections on mainline Lake Shore Drive in this segment. The southbound entrance ramp at Montrose Avenue is signalized. The three southbound exit ramps are stop-sign controlled intersections and the three northbound exit ramps are free flow.

Parking and Access. There is no on street parking along Lake Shore Drive in Segment 17. Marine Drive serves local access along the west side of Lake Shore Drive and Simonds Drive serves various park uses east of Lake Shore Drive.

Structures. There are three structures in this segment carrying Lake Shore Drive over Montrose, Wilson and Lawrence Avenues. These structures are described in Table 5.17.1.

Table 5.17.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-6185 | Lake Shore Drive / Montrose Avenue | 130.0 | 64.5 | 58.3 | 12.6 |
| 016-6184 | Lake Shore Drive / Wilson Avenue | 130.0 | 96.0 | 51.1 | 13.3 |
| 016-6183 | Lake Shore Drive / Lawrence Avenue | 130.0 | 96.0 | 23.0 | 13.9 |

Pedestrian/Bicycle Facilities. Lincoln Park borders Lake Shore Drive throughout most of Segment 17. Pedestrian/bicycle paths extend along both sides of Lake Shore Drive, including the designated lakefront bicycle route. Pedestrian and bicycle access across Lake Shore Drive is provided at the Montrose Avenue, Wilson Avenue and Lawrence Avenue interchanges.

Transit Facilities. Existing transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

The principal issue identified in this segment is **improved transit access to the lakefront**. The existing weaving lengths between three interchanges are **substandard**, because of a one-quarter mile interchange spacing. These weave areas may develop a higher potential for accidents to occur. Another issue is the potential for driver confusion at interchange ramp and surface street intersections. Traffic on the northbound exit ramps is free flow. Cross street traffic is stop controlled. Drivers who are unfamiliar with this area may anticipate a stop-sign on the ramp at the intersections. The **free flow condition on the northbound ramps may increase accident potential between ramp traffic and park users on adjacent and crossing pedestrian/bicycle paths.**

Description of Alternatives

A basic recommendation is to improve transit access to the Montrose Avenue Beach. This recommendation would route the CTA bus route traveling east on Montrose Avenue to travel north on Simonds Drive, west on Wilson Avenue, then south on Marine Drive providing increased park access to CTA bus patrons. However this alternative will need to consider the impact of the lakefront street congestion on providing on-time bus operations. **This problem may require a bus turn-around option on Montrose itself, and therefore eliminate the "loop" option that utilizes Simonds Drive, Wilson Avenue, and Marine Drive.**

Three alternatives developed for the Montrose-Wilson-Lawrence interchange area include:

- Alternative A - Limited Action Alternative**
- Alternative B - Wilson Diamond Removal**
- Alternative C - Half Diamond Removal**

These alternatives are shown on Exhibits D10 and D11.

Alternative A - Limited Action Alternative. Traffic operational analyses indicate that vehicles do operate within acceptable levels of service at this time. Some residents and elected officials have expressed a desire to maintain the existing interchange(s) configuration. Driver information system improvements, such as additional directional signing, could be included in this alternative to direct traffic to the local arterial system, away from the already-congested Hollywood Avenue/Sheridan Road intersection.

Alternative B - Wilson Diamond Removal. This alternative would result in one -half mile interchange spacing between Montrose Avenue and Lawrence Avenue. This spacing is more appropriate than the current spacing from an operational standpoint because it allows weaving vehicles twice as much room to enter or exit the traffic stream on Lake Shore Drive. The total traffic on the Wilson Avenue ramps is less than that found on the Montrose Avenue or Lawrence Avenue ramps. Vehicle conflicts with pedestrians and bicyclist would be eliminated.

Alternative C - Half Diamond Removal This alternative eliminates the northbound entrance and southbound exit ramps at the Montrose and Wilson interchanges. These ramps would be eliminated because the demand in those directions is not as great when compared with demand to and from the south. This alternative may also change travel patterns resulting in diversion of trips, to and from the north, westerly over to Broadway and other north/south arterials. This alternative would also eliminate the “button-hook” ramp connection from the southbound exit ramp at the Montrose Avenue interchange onto Marine Drive. Vehicle conflicts with pedestrians using east-west paths could be minimized by directing pedestrians to paths on the north side of these interchanges.

Roadway Cross Section. No changes are recommended for the roadway cross-section.

Aesthetic Improvements. Replace steel plate guard rail with aesthetic wall with rail. Improvements are shown on Exhibit C11.

Structures. No structural modifications are recommended in this segment.

Pedestrian/Bicycle Facilities. Improve pedestrian/bicycle path interface with surface streets to reduce potential conflicts. Improvements are shown on Exhibit C11.

Transit Facilities. Several transit access improvements are recommended east of Lake Shore Drive to improve public access to the recreational park uses. Improved transit access should be considered at Montrose (CTA 78). A routing change in the Montrose-Wilson vicinity (previously described as a basic recommendation) will allow bus access to the lakefront without constructing a turnaround. However, a bus turnaround may be required on Montrose so that buses are not trapped in lakefront traffic.

Interchange/Intersection Configuration. Interchange modifications are described under Alternatives B and C above and are shown on Exhibit D11.

Right of Way Requirements/Greenspace Impacts. No additional right-of-way is required in this segment. Alternatives B and C would each return approximately one acre of parkland to greenspace due to ramp removal.

Cost Estimate. The cost estimate for this segment is shown in Table 5.17.2.

Table 5.17.2: Summary of Cost Estimate

| Cost Estimates for Segment 17 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$998,100 |
| Roadway and Roadside Aesthetics | \$542,400 |
| Intersection Improvements | \$0 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$1,843,500 |
| Engineering (20%) | \$370,000 |
| Contingency (20%) | \$370,000 |
| Total Estimated Cost for Recommended Improvements | \$2,584,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative D - Close northbound and southbound off-ramps at Wilson Avenue and Lawrence Avenue interchanges.

Alternative E - Signalize northbound off-ramp/surface street intersection for pedestrian protection and uniformity of traffic control, relocate pedestrian/bicycle paths to intersection.

Alternatives Beyond SRA Objectives

During the public involvement and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may affect the recommended improvements. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative F - Chicago Park District interior park road changes and new facilities.

Lake Shore Drive/Stony Island Avenue

CHAPTER FIVE: CORRIDOR IMPROVEMENT BY ALTERNATIVES - Segment 17

5.18 Segment 18: Lake Shore Drive - from Lawrence Avenue to Hollywood Avenue

Location

Segment 18 extends along Lake Shore Drive from north of the Lawrence Avenue north ramp termini to the intersection of Lake Shore Drive at Hollywood Avenue (See Figure 5.0.1). This segment is approximately 1.1 miles in length.

Existing Facility Characteristics.

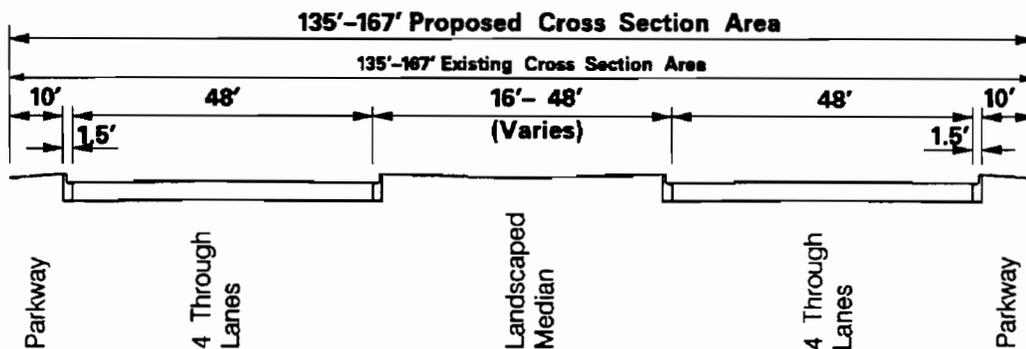
The existing facility characteristics for Segment 18 of Lake Shore Drive are shown on Exhibit A11.

Land Use. Lincoln Park borders Lake Shore Drive throughout most of Segment 18. Recreational opportunities within the park include: the Foster Avenue and Osterman Beaches. Other uses within or adjacent to Lincoln Park include: Edgewater Presbyterian Church at Bryn Mawr; and St. Andrews Greek Orthodox Church at Hollywood.

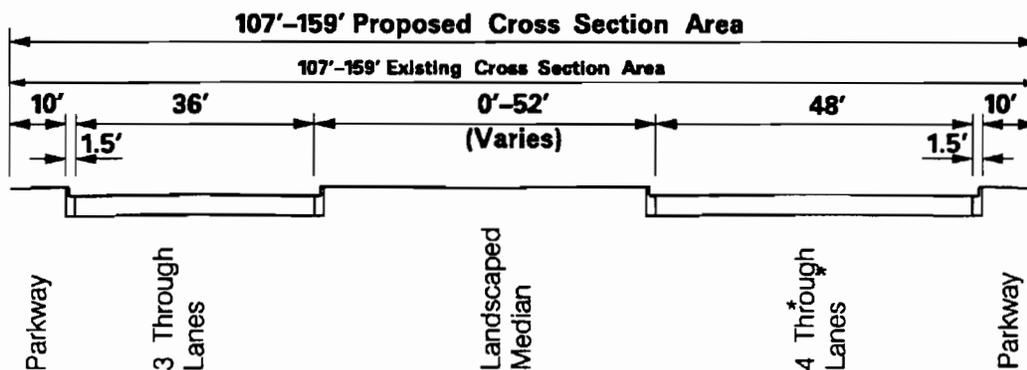
The remainder of land uses west of Lake Shore Drive and Lincoln Park are predominantly mid- and high-rise residential and commercial.

Right-of-Way. Lake Shore Drive is a park roadway located on urban park land which has a unique multi-agency jurisdictional arrangement. For jurisdictional purposes, the roadway is defined from back of curb to back of curb. The Illinois Department of Transportation has jurisdiction of the roadway in this segment. Roadway appurtenances such as signs, barriers, and street lights are permitted in a parkway which extends for 10 feet behind the back of curb. Parkways and other parklands are under the jurisdiction of the Chicago Park District. Maintenance of the roadway and appurtenances for this entire segment is performed by the City of Chicago.

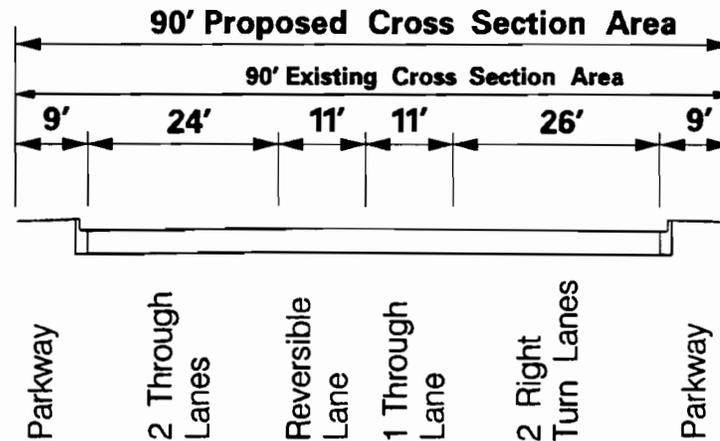
Roadway Characteristics. The pavement width and number of lanes vary in Segment 18. Between Lawrence Avenue and the Bryn Mawr interchange, two four-lane 50 foot wide pavements follow independent alignments and profiles which cause the landscaped median width to vary from 30 to 50 feet.



Within the Bryn Mawr interchange area, the southbound pavement changes from a three-lane to a four-lane cross section. The southbound lane addition begins at a cross-over. The southbound pavement varies in width from 50 feet in the four-lane cross section to about 42 feet in the three-lane cross section, east of the Hollywood/Sheridan intersection. The northbound pavement remains 50 feet wide with four through lanes.



The two north-south independent pavements join on a curve, just east of the Hollywood/Sheridan intersection. East of Sheridan Road the southbound roadway transitions from two lanes to three lanes. The northbound roadway remains a four-lane cross section to the Hollywood/Sheridan intersection. Typically there is no median in the tangent portion of this cross section area. In the curve the median transitions from zero width to about 50 feet wide.



Where the median is present, it is landscaped with plantings and trees. There are steel guard rail barriers along portions of the median and outside lanes.

Traffic Operations. The existing ADT on this segment varies from 99,500 VPD north of Lawrence Avenue to 67,400 VPD south of the Hollywood Avenue/Sheridan Road intersection. Existing traffic volumes are shown on Exhibit B11.

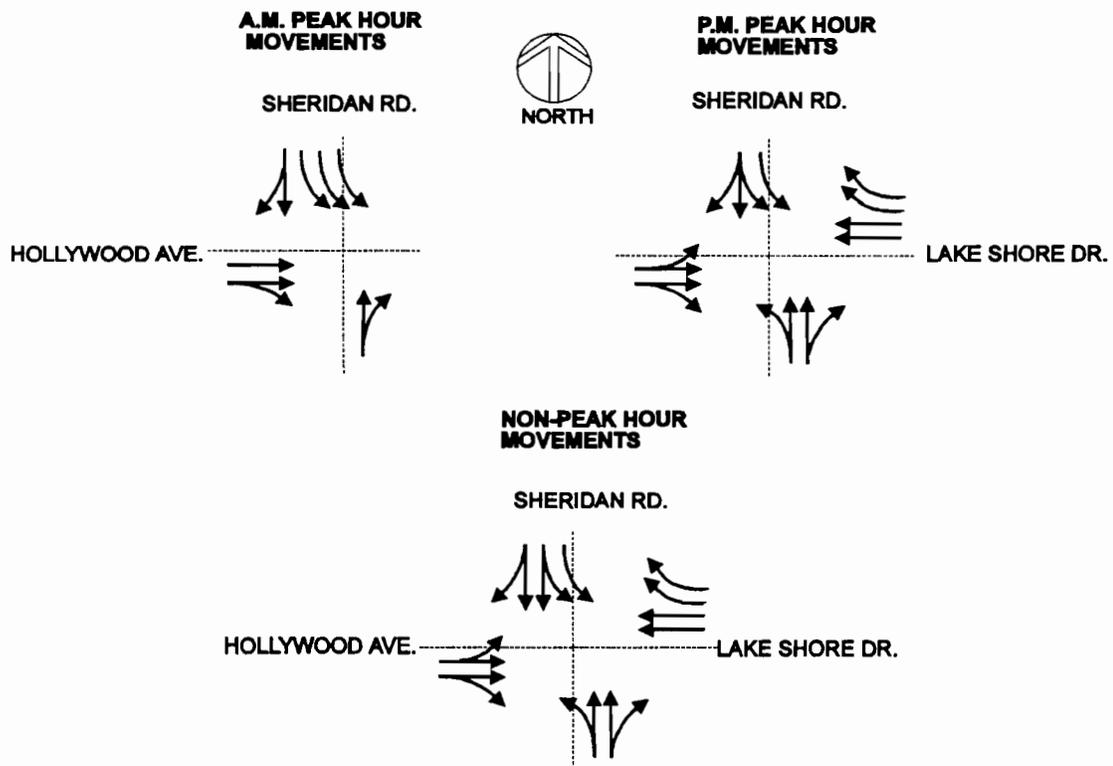
During peak periods, reversible lanes on Sheridan Road provide three- through lanes in the peak direction. The reversible lane configuration begins north of the study area at the Devon Avenue intersection at Sheridan Road and ends at the Lake Shore Drive intersection at Sheridan Road/ Hollywood Drive. Figure 5.18.2 shows the existing lane configuration for this intersection.

During the morning peak, Sheridan Road operates three-southbound through lanes and a single northbound through lane. The Lake Shore Drive leg of the Hollywood/Sheridan intersection is operated as a one way roadway to accommodate a southbound to eastbound triple left turn. Because there are only two departure lanes on this leg of the intersection, the inside triple left turn lane

operates on the inside northbound through traffic lane. This reverse flow lane rejoins the southbound through lanes at a cross-over located just south of the Bryn Mawr bridges. Northbound Lake Shore Drive pavement is closed to accommodate this lane configuration and northbound traffic exits at the Bryn Mawr Avenue interchange.

During the afternoon peak period, Sheridan Road operates three-northbound through lanes and a single southbound through lane. Lake Shore Drive operates normally.

Figure 5.18.2 Existing Intersection Configuration



Traffic Control and Intersection Details. There are no signalized cross streets in this segment. Off-ramp intersections with cross streets at Foster Avenue and Bryn Mawr Avenue are free-flow. The cross street traffic is stop controlled at ramp intersections.

Parking and Access. There is no on street parking or frontage roads on Segment 18.

Structures. Four structures at half-diamond interchanges, two at Foster Avenue and two at Bryn Mawr, serve Lake Shore Drive. These structures are indicated in Table 5.18.1.

Table 5.18.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|--|--------------|---------------|------------------------------------|----------------------------------|
| *N/A | Foster Ave. (½ diamond interchange) | *N/A | *N/A | *N/A | *N/A |
| *N/A | Foster Ave. (½ diamond interchange) | *N/A | *N/A | *N/A | *N/A |
| *N/A | Bryn Mawr Ave. (½ diamond interchange) | *N/A | *N/A | *N/A | *N/A |
| *N/A | Bryn Mawr Ave. (½ diamond interchange) | *N/A | *N/A | *N/A | *N/A |

* Information not available in IDOT Data Bank

Pedestrian/Bicycle Facilities. Lincoln Park borders Lake Shore Drive throughout most of Segment 18. There is a system of paths meandering along both sides of Lake Shore Drive for the length of this segment.

Pedestrian/bicycle paths extend along both sides of Lake Shore Drive and throughout the Park, including a designated off-street bicycle route which follows the Lake Michigan shoreline.

Pedestrian underpasses provide access across Lake Shore Drive at the following locations: between Lawrence and Foster Avenues; and north of Foster Avenue. Pedestrian and bicycle access across Lake Shore Drive from grade-separated City streets is available from Foster Avenue, and Bryn Mawr Avenue.

Transit Facilities. Existing transit service in this segment is summarized in Appendix D: Corridor Transit Summary.

Principal Concerns

Key concerns within this segment of Lake Shore Drive are:

- Lack of capacity at the Hollywood Avenue/Sheridan Road intersection to accommodate the combined effect of through and local traffic during peak periods.
- Inadequate Lakefront transit access.
- Corridor aesthetic associated with the presence of steel guardrail in median and parkways.

Proposed Improvements

Three basic recommendations are: to improve roadway aesthetics, to consider driver information systems for alternate routing; transit access to the lakefront at Cathy Osterman (Foster Avenue) Beach. These recommendations could be implemented jointly or as stand-alone projects. Recommended improvements for this segment are shown on Exhibit D11. Future studies may wish to consider strategies to reduce traffic loading on Sheridan Road, in addition to Hollywood and Ridge Avenues.

Roadway Cross Section. The existing number and use of lanes on Lake Shore Drive would remain unchanged.

Driver Information Systems. Improved signing and driver information systems could be considered in the context of directing drivers to alternate arterial routes, with the goal of relieving the Hollywood Avenue/Sheridan Road intersection. This recommendation should be considered along with other parallel activities including encouragement to use public transit and van pooling.

Aesthetic Improvements. Normal maintenance activities and landscaping improvements programmed by others would be implemented under this alternative. The replacement of steel guard rail with a more aesthetically pleasing roadside barrier would reinforce the park roadway concept. Proposed improvements are shown on Exhibit C11.

Transit Access. Transit access to Foster Avenue beach is recommended and should be coordinated with the Chicago Transit Authority. The parking lot at Foster Avenue Beach is a potential location for bus turnaround and washroom

facilities. Foster Avenue beach transit access needs to be closely coordinated with the Edgewater Community.

Pedestrian/Bicycle Access. A local street system recommendation by the Chicago Park District includes a dedicated bike lane along Bryn Mawr Avenue. This needs to be considered in the light of existing capacity constraints along Bryn Mawr. Proposed improvements are shown on Exhibit C11.

Structures. Periodic structure maintenance activities would be implemented under this alternative. Aesthetic enhancements to these bridges may be desirable. These improvements include the installation of structural amenities such as parapet or facade improvements or the installation or restoration of historic architectural lighting fixtures.

Interchange/Intersection Configuration. No geometric improvements are recommended along this segment of Lake Shore Drive.

Right of Way Requirements/Greenspace Impacts. Greenspace would not be impacted by any of the recommended improvements.

Cost Estimate. The cost estimate for Segment 18 is summarized in Table 5.18.2.

Table 5.18.2: Summary of Cost Estimate

| Cost Estimates for Segment 18 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$1,260,000 |
| Roadway and Roadside Aesthetics | \$719,800 |
| Intersection Improvements | \$200,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$303,000 |
| Sub-Total Estimated Cost | \$2,482,800 |
| Engineering (20%) | \$500,000 |
| Contingency (20%) | \$500,000 |
| Total Estimated Cost for Recommended Improvements | \$3,483,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative A - Reduce number of through lanes north of Foster Avenue.

5.19 Segment 19: Dispersion Area including, Bryn Mawr, Hollywood, Ridge, Ashland, Foster, and Broadway Avenues

Location

The area is bounded on the east by Lake Shore Drive, on the north by Hollywood/Ridge/Peterson, on the west by Ashland Avenue, and on the south by Lawrence Avenue (See Figure 5.0.1). This segment is known as the dispersion area because of the funneling effect of Lake Shore Drive to attract traffic from several dispersed arterial streets which travel through the Edgewater Community. This area is approximately 2.1 square miles, and is located in the City of Chicago.

Existing Facility Characteristics

Land Use. This area is fully developed and is characterized by high density residential and other mature urban land uses. Surrounding and densely developed multiple-family and single-family neighborhoods contain many well maintained structures and tree-lined streets.

Commercial service and retail, serving a local market function, are the predominant uses fronting arterial streets in this area. Some uses, such as auto dealerships serve a larger market area. Others cater to highway oriented users both local and regional, such as gas stations and fast food restaurants. Along Bryn Mawr, commercial uses are constructed close to the road in an almost continuous and unbroken stretch. Edgewood Hospital is on the west side of Ashland Avenue, near it's junction with Clark Street.

Along Ridge Avenue, there is a mixture of commercial, multiple-family, and institutional land uses which lie close to the existing roadway. On the north side is Senn Park, Senn High School, and the Church of God.

Right-of-Way. The Right-of-Way widths for routes in the Dispersion area (Segment 19) are as follows:

Foster Avenue -66 feet wide.

Bryn Mawr Avenue; Broadway Avenue to Sheridan Road - 66 feet.

Sheridan Road to Lake Shore Drive - 83 feet.

Hollywood Avenue; Broadway Avenue to Lake Shore Drive - 66 feet.

Ridge Avenue to Broadway Avenue - 80 feet.

Lake Shore Drive/Stony Island Avenue



Ridge Avenue - Peterson Avenue to Clark Avenue - 100 feet.
 Clark Avenue to Broadway Avenue - 66 feet wide.
 Broadway Avenue - 100 feet wide.
 Ashland Avenue - 100 feet wide.

The Illinois Department of Transportation has jurisdiction of the following roadways; Foster Avenue from Lake Shore Drive to west of Ashland Avenue, Bryn Mawr Avenue from Lake Shore Drive to Ridge Avenue, Ridge Avenue from Bryn Mawr Avenue to Peterson Avenue, Broadway from Foster Avenue to north of Hollywood, and the Lake Shore Drive/Hollywood connector east of Sheridan Road. The City of Chicago has jurisdiction of the remaining routes in the study area. Maintenance of the all roadways in this area done by the City of Chicago.

Roadway Characteristics

Foster Avenue. Between Ashland Avenue and Sheridan Road, this pavement has a width of 44 feet and a single through traffic lane in each direction with parking at the outside curb. **Peak hour parking restrictions provide two effective through lanes in the peak flow direction.** From Sheridan Road to Lake Shore Drive, the pavement is 50 feet wide and has two through lanes in each direction. There is no median on this street.

Bryn Mawr Avenue. From Broadway to Sheridan, this east-west pavement has a width of 44 feet and a single through traffic lane in each direction with parking at the outside curb. **Peak hour parking restrictions provide two effective through lanes in the peak flow direction.** Between Sheridan and Lake Shore Drive, two-lanes of traffic are provided in each direction. There is no median on this street.

Hollywood Avenue. An east-west street with **four through traffic lanes**, no median or parking on a pavement which is 48 feet wide.

Ridge Avenue. A northwest-southeast diagonal street having a paved width of 42 feet, no median, and **two-lanes of traffic in each direction.**

Broadway Avenue. North-south in this area, the pavement has **two-through lanes in each direction**, curb-side parking on each side, and a paved width of 60 feet, including four feet for a flush median.

Ashland Avenue. A north-south arterial street with two-through lanes in each direction, curb side parking each side, and a pavement width of about 82 feet, including 10 feet for a flush median.

Traffic Operations. Ridge Avenue is the key arterial carrying traffic between Hollywood Avenue and Bryn Mawr Avenue to the east and Peterson Avenue, Ridge Boulevard, and Clark Street to the west. Approximate ADT volumes by street are as follows:

Foster Avenue; ranges from 18,000 east of Clark to 14,200 east of Marine.

Bryn Mawr Avenue; 17,900 - Ridge to Lake Shore Drive

Hollywood Avenue; 29,000 - Broadway to Sheridan.

Ridge Avenue; 41,000 - Clark to Hollywood.

Broadway Avenue; ranges from 17,900 south of Foster to 19,300 north of Hollywood.

Ashland Avenue; ranges from 14,800 south of Foster to 29,000 south of Ridge.

Hollywood Avenue; 67,400 east of Sheridan Road.

Projected volumes are expected to moderately increase over existing volumes.

Traffic Control and Intersection Details. There are twenty-one signalized intersections in this area. Beginning in the northeast corner of the area, signals located on Ridge Avenue are at:

- Peterson Avenue
- Clark Street
- Ardmore Avenue
- Glenwood Avenue
- Hollywood Avenue
- Bryn Mawr Avenue/Broadway Avenue.

Signals on Bryn Mawr Avenue are at:

- Winthrop Avenue
- Kenmore Avenue
- Sheridan Road

Signals on Foster Avenue are at:

- Ashland Avenue,
- Clark Street,
- Glenwood Avenue,
- Broadway Avenue,
- Winthrop Avenue,
- Sheridan Road, and
- Marine Drive.

Signals on Ashland Avenue are at:

- Clark Street
- Bryn Mawr Avenue
- Balmoral Avenue

Signals on Broadway Avenue are at:

- Berwyn Avenue
- Catalpa Avenue

Turning movements at intersections are shown on Figure 5.19.2.

Regarding travel flow on Ridge Avenue: at the **Ridge Avenue/Peterson Avenue** intersection, there are dual left turn lanes for northwest (Ridge Avenue) to westbound (Peterson Avenue) movements and dual right turn lanes for the eastbound (Peterson Avenue) to southeast-bound (Ridge Avenue) movements.

Where Ridge Avenue crosses Ashland/Clark Streets, Ridge Avenue provides one southeast to northbound left turn lane. There is no left turn lane to accommodate northwest (Ridge Avenue) to south (Ashland Avenue) turning movements. Dual left turn lanes are provided at **Hollywood Avenue** during the morning peak period. A single left turn lane is provided for this same movement during the evening peak period. (See Figure 5.19.2) Dual right turn lanes from westbound Hollywood Avenue to northwest bound Ridge Avenue are provided at all times.

Ridge ends one block southeast at a five leg intersection at Bryn Mawr Avenue and Broadway Avenue. The Ridge Avenue to Bryn Mawr Avenue movement is accommodated by a single southeast-bound to east-bound left turn lane. Bryn Mawr has one right turn lane to accommodate the reverse movement onto Ridge Avenue.

Bryn Mawr Avenue:

Lane assignments for intersections along Bryn Mawr are shown in Figure 5.19.2.

Hollywood Avenue: The four westbound lanes from Lake Shore Drive, which connect to Hollywood Avenue just east of Sheridan Road, drop two lanes as a right turn at Sheridan Road.

Parking and Access. Parked, standing or loading vehicles often impose conflicts on through traffic movement.

Structures. There are three structures in this area as indicated in Table 5.19.1.

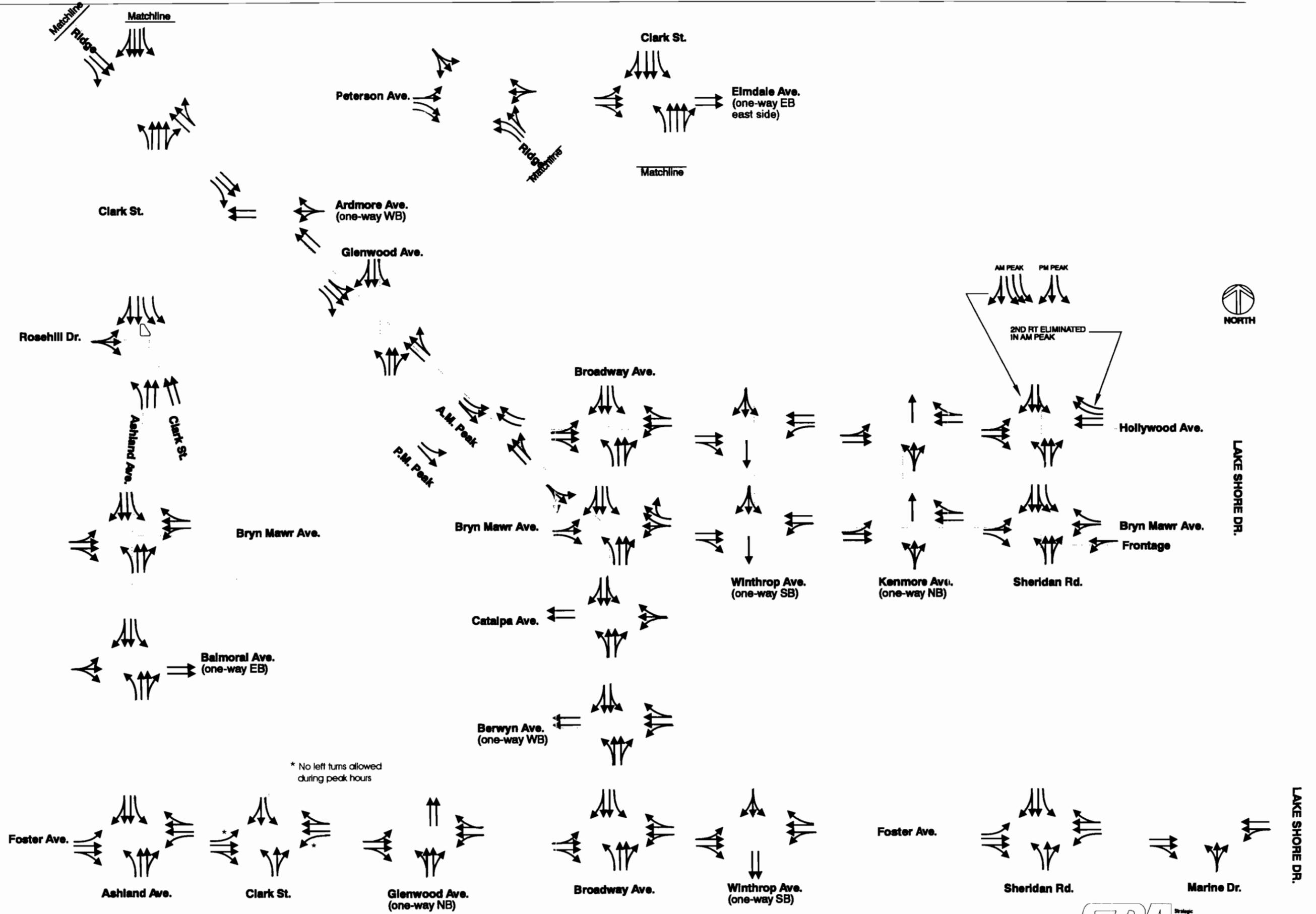
Table 5.19.1: Existing Structure List

| IDOT Structure Number | Facility Carried / Feature Crossed | Width (feet) | Length (feet) | Horizontal Clearance (feet) on SRA | Vertical Clearance (feet) on SRA |
|-----------------------|--------------------------------------|--------------|---------------|------------------------------------|----------------------------------|
| 016-0253 | CTA Rapid Transit / Foster Avenue | *N/A | *N/A | *N/A | *N/A |
| 016-0370 | CTA Rapid Transit / Bryn Mawr Avenue | *N/A | *N/A | *N/A | *N/A |
| 016-0369 | CTA Rapid Transit / Hollywood Avenue | *N/A | *N/A | *N/A | *N/A |

*Information not available in IDOT Data Bank

Pedestrian/Bicycle Facilities. Sidewalks line both sides of most roads in this area. Ashland Avenue/Clark Street from Bryn Mawr Avenue to Ridge Avenue is a designated bicycle route within the City of Chicago.

Transit Facilities. Existing transit services provided within this portion of the corridor are summarized in Appendix D: Corridor Transit Summary.



Lake Shore Drive/Stony Island Avenue

Figure 5.19.2

Principal Concerns

The dispersion area is a densely developed urban area (the Edgewater neighborhood) with a concentrated population of senior citizens. The area is traversed by heavy local and regional commuter traffic on several arterial routes. **Existing travel patterns create congestion on many of these arterials.** The Hollywood/Ridge Avenue connection between Lake Shore Drive (US 41) and Peterson Avenue (US 14) is one of these congested routes. **Through traffic also penetrates residential neighborhoods.** Heavy traffic volumes occur on weekends as well as weekdays.

Proposed Improvements

The basic recommendation for this segment proposes to use traffic signal coordination, intersection channelization, and driver information services to provide a more efficient use of the arterial system during peak periods. The goal of this recommendation is to reduce through traffic on Hollywood Avenue, Ridge Avenue, and Sheridan Road by dispersing through traffic to other arterial routes.

Roadway Cross Section. The existing road network would remain unchanged. Transportation System Management initiatives proposed for this alternative include driver information services. These services could be used to advise drivers of alternative routes, special activities occurring along the corridor such as Park District events, traffic incidents, congestion advisories, public transit modes, or other pertinent information.

Aesthetic Improvements. Normal maintenance activities and landscaping improvements programmed by others would be implemented under this alternative.

Structures. There are no structure improvements proposed for this segment.

Intersection configuration. Intersection/interchange safety or operational improvements could be undertaken as part of any alternative described for this segment. Channelization improvements to improve operations are included in this Alternative. These improvements include:

- On Ridge Avenue between Peterson Avenue and Ashland Avenue; provide a south-bound right turn lane to Clark Street.
- At Ashland Avenue and Foster Avenue; lengthen the southbound to eastbound left-turn lane. If feasible, provide a westbound to northbound right-turn lane for the reverse movement.
- At Broadway Avenue and Foster Avenue; lengthen the southbound to eastbound left-turn lane. If feasible, provide a westbound to northbound right-turn lane for the reverse movement.

Right of Way Requirements/Greenspace Impacts. In order to facilitate traffic flow, additional Right-of-Way may be required at several intersections.

Cost Estimate. Costs are summarized into six categories. These categories are Roadway, Intersection Improvement, Structure Modification, Interchange Improvement, Transit Improvement, Aesthetic Improvements, and Right-of-Way Acquisition. The estimates are provided in 1991 dollars. The costs for this alternative are summarized in Table 5.19.2.

Table 5.19.2: Summary of Cost Estimate

| Cost Estimates for Segment 19 of Lake Shore Drive (1991 Dollars) | |
|---|--------------------|
| Recommended Improvements | Estimated Cost |
| Roadway | \$2,940,000 |
| Roadway and Roadside Aesthetics | \$0 |
| Intersection Improvements | \$600,000 |
| Structure Modification and New Structure | \$0 |
| Pedestrians/Bicycles (including overpasses & underpasses) | \$0 |
| Transit Improvements | \$0 |
| Sub-Total Estimated Cost | \$3,540,000 |
| Engineering (20%) | \$710,000 |
| Contingency (20%) | \$710,000 |
| Total Estimated Cost for Recommended Improvements | \$4,960,000 |

Other Alternatives Considered

Appendix A of this report describes in greater detail other alternatives considered for this segment. These alternatives are listed here for the convenience of the reader:

Alternative A - Hollywood/Bryn Mawr one-way couple.

Alternative B - Five-lane cross section on Ridge Avenue.

Alternative C - Redevelop Ridge Avenue, six-lane cross section.

Alternative D - Remove Parking on Bryn Mawr.

Alternative E - Tunnel Lake Shore Drive to Peterson Avenue

Alternative F - Limit local access to Ridge Avenue, Cul-de-Sac

Alternative G - TSM - No Left Turns during peak hours

Alternatives Beyond SRA Objectives

During the concept development, public involvement, and agency input phases of this project, some Alternatives were developed by others which are beyond SRA Objectives. Future actions taken by agencies other than the Illinois Department of Transportation may make these alternatives viable. Appendix B of this report describes these alternatives in greater detail. They are listed here for the convenience of the reader:

Alternative H - Extend Lake Shore Drive to Devon Avenue.

GLOSSARY / DEFINITION OF TERMS

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

AVE - Avenue

BRC RR - Belt Railway Company of Chicago Railroad

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CBD - Central Business District

CDOT - Chicago Department of Transportation

CERCLIS - Comprehensive Environmental Response Compensation
and Liability Act Information System

CH - County Highway

CMAQ - Congestion Mitigation and Air Quality Program

CMS - Congestion Management Systems

CO - County

COMM - Community

CPD - Chicago Park District

CTA - Chicago Transit Authority

C&WI RR - Chicago and Western Indiana Railroad

DEPT - Department

DR - Drive

E/EB - East/Eastbound

ELEM - Elementary

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

GC - Golf Course

HAL - High Accident Location

HOV - High Occupancy Vehicle

HS - High School

HWY - Highway

I - Interstate

IB - Inbound

IC RR - Illinois Central Railroad (passenger service provided by Metra, known as the Metra Electric District)

IDOT - Illinois Department of Transportation

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

LOS - Level of Service

LRP - Long-Range Plan

LSD - Lake Shore Drive

LUST - Leaking Underground Storage Tank

MPO - Metropolitan Planning Organization

N/NB - North/Northbound

N/A - Not applicable

NAAQS - National Ambient Air Quality Standards

NIPC - Northern Illinois Planning Commission

OB - Outbound

PL - Place

ROW - Right-of-way

RTA - Regional Transportation Authority

SIA - Stony Island Avenue

S/SB - South/Southbound

SN - Structure number

SRA - Strategic Regional Arterial

ST - Street

ST. - Saint

STP - Surface Transportation Program

TIP - Transportation Improvement Program

TMA - Transportation Management Areas

TSD Plan - Transportation System Development Plan

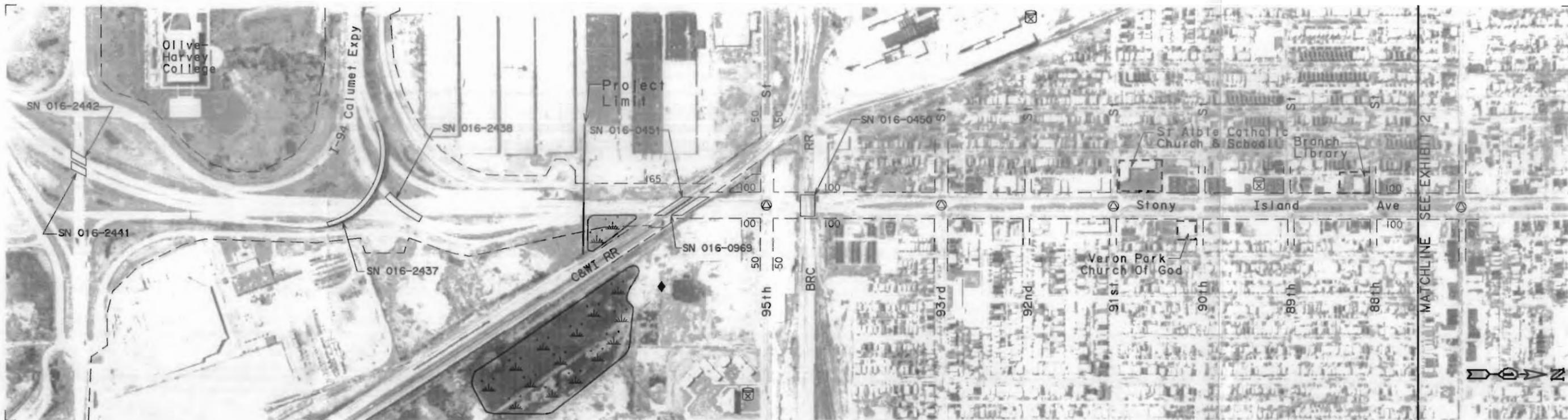
TWP - Township

USEPA - United States Environmental Protection Agency

VPD - Vehicles per day

W/WB - West/Westbound

2010 TSD PLAN - Year 2010 Transportation System Development Plan
for the Northeast Illinois Region.

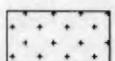


ENVIRONMENTAL CHARACTERISTICS LEGEND



Wetland

ADID Advanced Identified Wetland



Prime Farmland



Forest Preserve

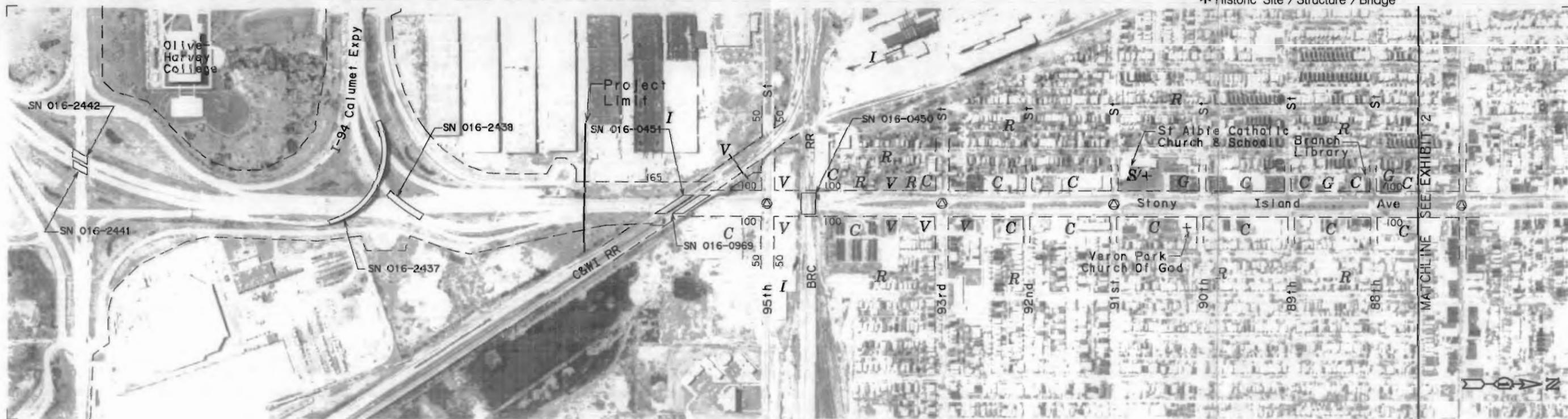


Historic District



Floodplain Boundary (100 Year)

- ◆ Threatened or Endangered Species
- ✕ Hazardous Waste Site
- ⊠ Leaking Underground Storage Tank
- * Historic Site / Structure / Bridge



LAND USE CHARACTERISTICS LEGEND

- R Single Family
- RM Multiple Family
- RH High Rise - 3 Floors
- O Office

- OH Office High Rise
- C Commercial
- CA Commercial Agricultural
- CR Commercial Recreation

- I Industry / Warehouse
- + Church / Temple
- S School
- * Cemetery

- G Institution / Government
- P Park / Forest Preserve
- U Utility
- M Gravel / Mining

- A Agricultural
- V Vacant Land
- W Woodland
- OS Open Space
- () Planned Development



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

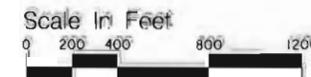
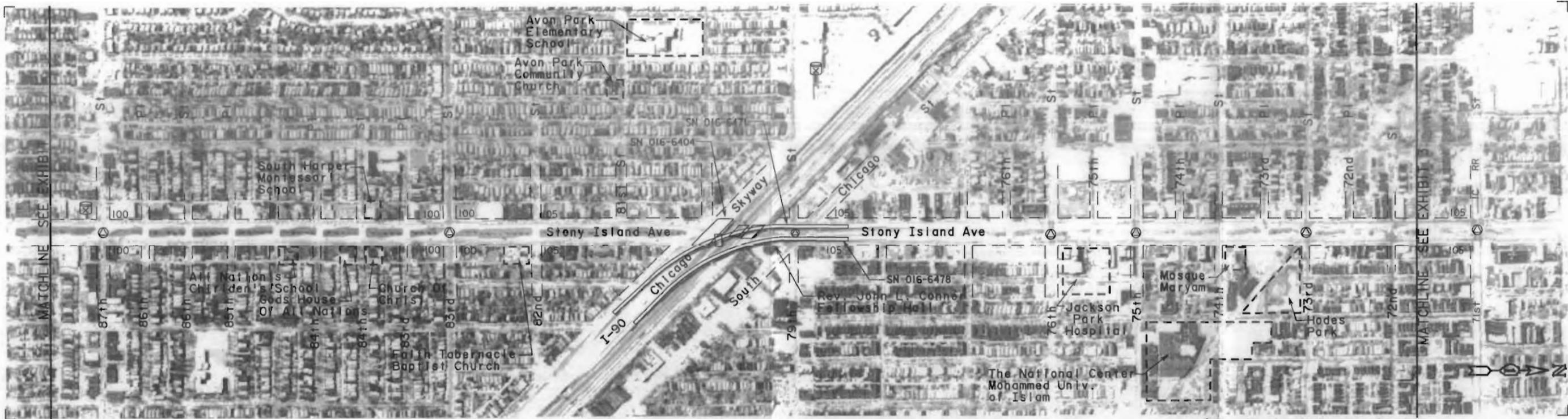


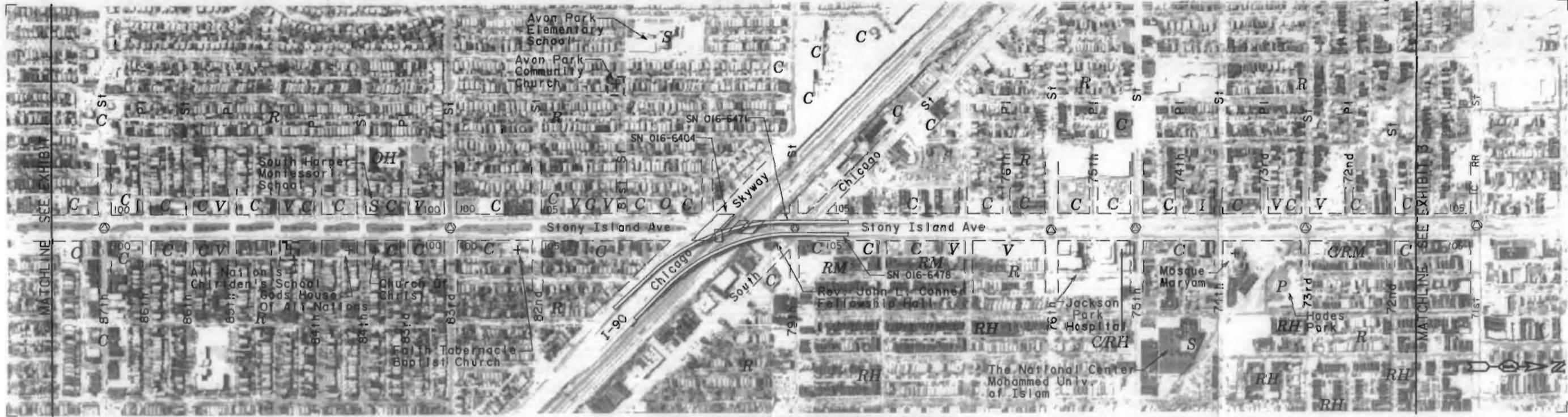
EXHIBIT A1

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



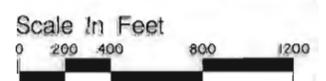
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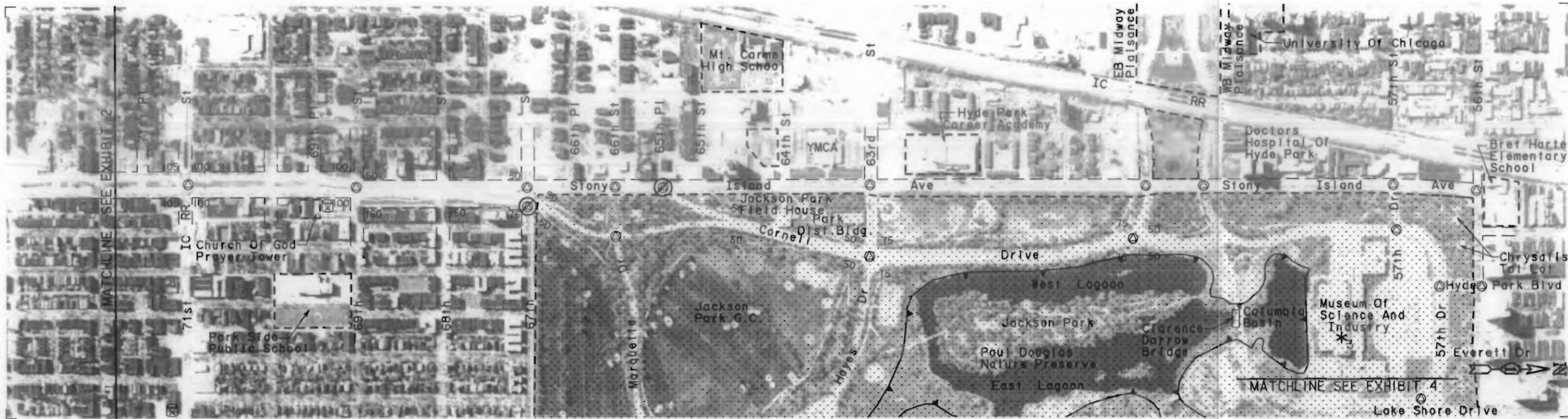
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LAND USE CHARACTERISTICS LEGEND

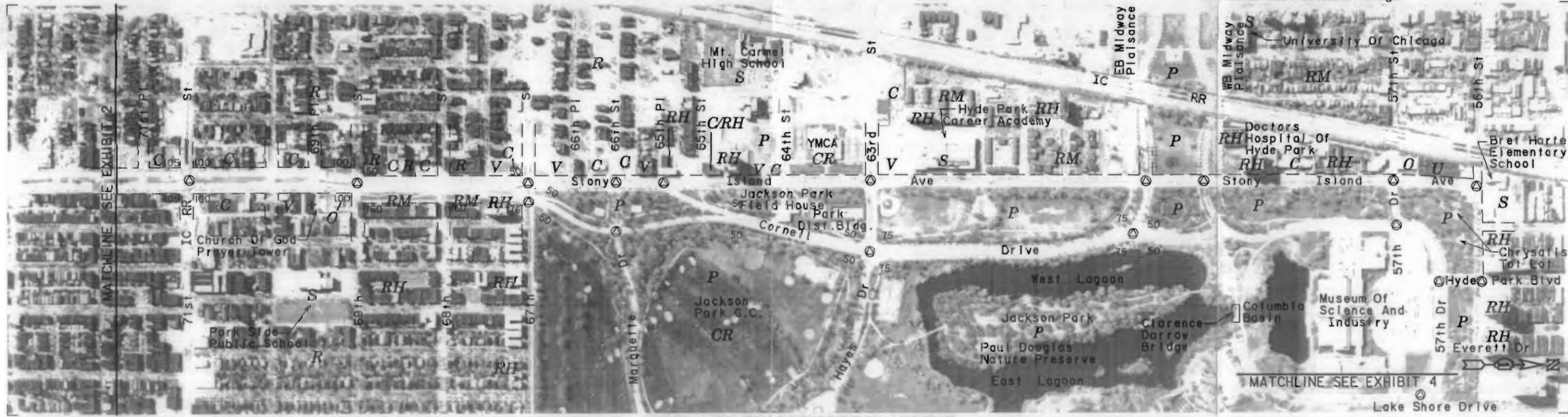
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| <i>O</i> Office | <i>CR</i> Commercial Recreation | <i>*</i> Cemetery | <i>M</i> Gravel / Mining |
| | | | <i>A</i> Agricultural |
| | | | <i>V</i> Vacant Land |
| | | | <i>W</i> Woodland |
| | | | <i>OS</i> Open Space |
| | | | <i>()</i> Planned Development |





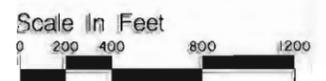
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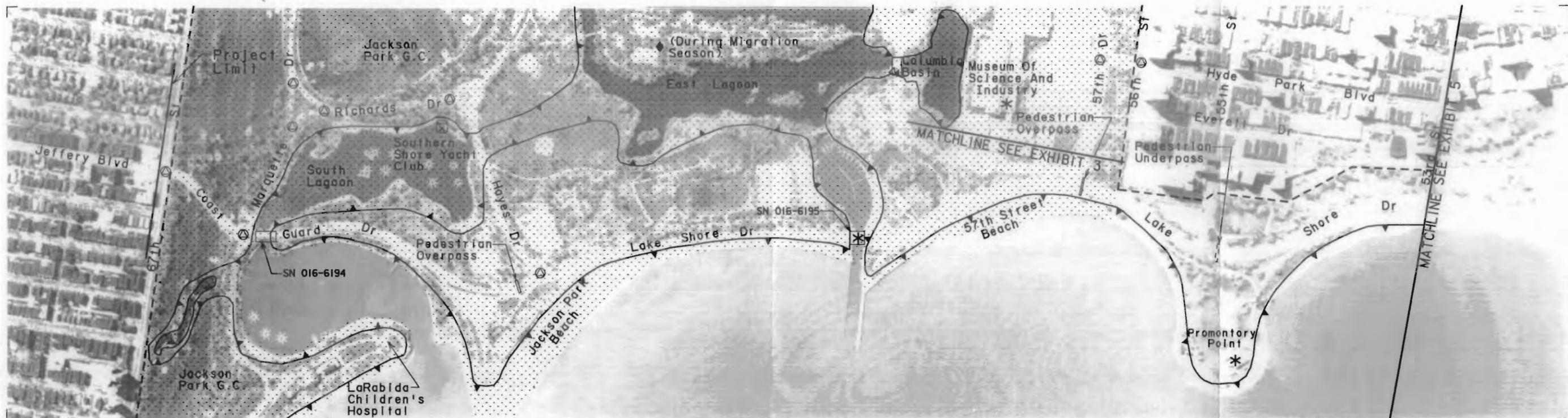
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LAND USE CHARACTERISTICS LEGEND

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| <ul style="list-style-type: none"> <i>R</i> Single Family <i>RM</i> Multiple Family <i>RH</i> High Rise - 3 Floors <i>O</i> Office | <ul style="list-style-type: none"> <i>OH</i> Office High Rise <i>C</i> Commercial <i>CA</i> Commercial Agricultural <i>CR</i> Commercial Recreation | <ul style="list-style-type: none"> <i>I</i> Industry / Warehouse <i>+</i> Church / Temple <i>S</i> School <i>*</i> Cemetery | <ul style="list-style-type: none"> <i>G</i> Institution / Government <i>P</i> Park / Forest Preserve <i>U</i> Utility <i>M</i> Gravel / Mining | <ul style="list-style-type: none"> <i>A</i> Agricultural <i>V</i> Vacant Land <i>W</i> Woodland <i>OS</i> Open Space <i>()</i> Planned Development |
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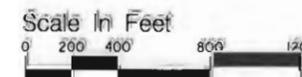
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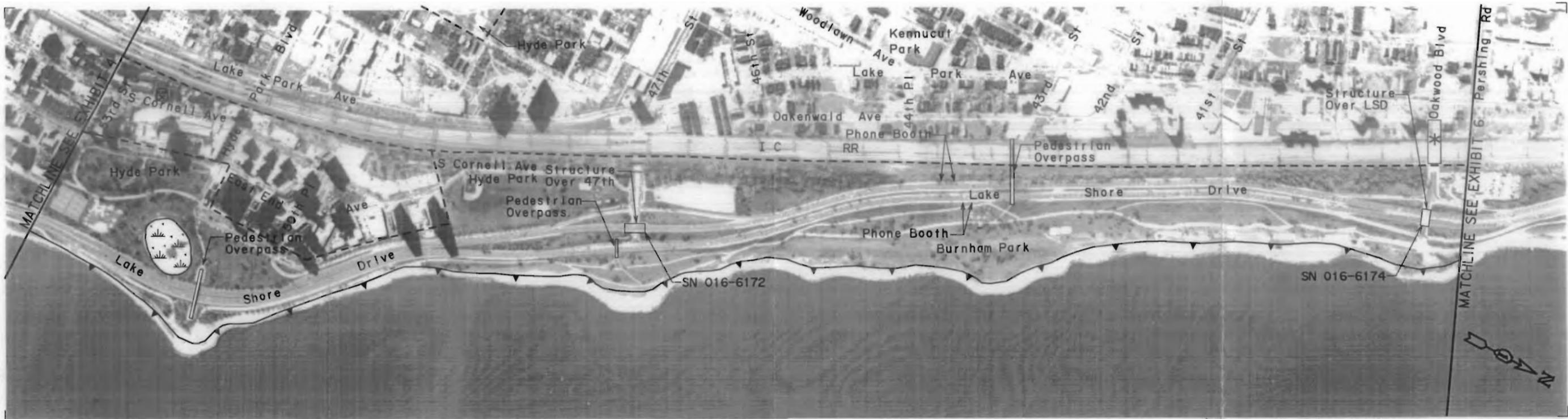
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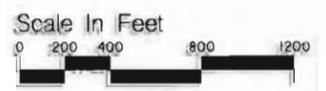
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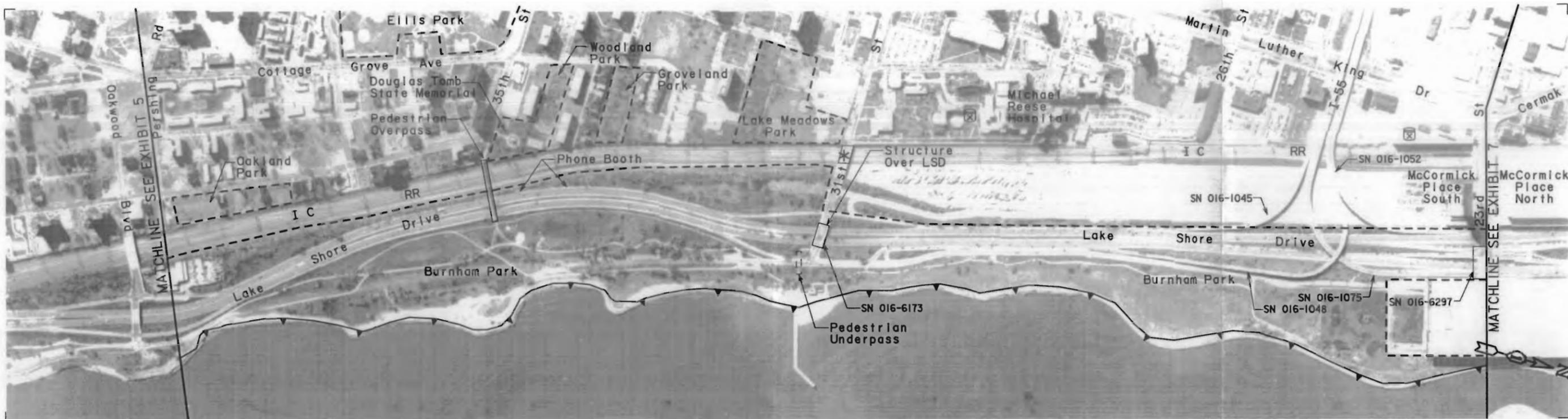
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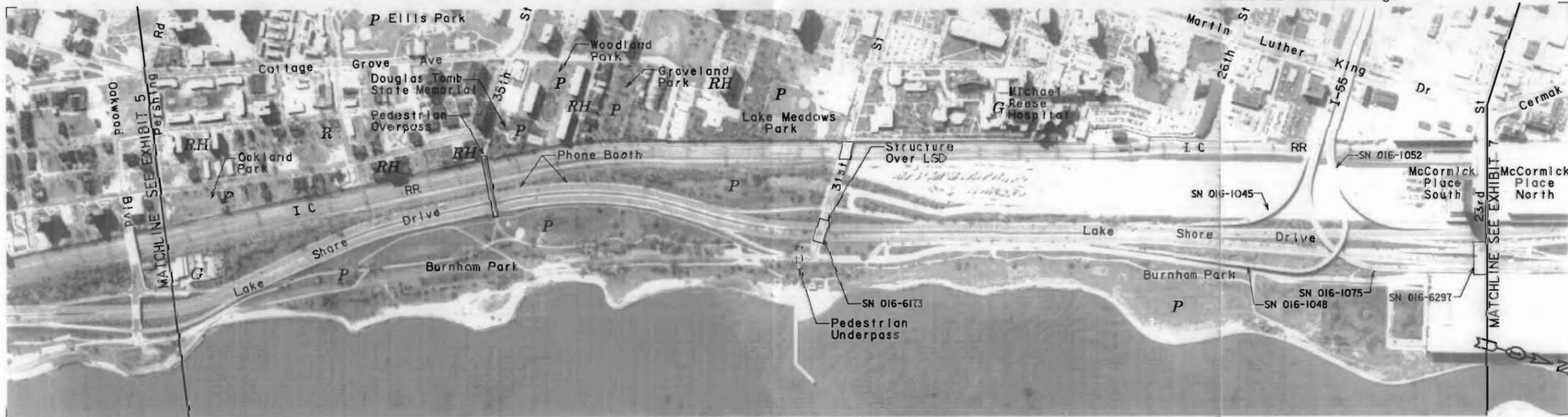
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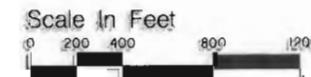
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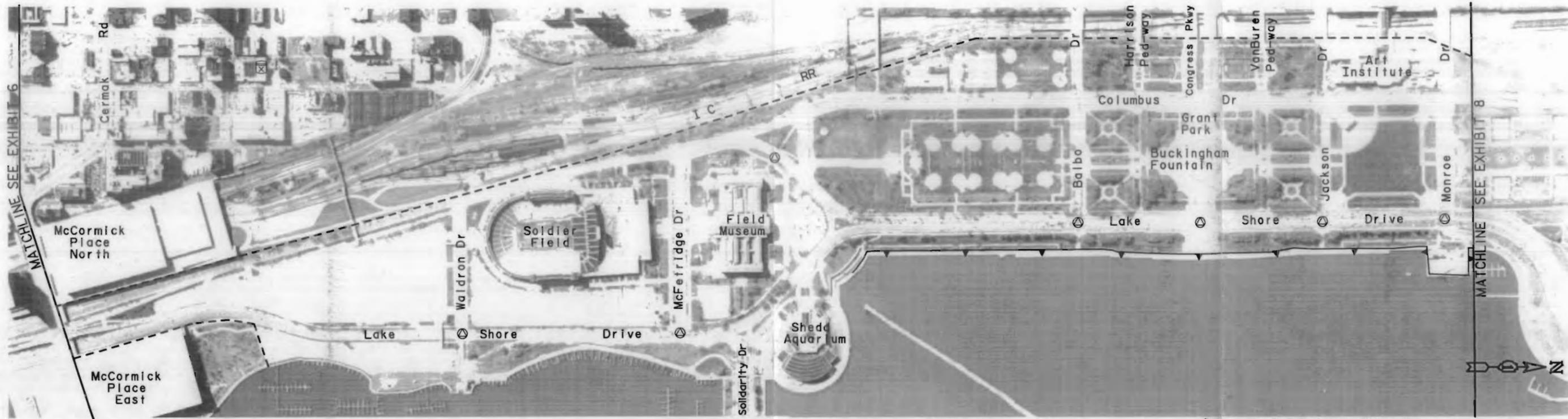
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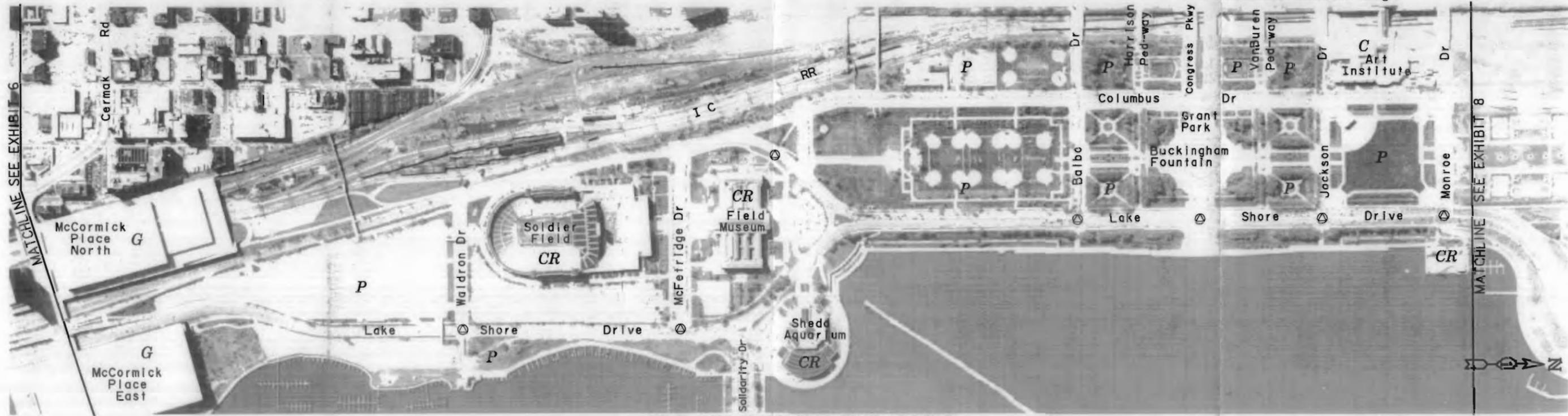
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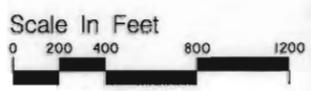
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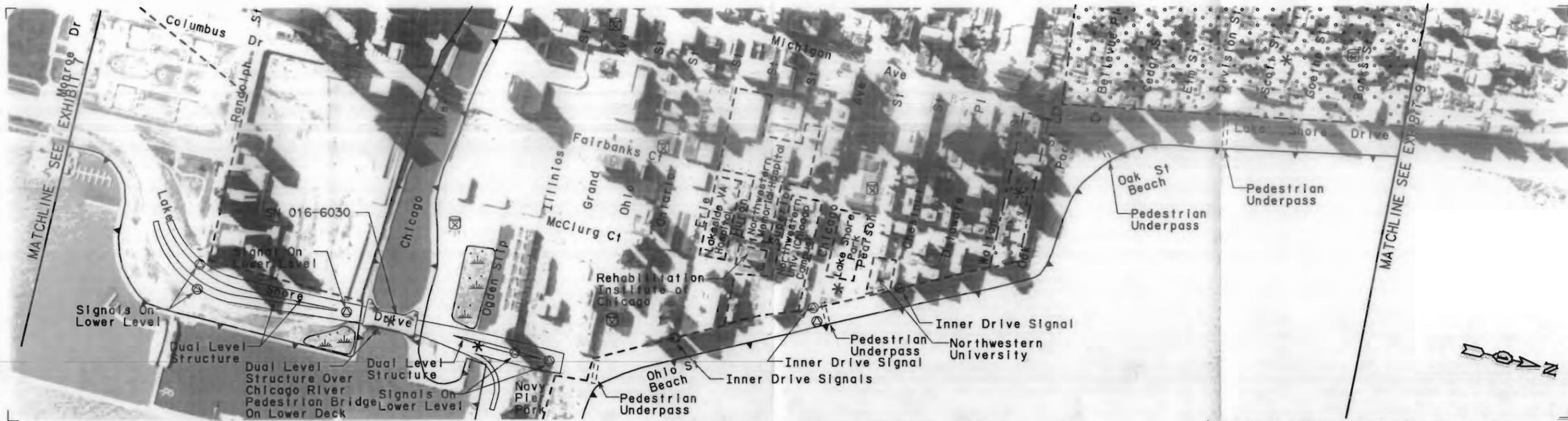
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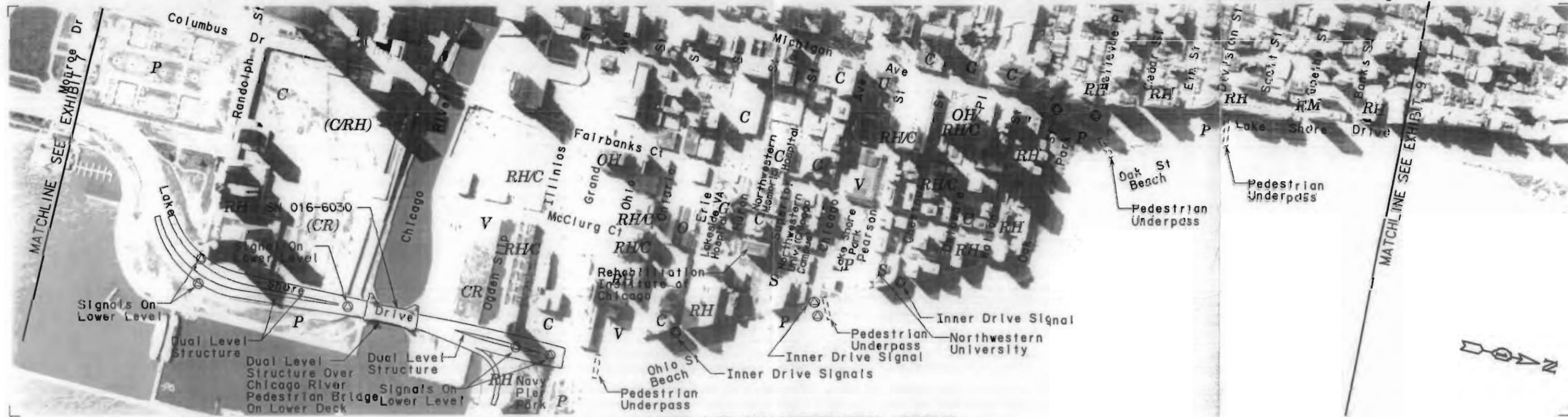
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ENVIRONMENTAL CHARACTERISTICS LEGEND

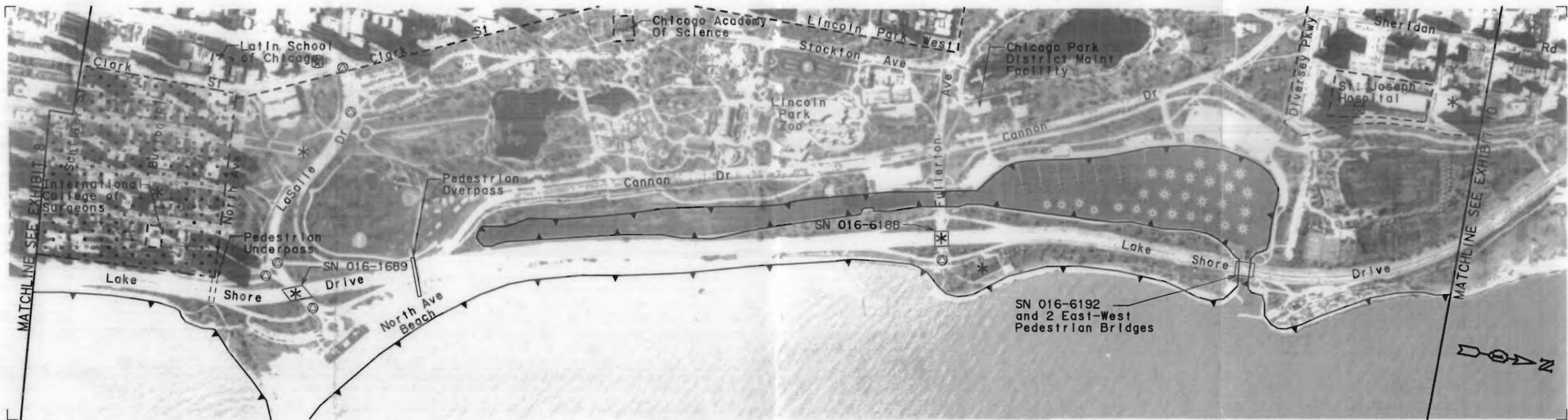
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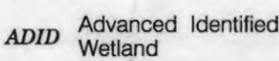
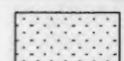
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ENVIRONMENTAL CHARACTERISTICS LEGEND

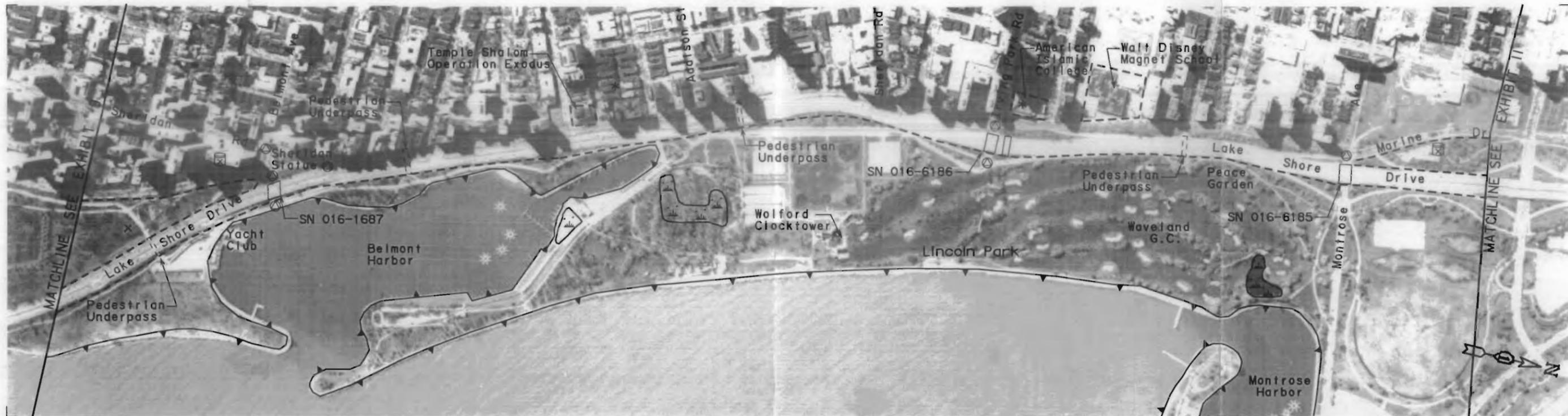
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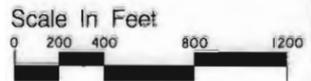
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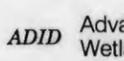
LAND USE CHARACTERISTICS LEGEND

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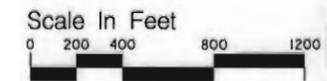
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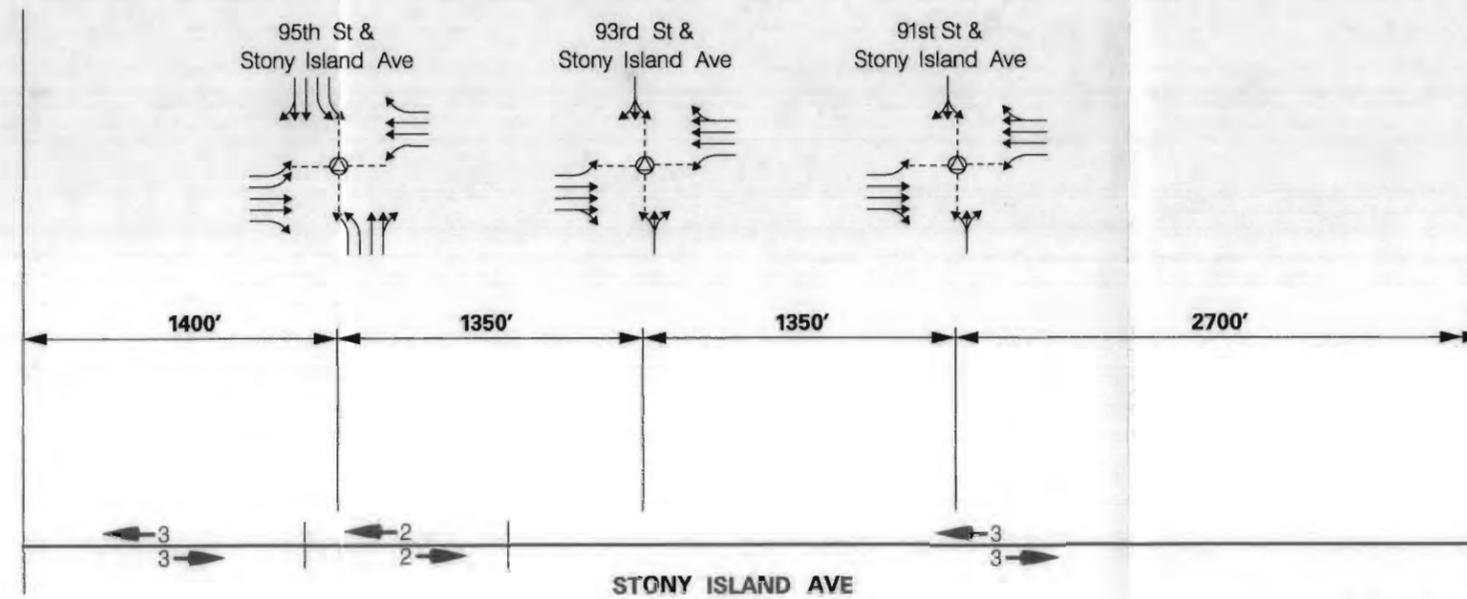




EXISTING INTERSECTION DIAGRAM

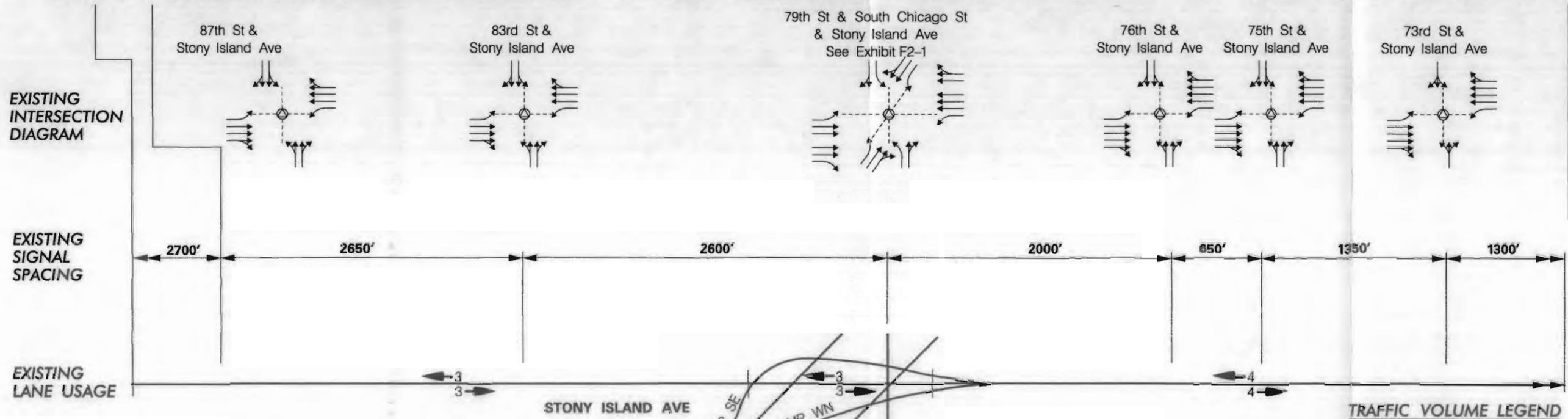
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EXISTING LANE USAGE



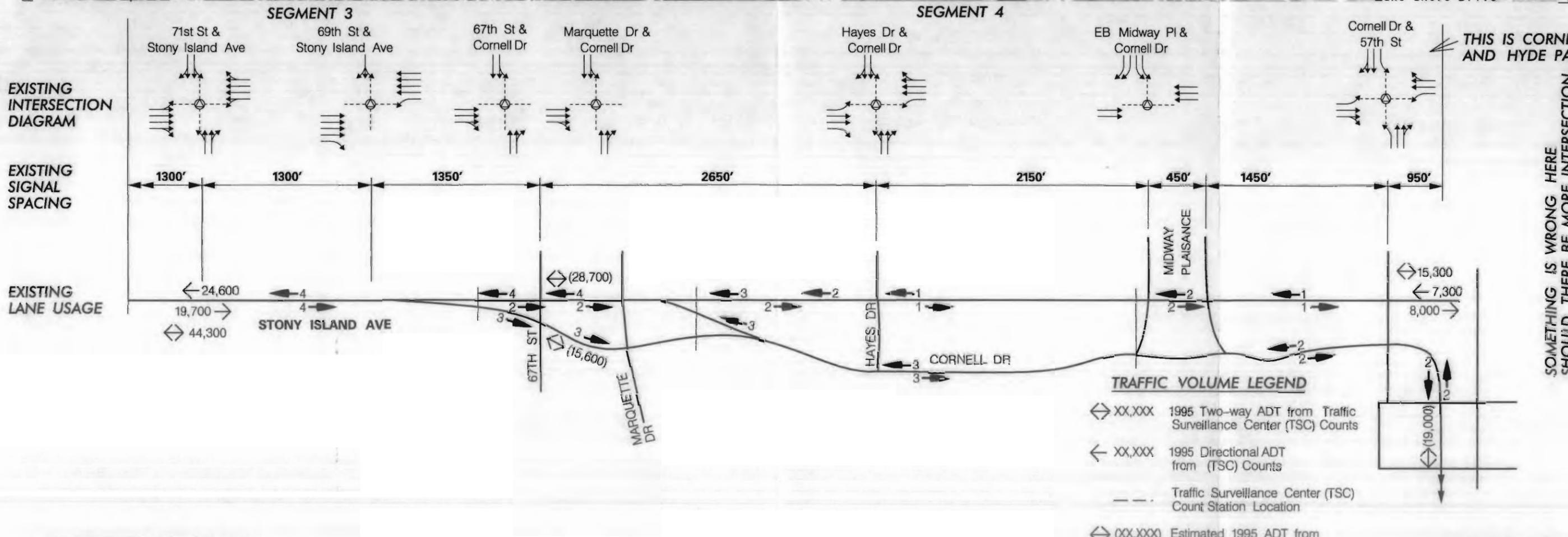
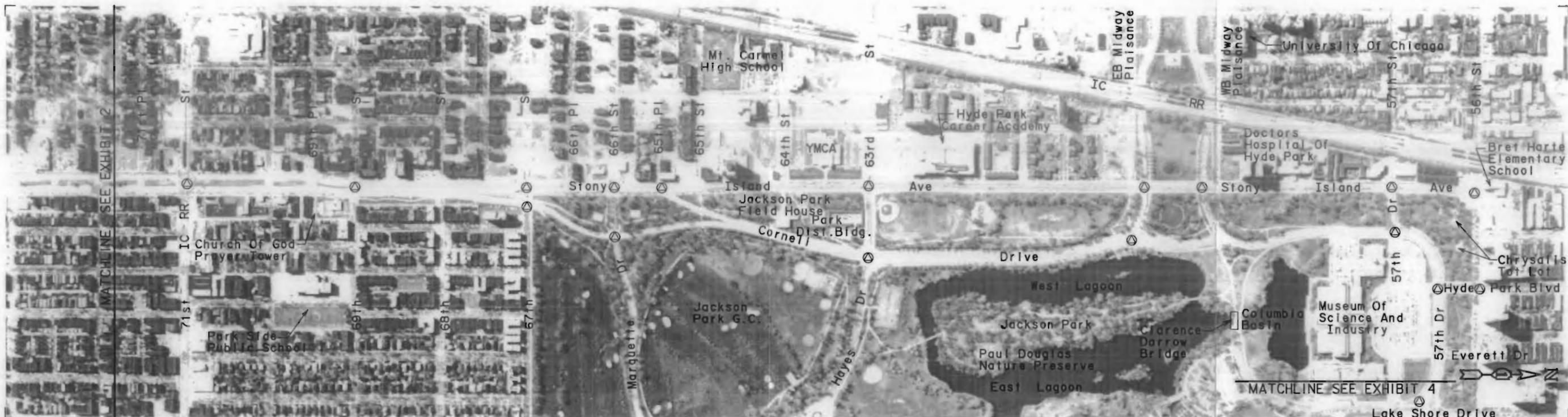
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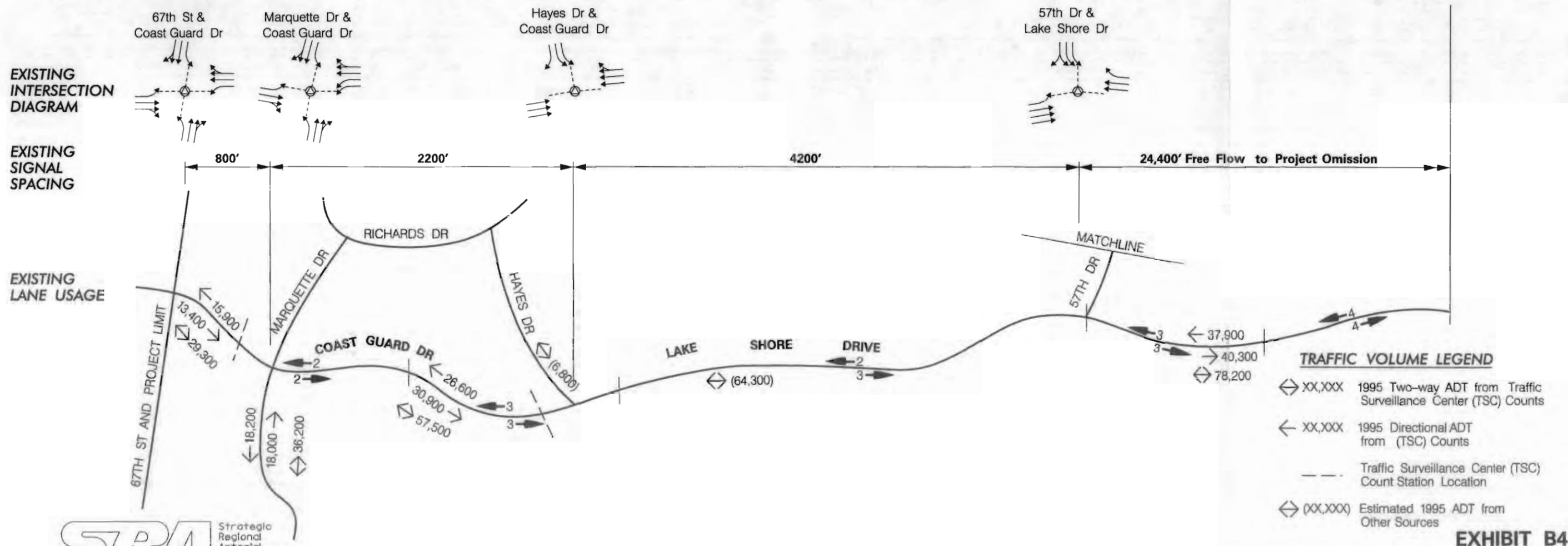
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- Traffic Surveillance Center (TSC) Count Station Location
- ◁ (XX,XXX) Estimated 1995 ADT from Other Sources

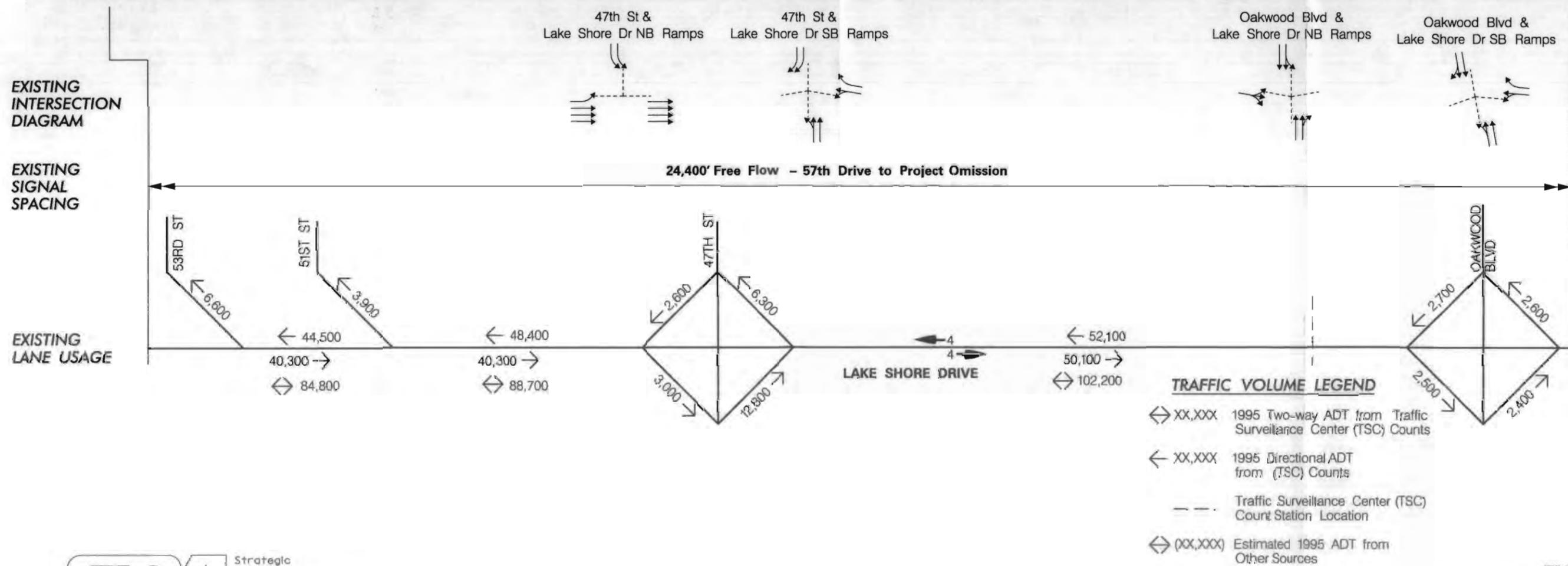


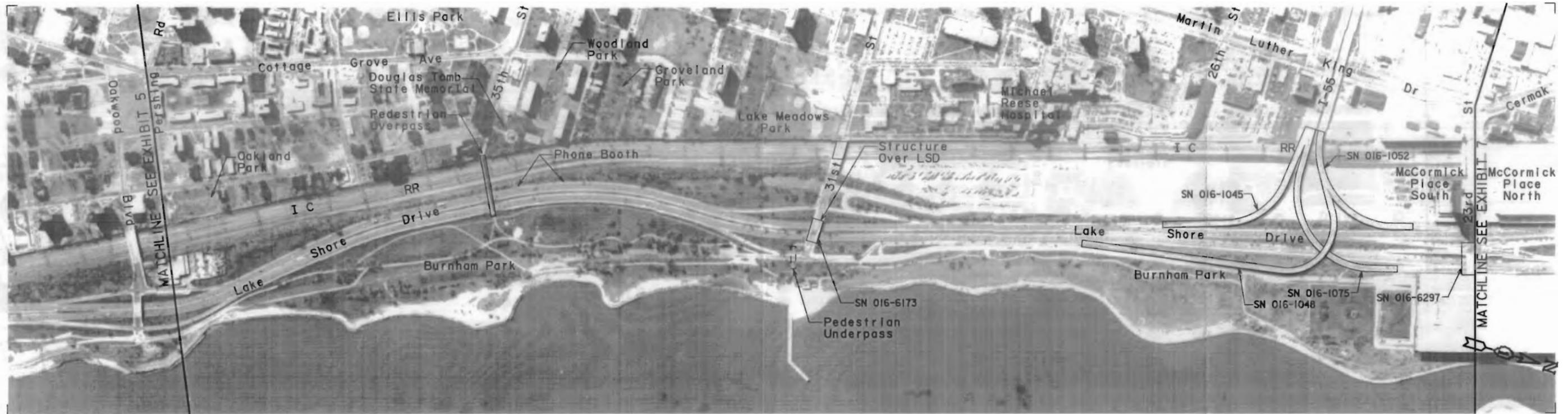
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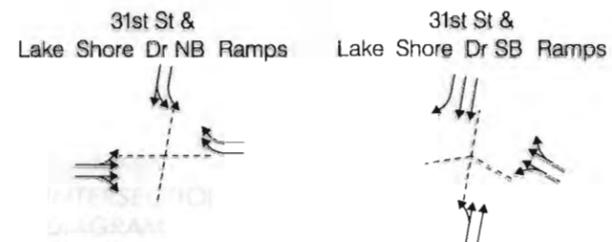








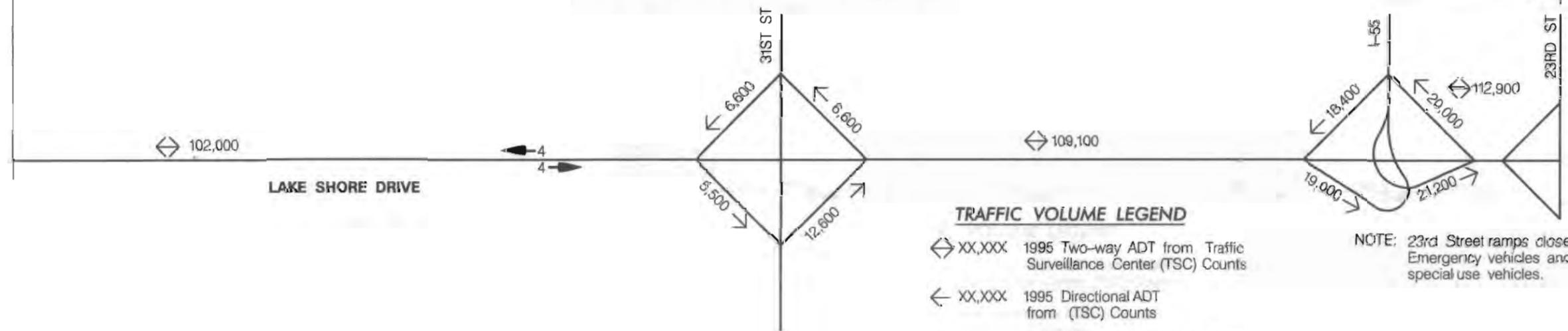
EXISTING INTERSECTION DIAGRAM



EXISTING SIGNAL SPACING

24,400' Free Flow - 57th Drive To Project Omission

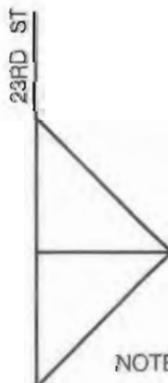
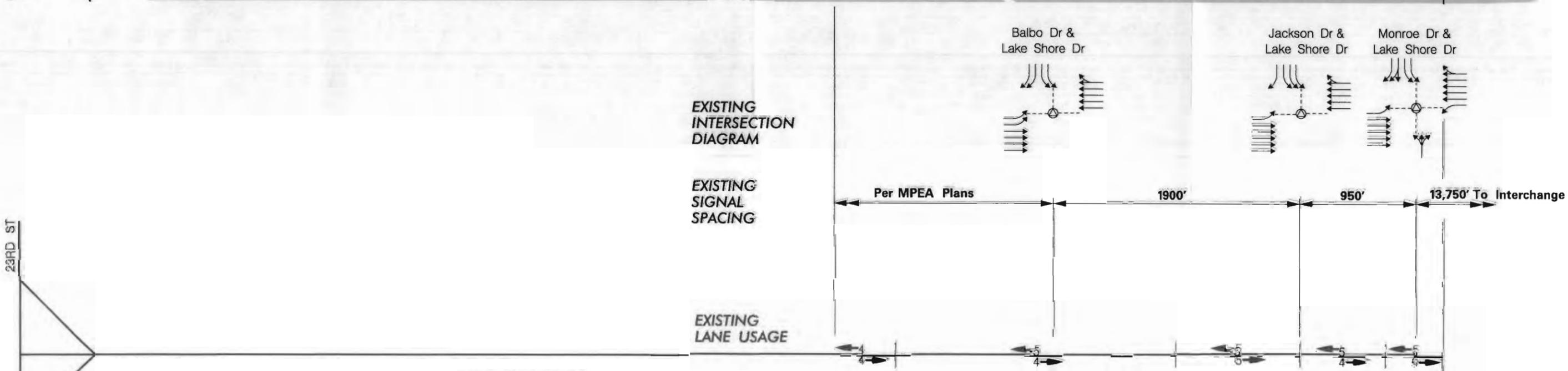
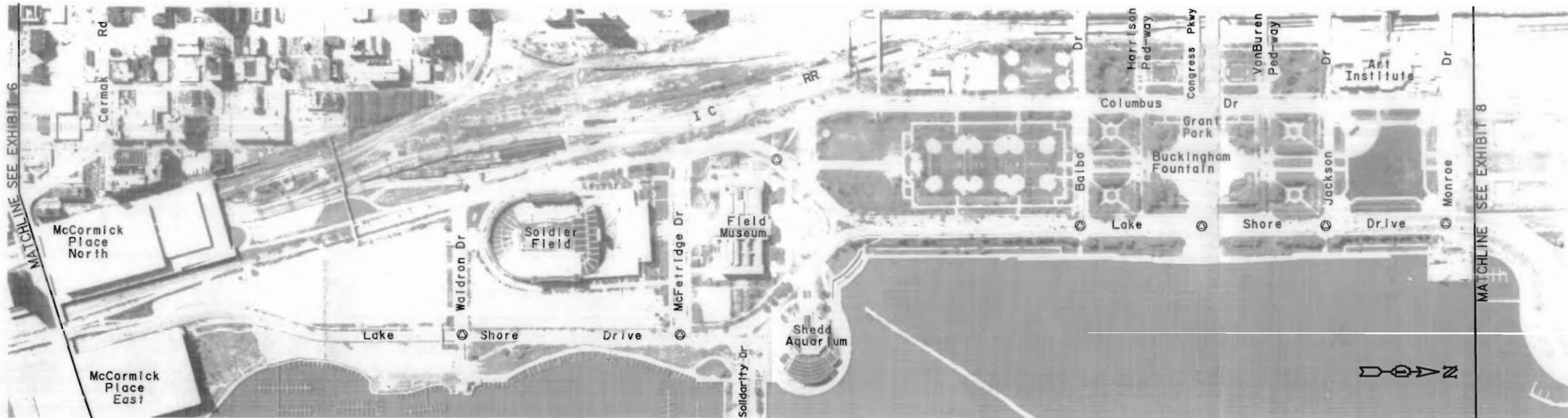
EXISTING LANE USAGE



TRAFFIC VOLUME LEGEND

- ◁ XX,XXX 1995 Two-way ADT from Traffic Surveillance Center (TSC) Counts
- ← XX,XXX 1995 Directional ADT from (TSC) Counts
- Traffic Surveillance Center (TSC) Count Station Location
- ◁ (XX,XXX) Estimated 1995 ADT from Other Sources

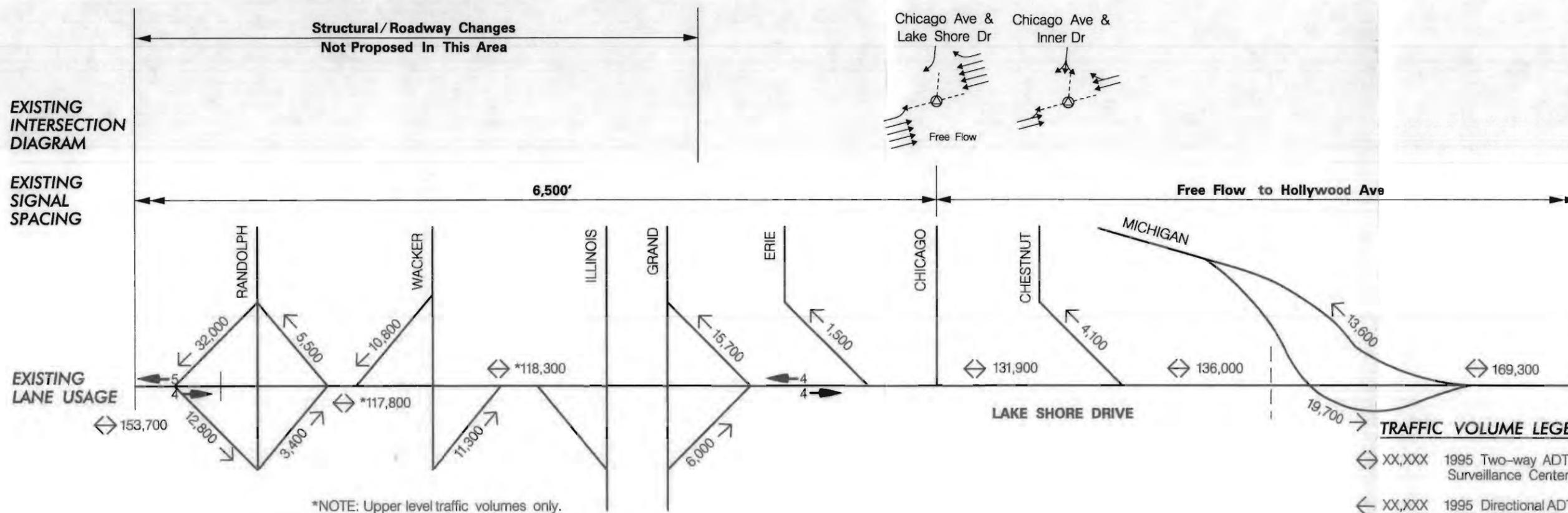
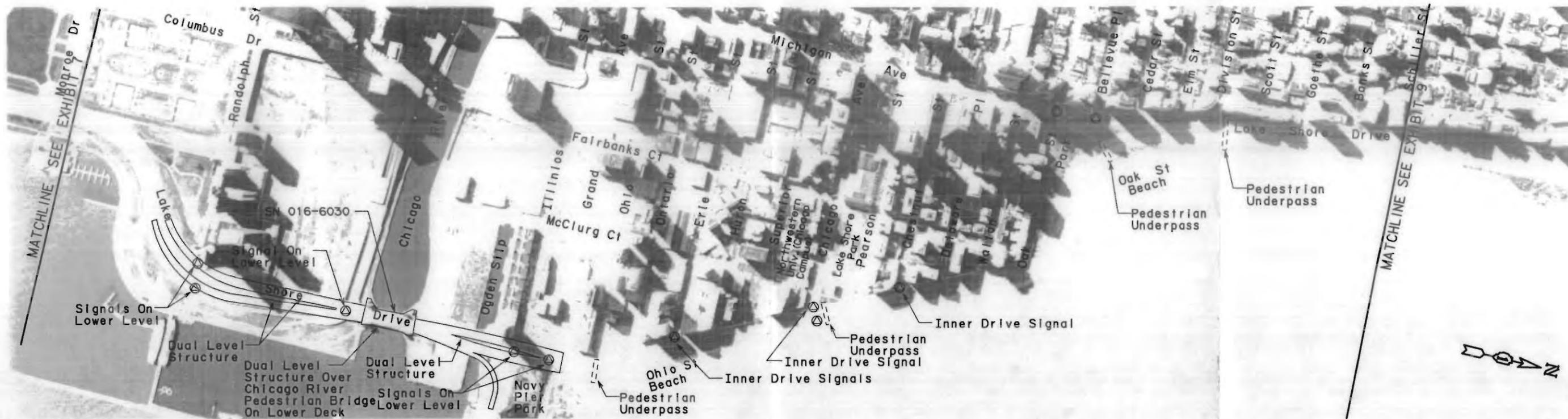
NOTE: 23rd Street ramps closed to all but Emergency vehicles and selected special use vehicles.



NOTE: 23rd Street ramps closed to all but Emergency vehicles and selected special use vehicles.

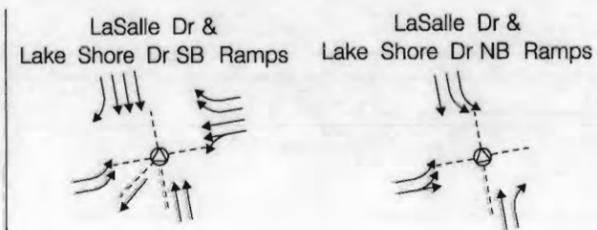
TRAFFIC VOLUME LEGEND

- ◁ XX,XXX 1995 Two-way ADT from Traffic Surveillance Center (TSC) Counts
- ← XX,XXX 1995 Directional ADT from (TSC) Counts
- Traffic Surveillance Center (TSC) Count Station Location
- ◁ (XX,XXX) Estimated 1995 ADT from Other Sources





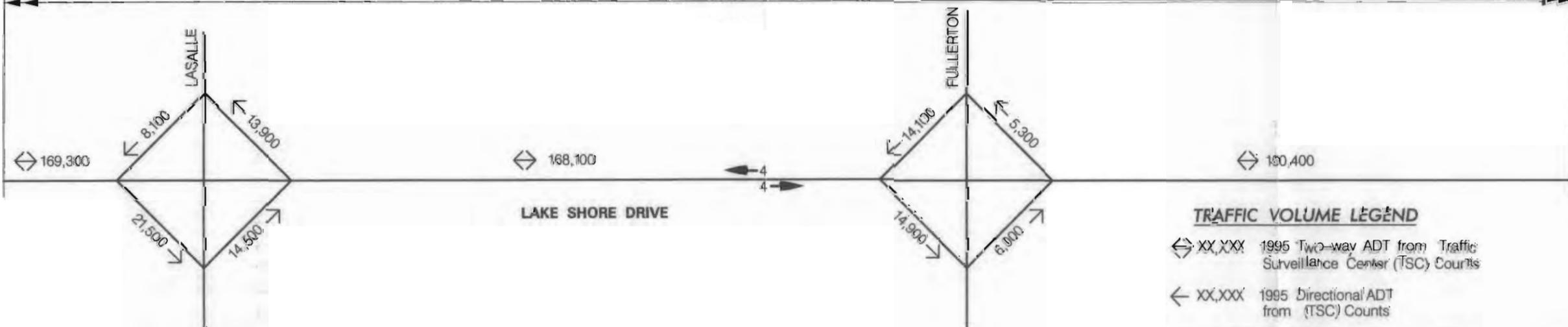
EXISTING INTERSECTION DIAGRAM

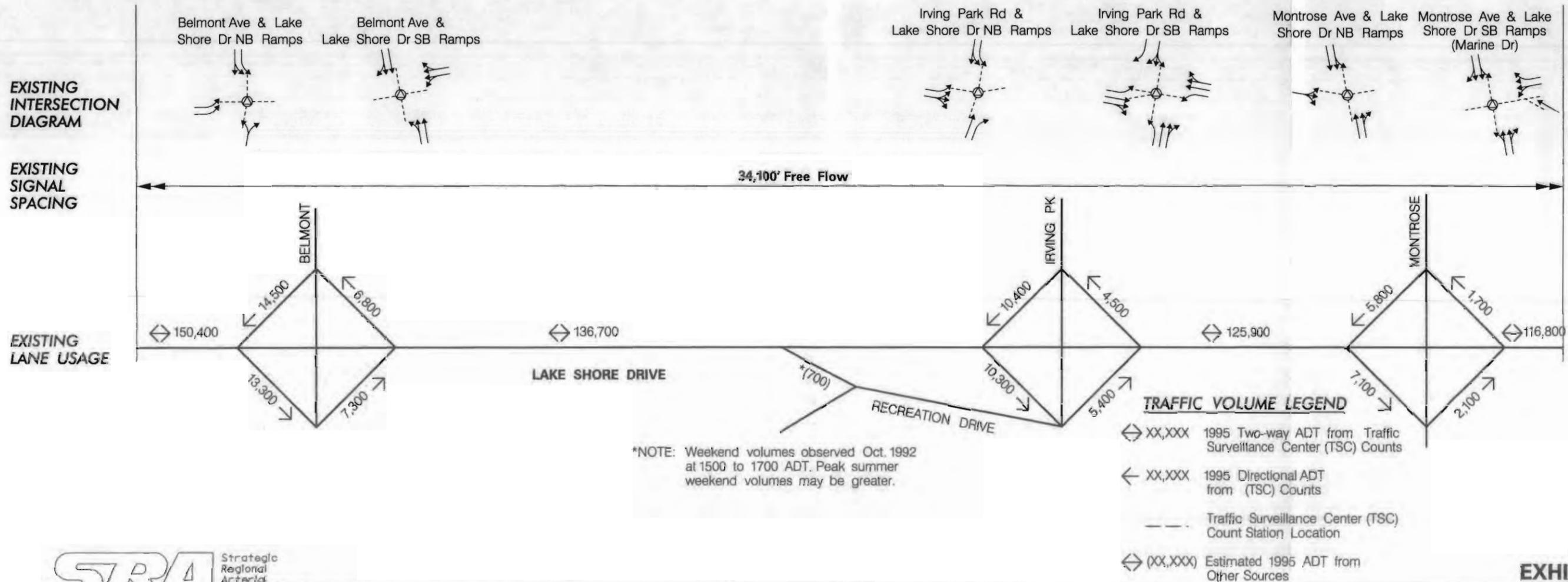


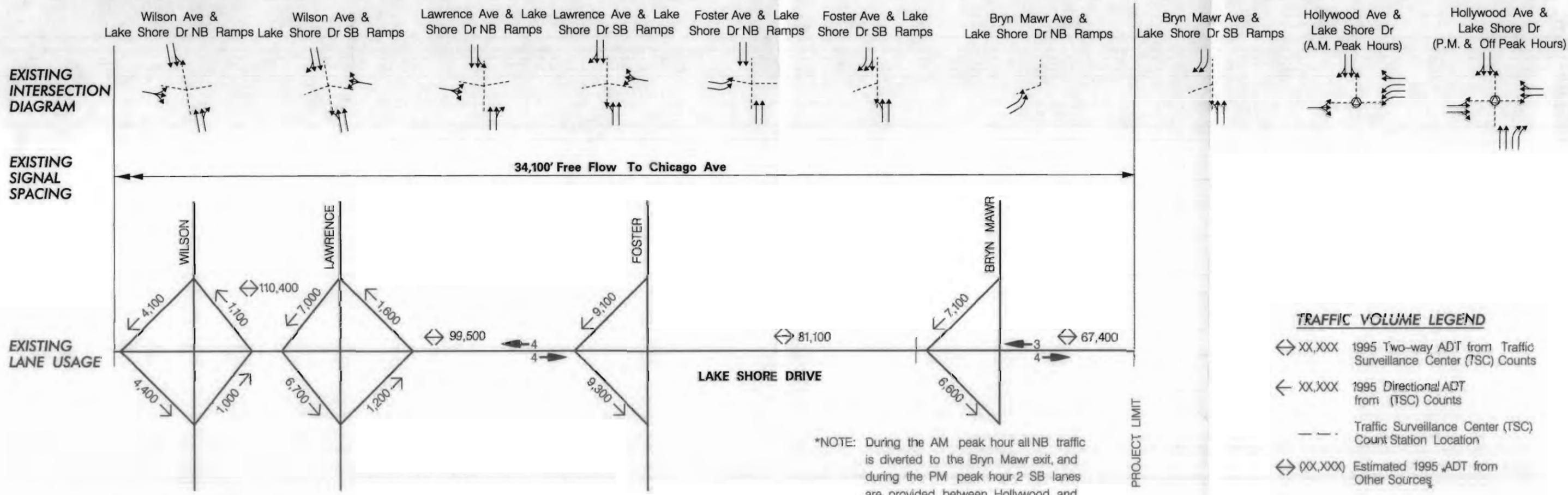
EXISTING SIGNAL SPACING

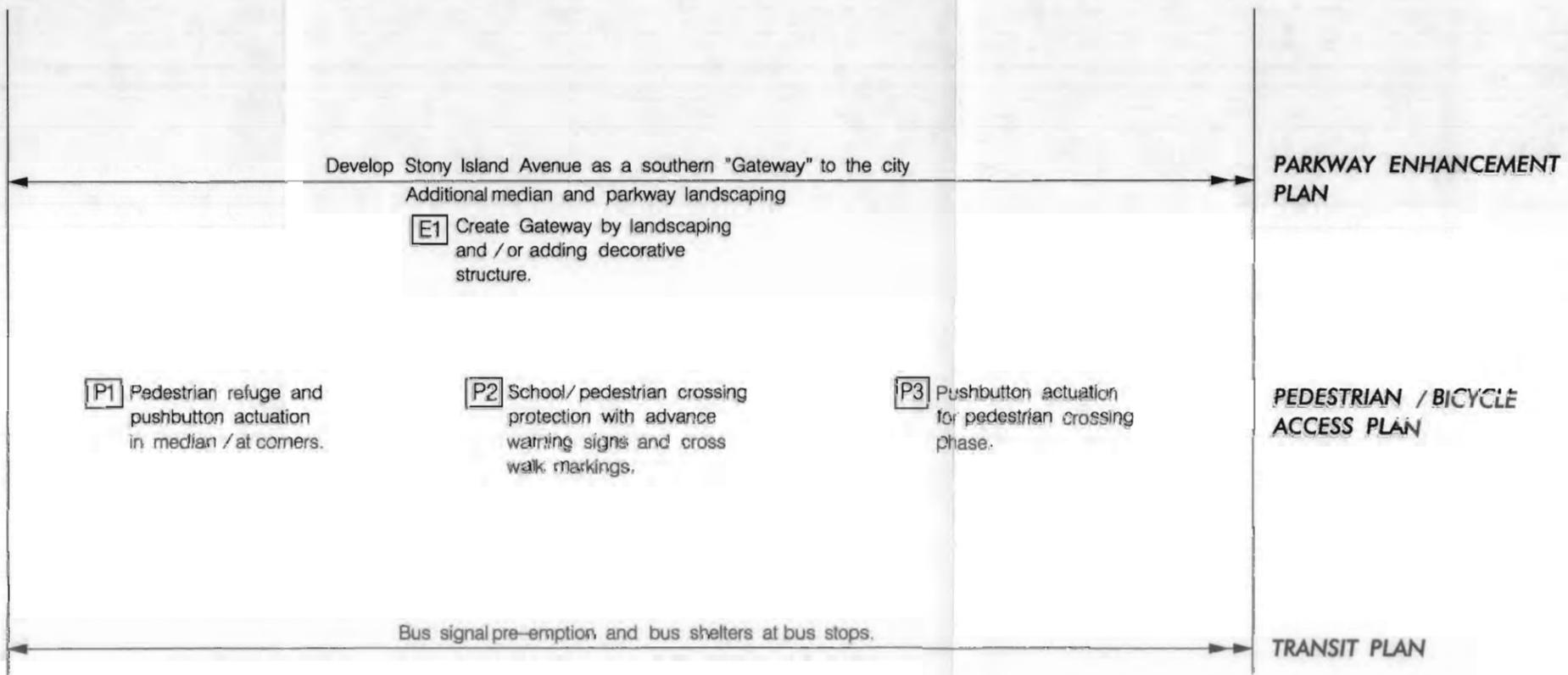
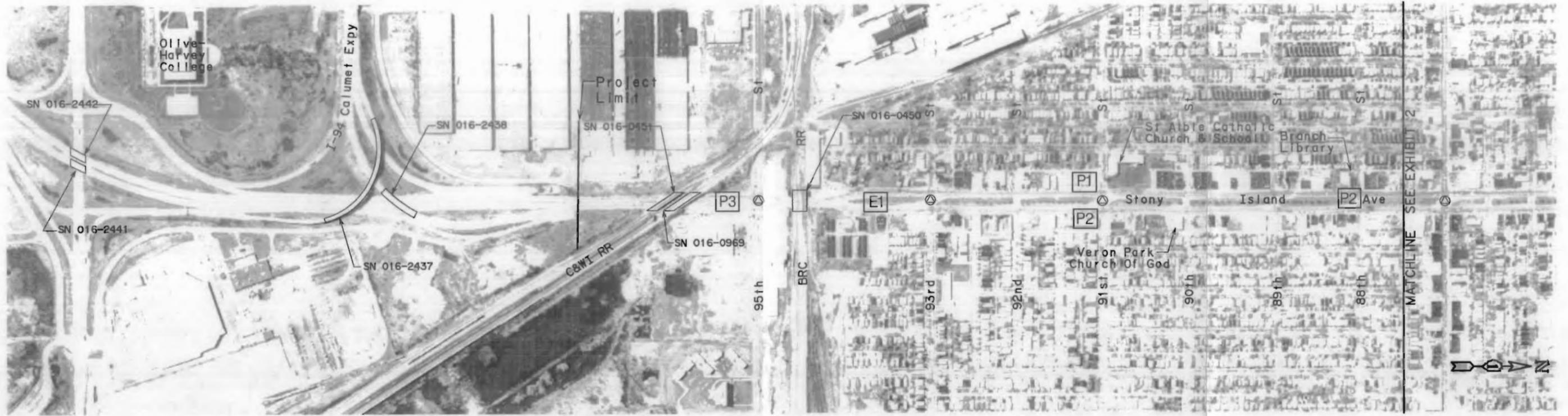
34,100' Free Flow

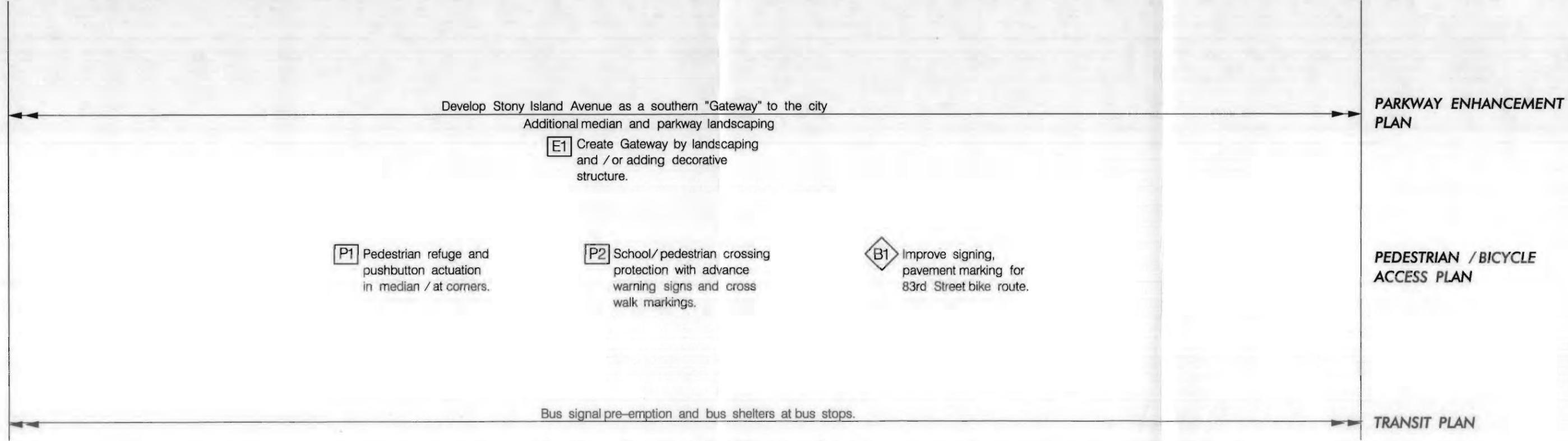
EXISTING LANE USAGE

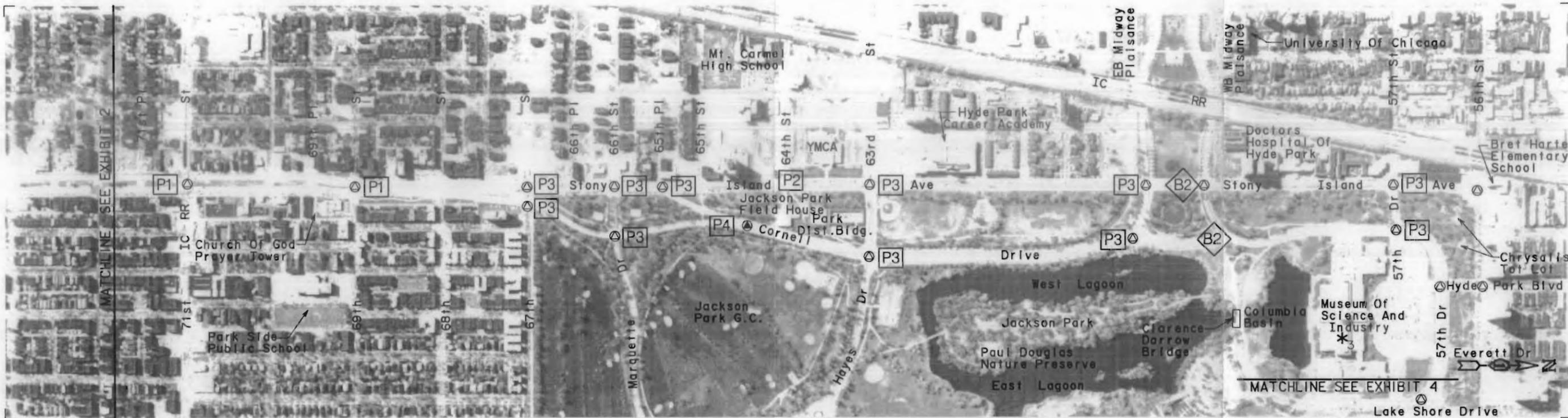




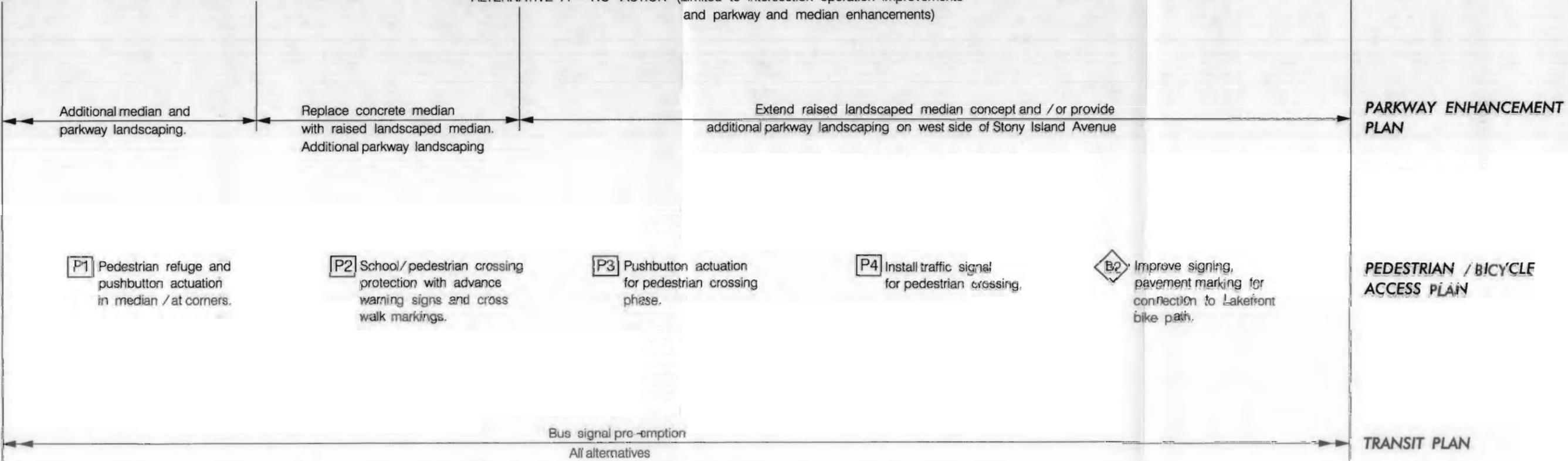


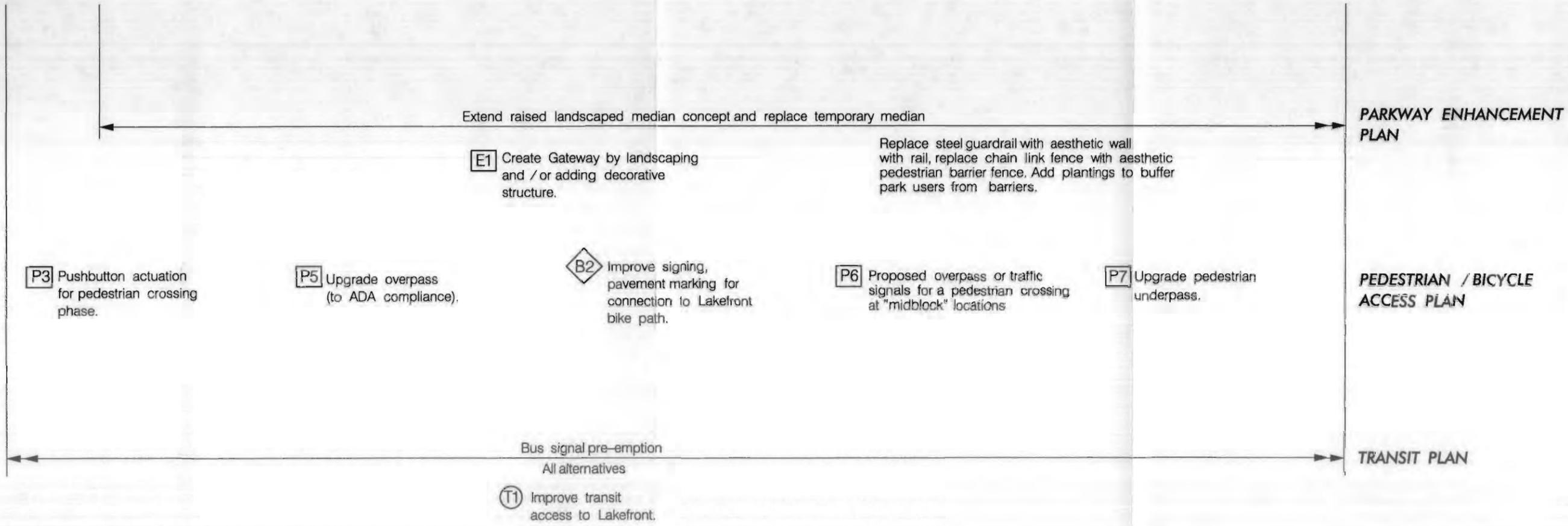
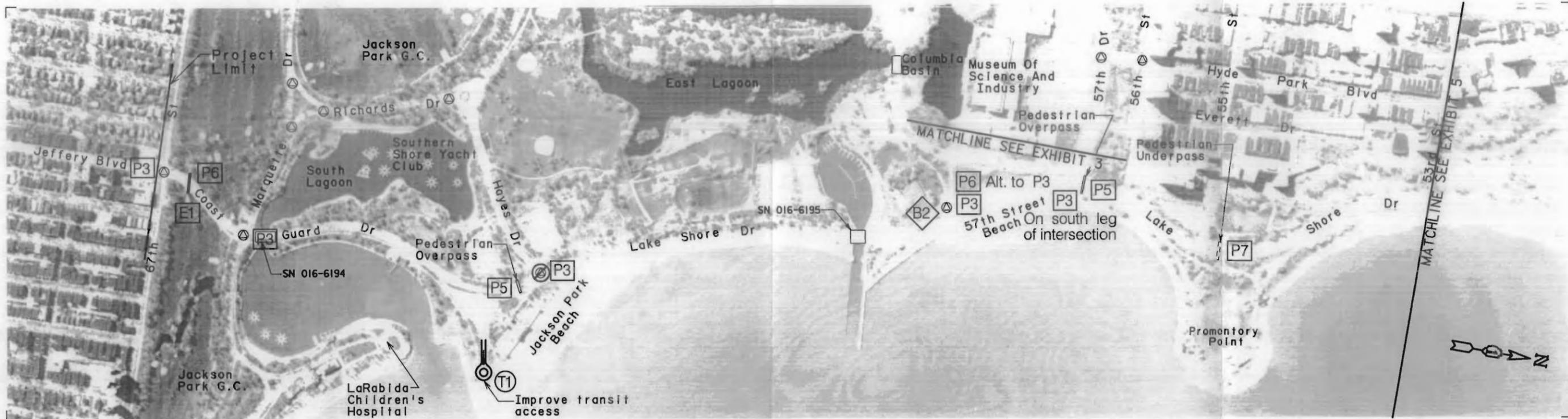


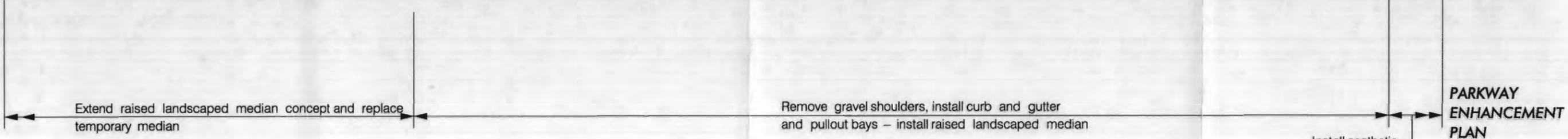
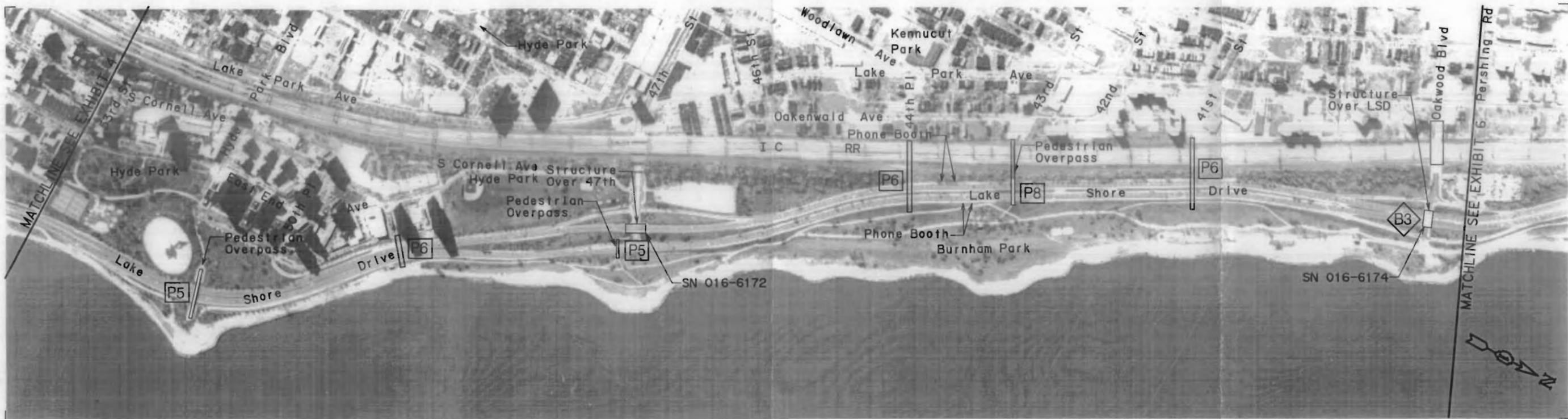




ALTERNATIVE A - NO ACTION (Limited to intersection operation improvements and parkway and median enhancements)







Replace steel guardrail with aesthetic wall with rail, replace chain link fence with aesthetic pedestrian barrier fence. Add plantings to buffer park users from barriers.

P5 Upgrade overpass (to ADA compliance).

P6 Proposed overpass.

P8 Remove existing overpass.

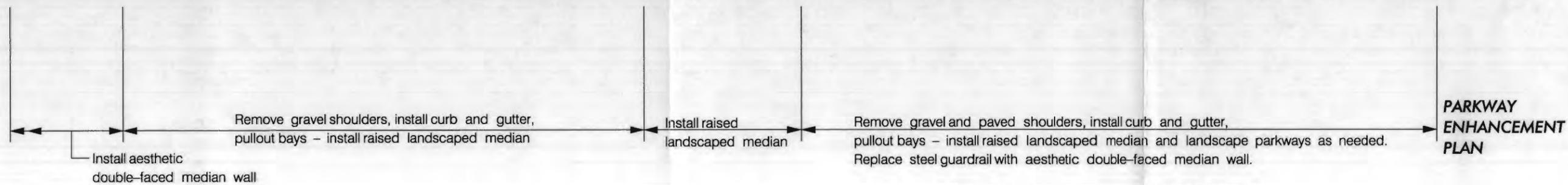
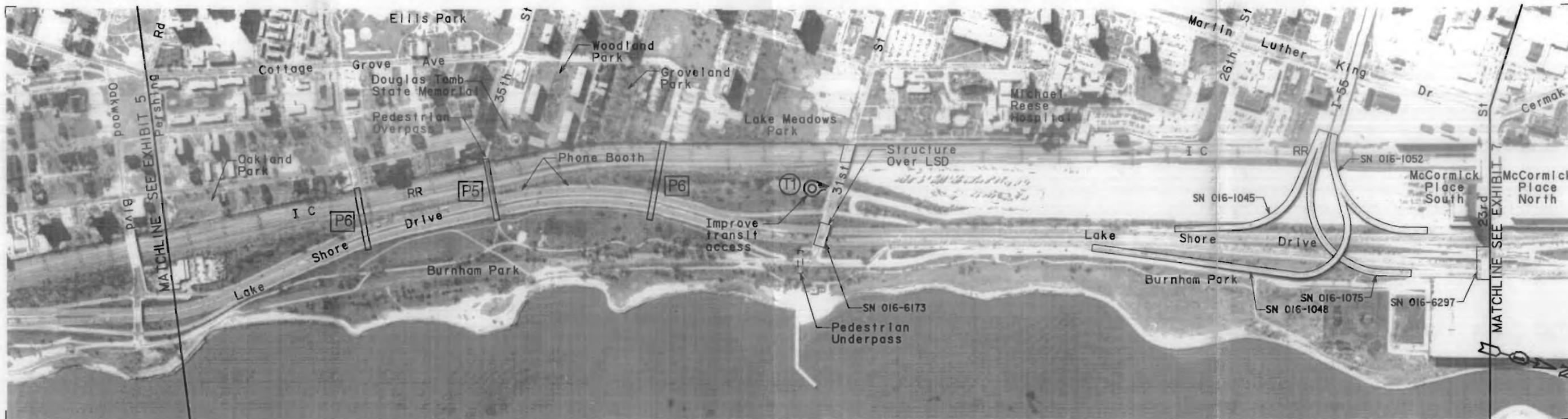
B3 Improve signing, pavement marking for Pershing Rd connection to Lakefront bike path.

Install aesthetic double-faced median wall

PARKWAY ENHANCEMENT PLAN

PEDESTRIAN / BICYCLE ACCESS PLAN

TRANSIT PLAN



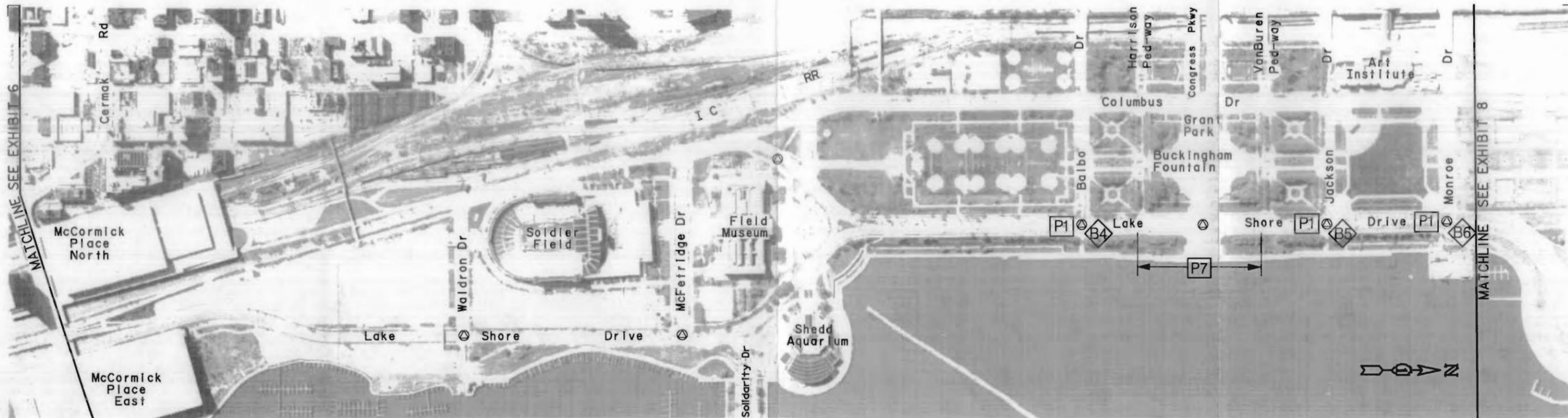
P5 Upgrade overpass (to ADA compliance).

P6 Proposed overpass.

T1 Improve transit access to Lakefront.

PEDESTRIAN / BICYCLE ACCESS PLAN

TRANSIT PLAN



MATCHLINE SEE EXHIBIT 6

MATCHLINE SEE EXHIBIT 8

Project Omission

Provide raised landscaped median,
decorative street lighting

P1 Pedestrian refuge and pushbutton
actuation in median at corners
(crossings on north and west legs only)

P7 Proposed concourse
Alternative A - at Buckingham Fountain
Alternative B - Twin underpass one south
and one north of fountain
Alternative C - Twin underpass one aligned
with Harrison one aligned with VanBuren

B4 Improve signing, pavement marking
for westbound Balbo / Columbus /
Congress / VanBuren connection
from Lakefront bike path.

B5 Improve signing, pavement marking
for eastbound Jackson connection
to Lakefront bike path.

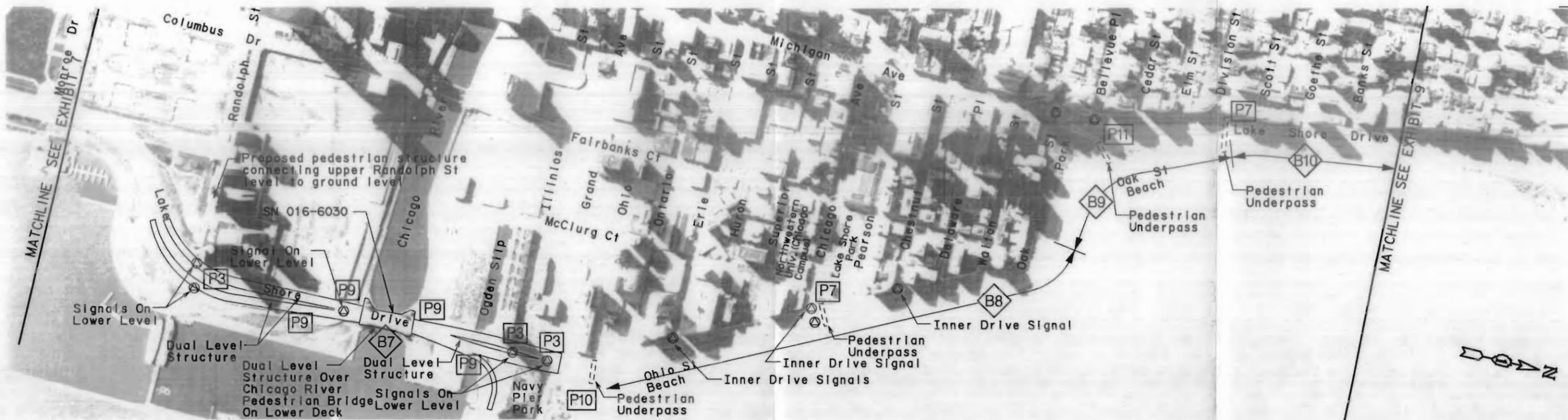
B6 Improve signing, pavement marking
for Monroe connection to Lakefront
bike path.

**PARKWAY
ENHANCEMENT
PLAN**

**PEDESTRIAN / BICYCLE
ACCESS PLAN**

TRANSIT PLAN

EXHIBIT C7



Replace median with aesthetic double-faced median wall.
 Replace bridge parapet walls with aesthetic wall with rail.
 Consider replacing existing street lights with architectural street lights.

Provide raised landscaped median wall, replace existing barrier wall with aesthetic wall with rail. Consider replacing existing street lights with architectural street lights.

Replace steel guardrail and existing roadside barrier with aesthetic wall with rail, replace chain link fence with aesthetic pedestrian barrier fence. Add plantings along east side to buffer park users from barriers. Consider replacing existing street light with architectural street lights.

PARKWAY ENHANCEMENT PLAN

P3 Pushbutton actuation (lower level signals).

P7 Upgrade pedestrian underpass (for ADA compliance).

P9 Improve existing or provide new pedestrian connection at ground level.

P10 Underpass lighting improvements, graffiti removal.

P11 Widening existing or build additional underpass to separate pedestrians / bicyclists.

PEDESTRIAN / BICYCLE ACCESS PLAN

B7 Structure modifications to provide separate bike lane or add pavement markings for bike lane, on lower deck

B8 Rebuild deteriorated portion of paved parkway, provide greater separation between pedestrians and bicyclists, consider adding trash receptacles, benches and improved lighting.

B9 Construct beach level path to separate pedestrians and bicyclists and reduce congestion.

B10 Improve surface for pedestrians and bicyclists clearly mark bicycle lanes.

TRANSIT PLAN



MATCHLINE SEE EXHIBIT 8

MATCHLINE SEE EXHIBIT 10

Replace steel guardrail with aesthetic wall with rail, replace chain link fence with aesthetic pedestrian barrier fence. Add plantings along east side to buffer park users from barriers. Consider replacing existing street lights with architectural street lights.

Replace steel guardrail with aesthetic wall with rail.

PARKWAY ENHANCEMENT PLAN

P7 Upgrade pedestrian underpass (for ADA compliance).

P11 Widen existing or build an additional underpass to separate pedestrians / bicyclists and reduce congestion.

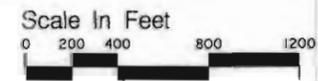
P12 No improvements proposed.

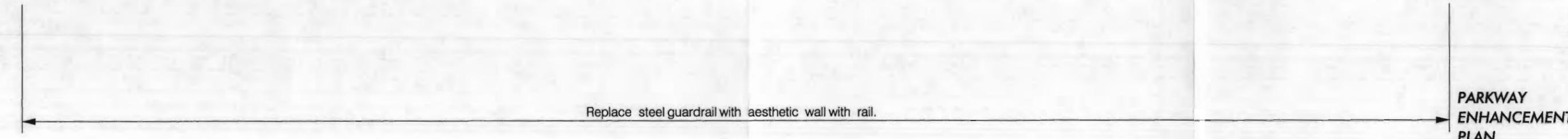
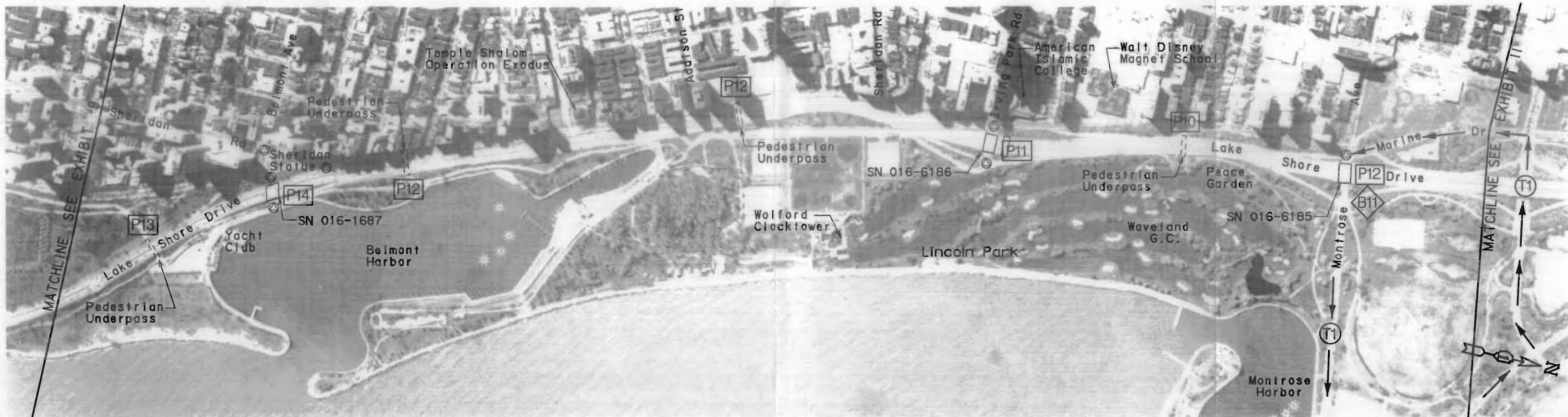
B10 Improve surface for pedestrians and bicyclists clearly mark bicycle lanes.

PEDESTRIAN / BICYCLE ACCESS PLAN

T1 Improve transit access to Lakefront.

TRANSIT PLAN





- P10** Lighting improvements graffiti removal.
- P11** Build additional underpass to north of Irving Park Road to separate pedestrians and bicyclists from vehicles.
- P12** No improvements proposed.
- P13** Lengthen structure to accommodate proposed auxiliary lane.
- P14** Move east side interchange ramps closer to mainline to provide better separation between vehicles, bicycles and pedestrians.

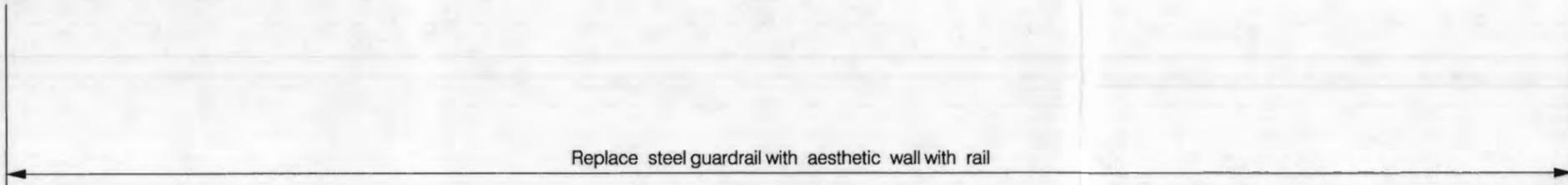
- B11** Improve signing, pavement marking for Montrose connection to Lakefront bike path.

- T1** Improve transit access to Lakefront. Consider routing bus east of Montrose, north on Simonds Dr, west on Wilson Ave and return to Montrose on Marine Dr

PEDESTRIAN / BICYCLE ACCESS PLAN

TRANSIT PLAN





PARKWAY ENHANCEMENT PLAN

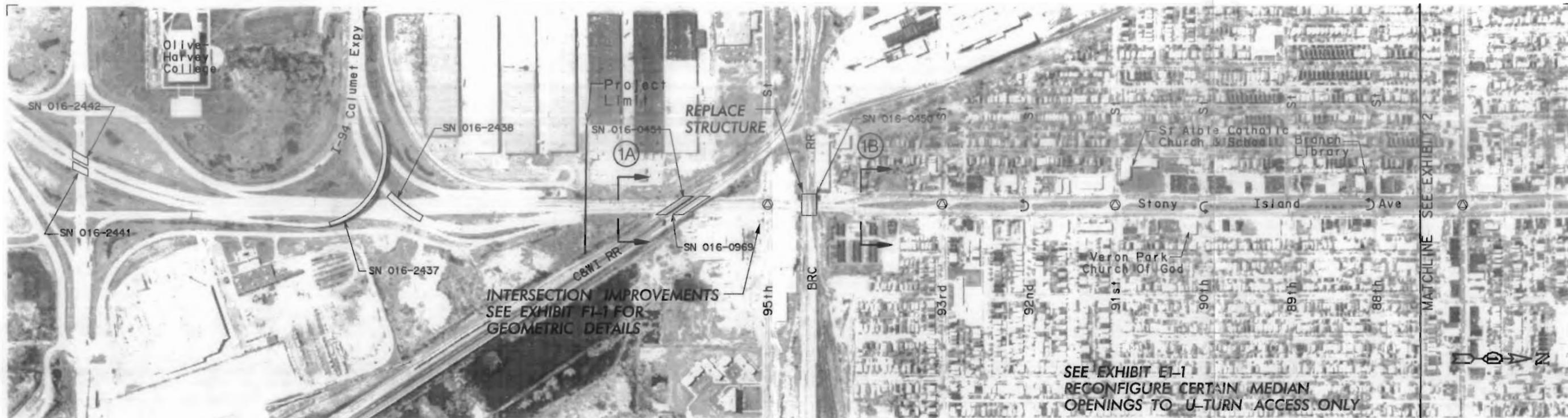
- P10 Underpass lighting improvements, graffiti removal.
- P12 No improvements proposed.
- P15 Structure rehabilitation.

B12 Improve signing, pavement marking for Lawrence connection to Lakefront bike path.

T1 Improve transit access to Lakefront.

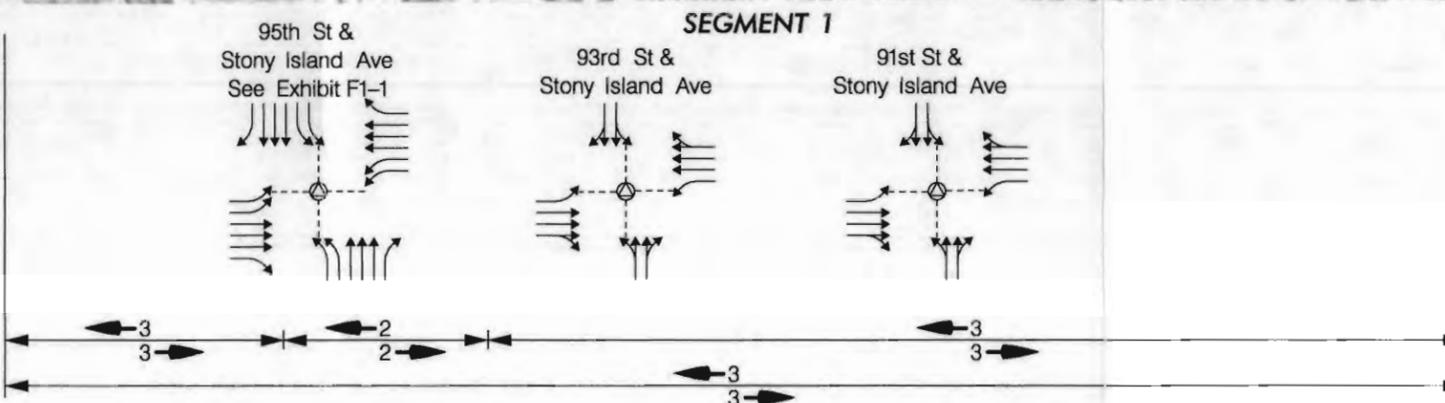
PEDESTRIAN / BICYCLE ACCESS PLAN

TRANSIT PLAN

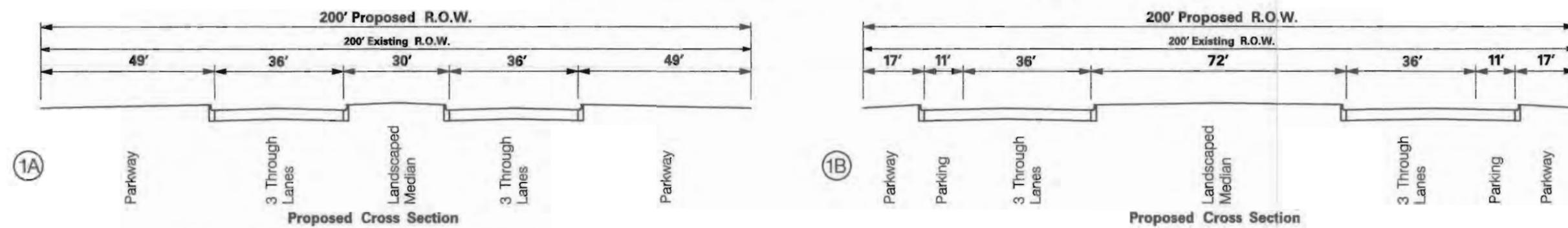


PROPOSED INTERSECTION DIAGRAM

EXISTING LANE USAGE
PROPOSED LANE USAGE



CROSS SECTIONS



NOTES

-SEE EXHIBIT C1 FOR PARKWAY ENHANCEMENT, PEDESTRIAN & BICYCLE ACCESS, AND TRANSIT IMPROVEMENTS



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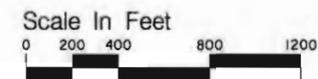
Legend

SN Structure Number
Existing Structure
Median Closure

U-Turn Location
+20 Additional Right-Of-Way
Proposed Right-Of-Way

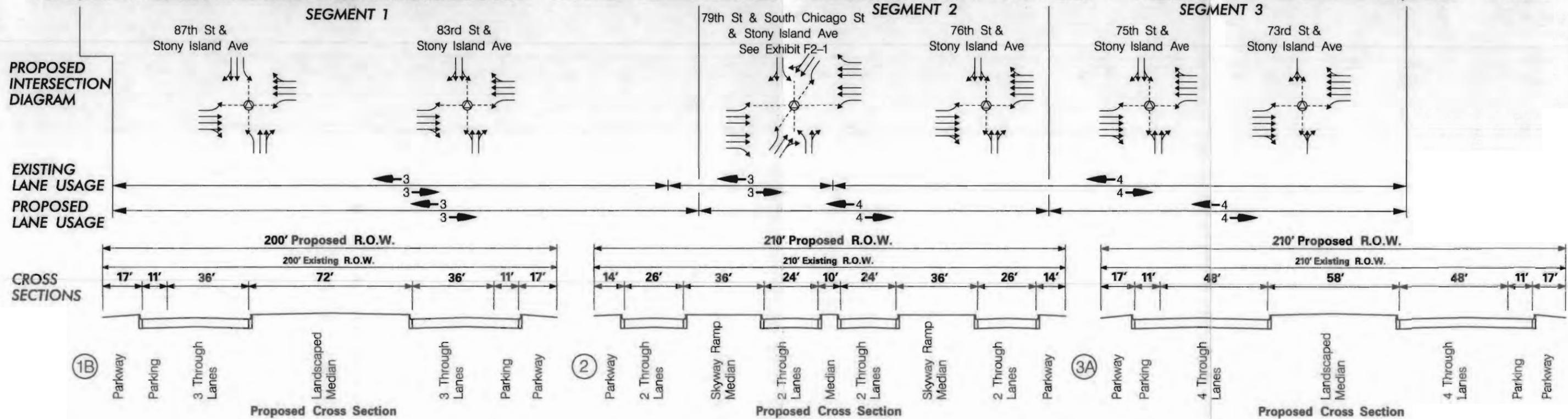
New Signal
Existing Signal

Flashing Signal
Remove Signal

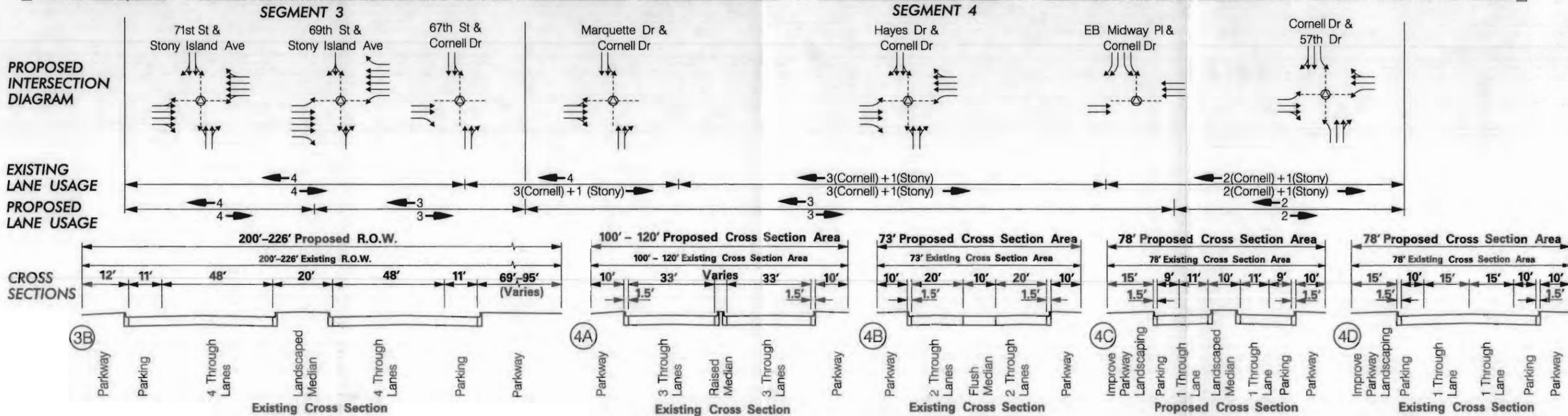
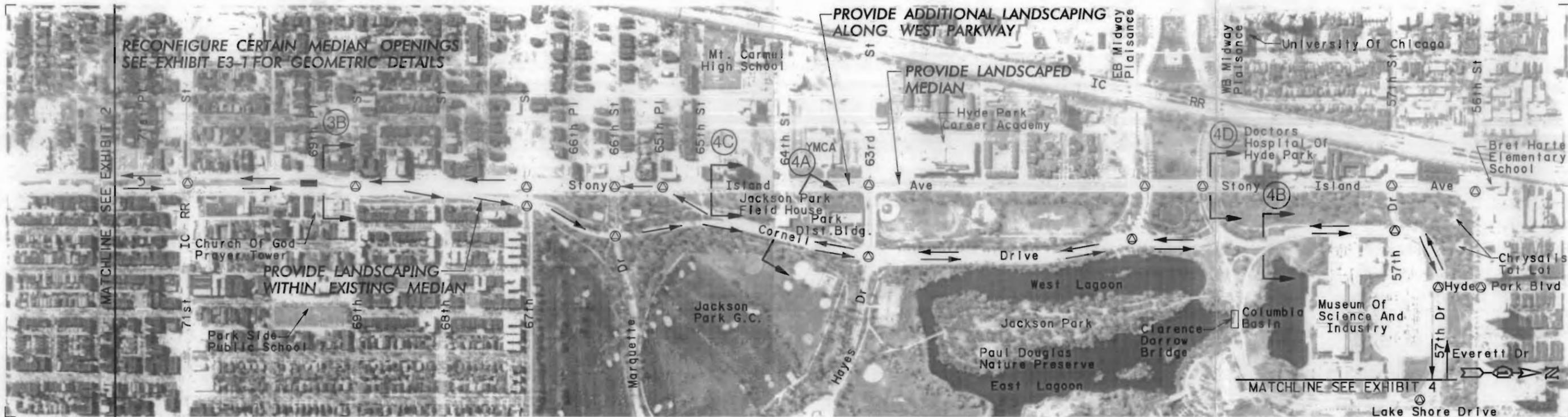


ALTERNATIVE A1
U-TURNS AT CROSS STREETS

PROPOSED IMPROVEMENTS
EXHIBIT D1

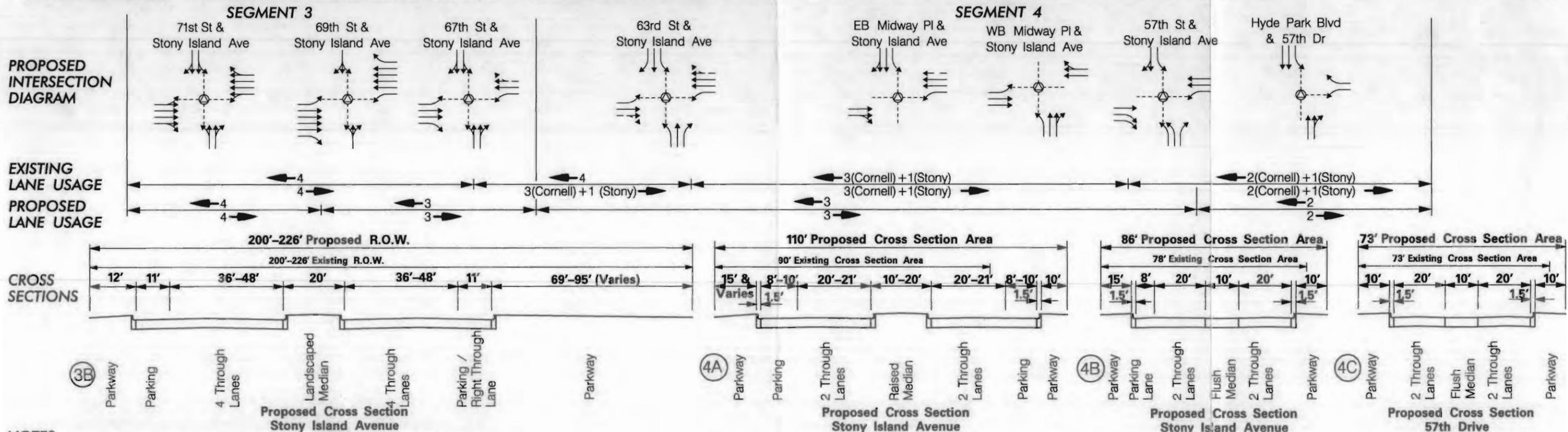
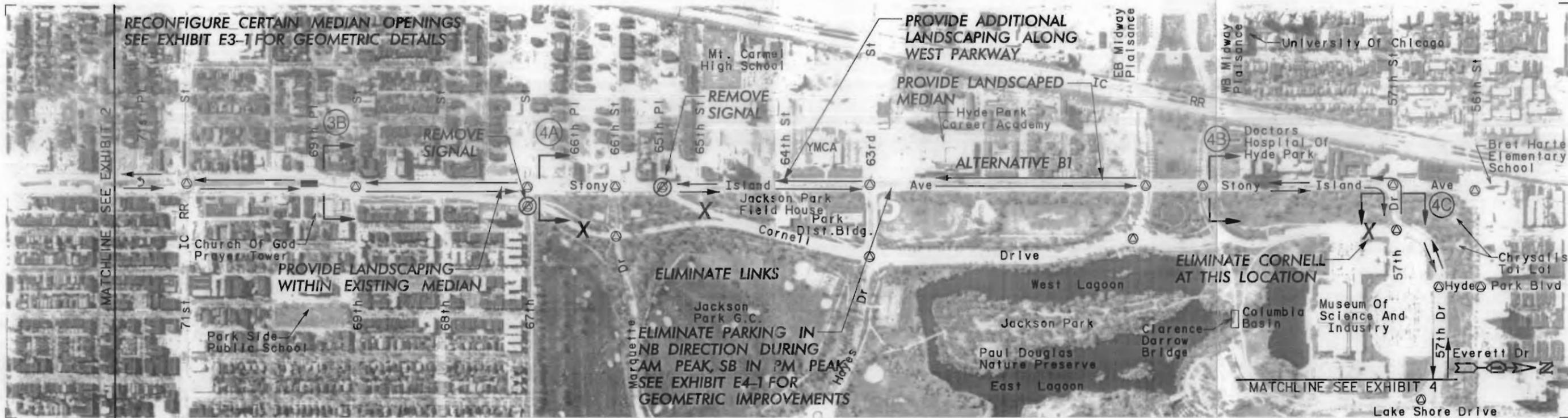


SEE EXHIBIT C2 FOR PARKWAY ENHANCEMENT, PEDESTRIAN AND BICYCLE ACCESS, AND TRANSIT IMPROVEMENTS



NOTES

-MAINTAIN EXISTING CROSS SECTION ALONG CORNELL DR AND 57TH DRIVE



NOTES

-MAINTAIN PARKING AT ALL TIMES ON WEST SIDE OF STONY ISLAND AVENUE BETWEEN MIDWAY PLAISANCE AND 57TH STREET. PROHIBIT PARKING ON EAST SIDE OF STONY ISLAND FOR THE SAME AREA DURING THE MORNING PEAK PERIOD



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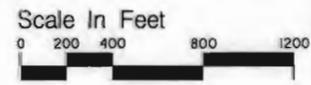
Legend

SN Structure Number
 Existing Structure
 Median Closure

U-Turn Location
 +20 Additional Right-Of-Way
 Proposed Right-Of-Way

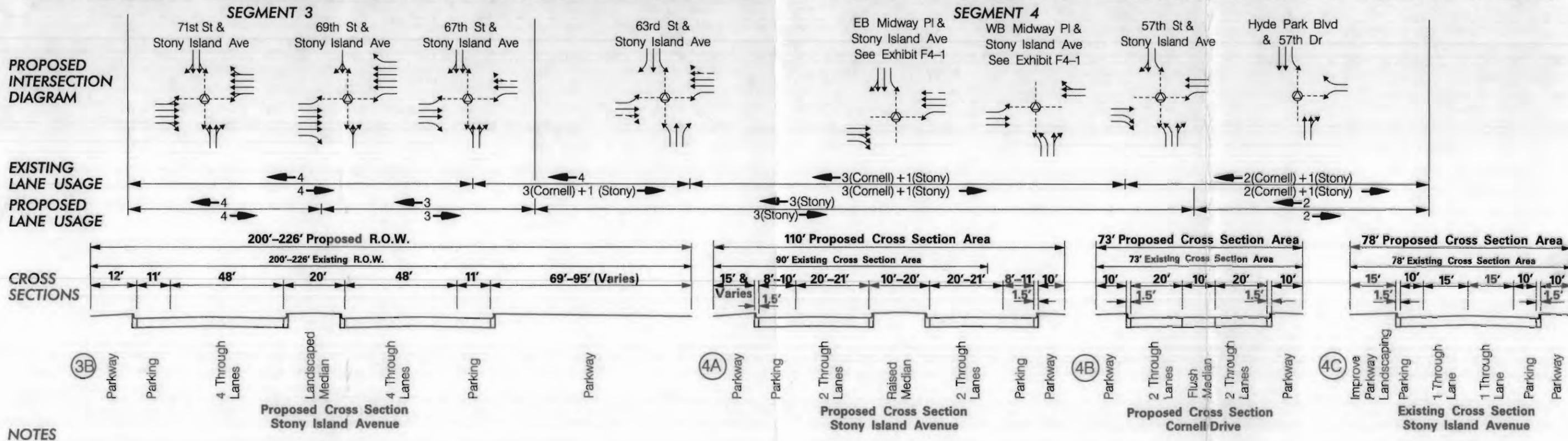
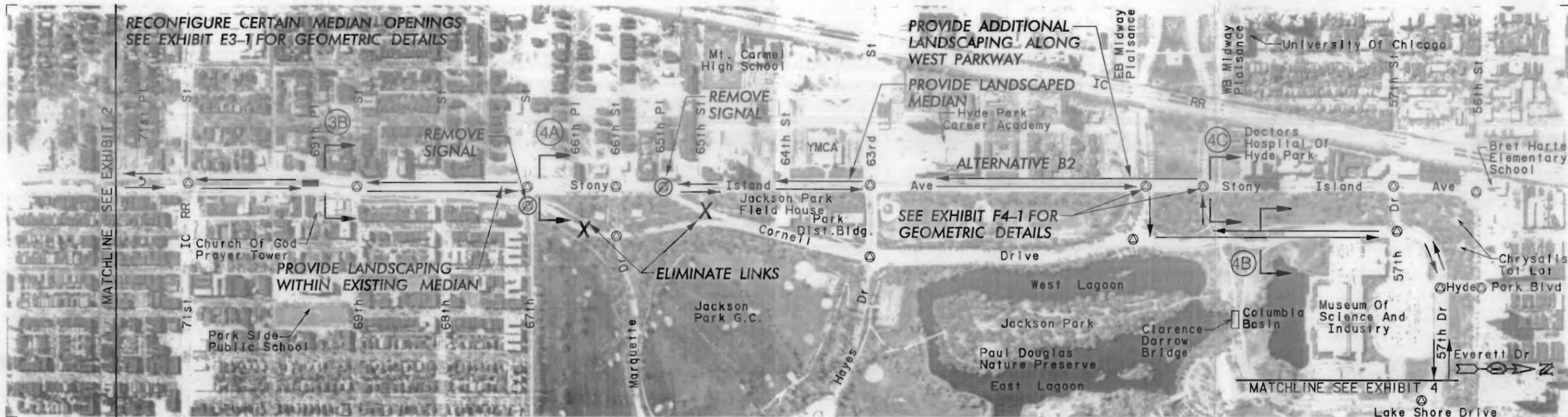
New Signal
 Existing Signal

Flashing Signal
 Remove Signal



**ALTERNATIVE B1
 SHIFT SRA AT 57TH STREET**

**PROPOSED IMPROVEMENTS
 EXHIBIT D3-B1**



NOTES

Legend

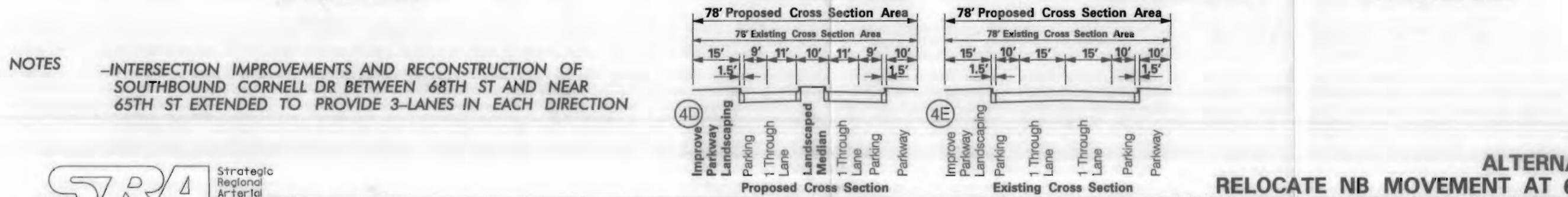
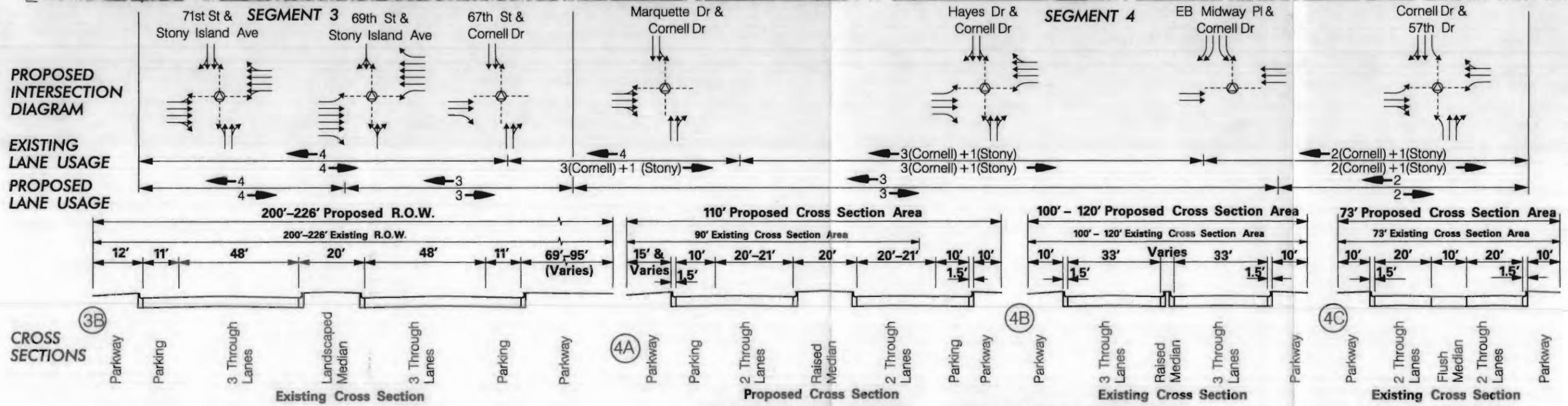
- SN Structure Number
- Existing Structure
- Median Closure
- U-Turn Location
- +20 Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal

Scale In Feet
0 200 400 800 1200

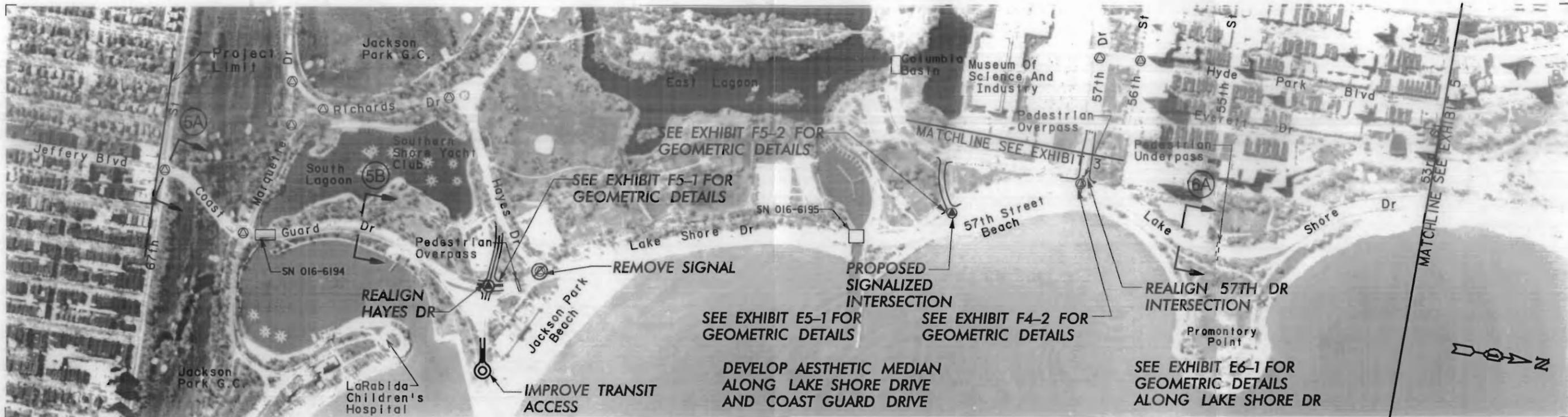
**ALTERNATIVE B2
SHIFT SRA AT MIDWAY PLAISANCE**

**PROPOSED IMPROVEMENTS
EXHIBIT D3-B2**

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
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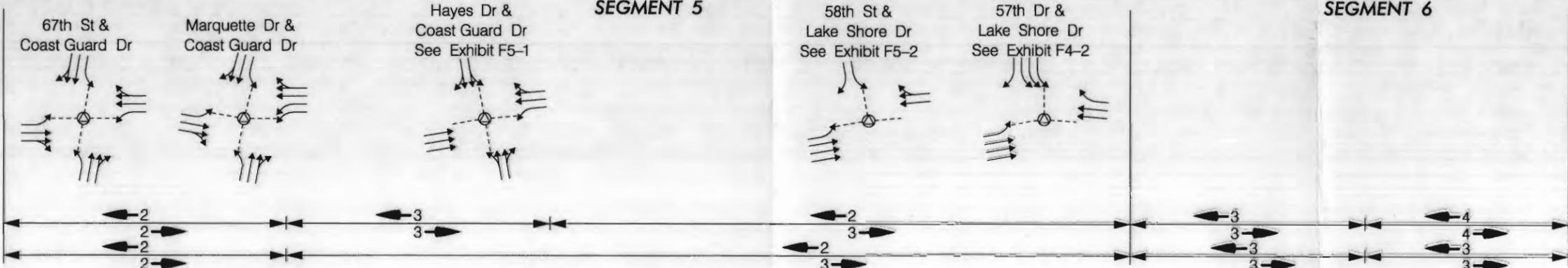
NOTES
 -INTERSECTION IMPROVEMENTS AND RECONSTRUCTION OF SOUTHBOUND CORNELL DR BETWEEN 68TH ST AND NEAR 65TH ST EXTENDED TO PROVIDE 3-LANES IN EACH DIRECTION



SEGMENT 5

SEGMENT 6

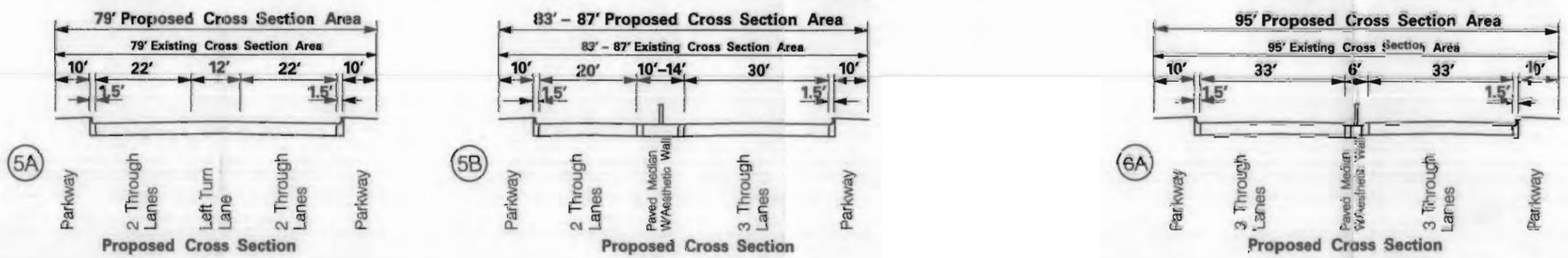
PROPOSED INTERSECTION DIAGRAM



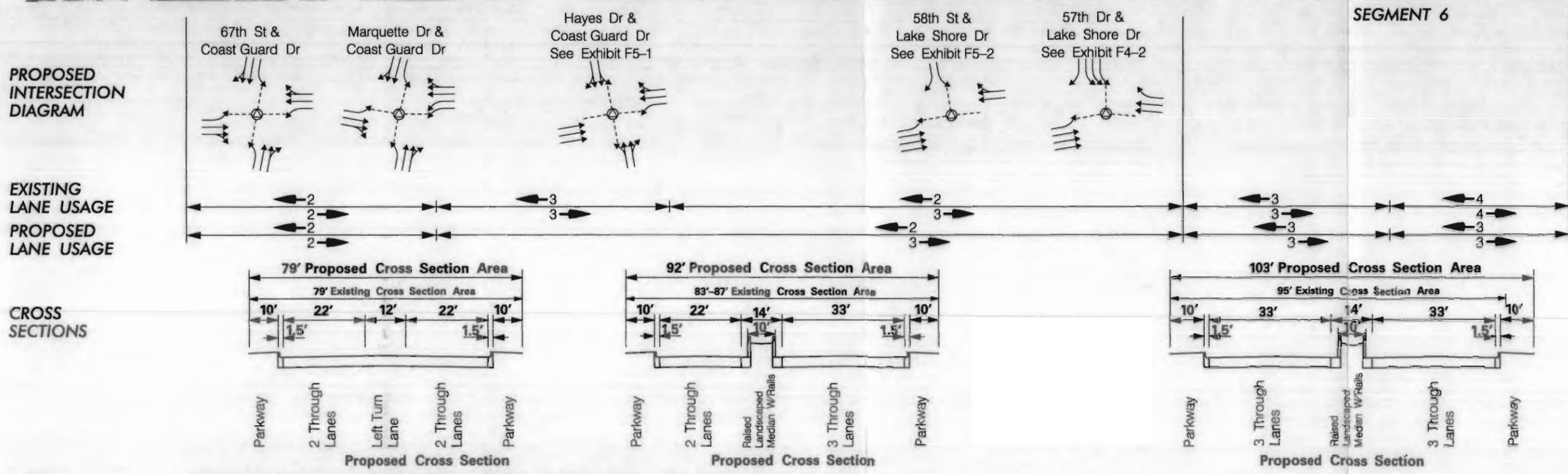
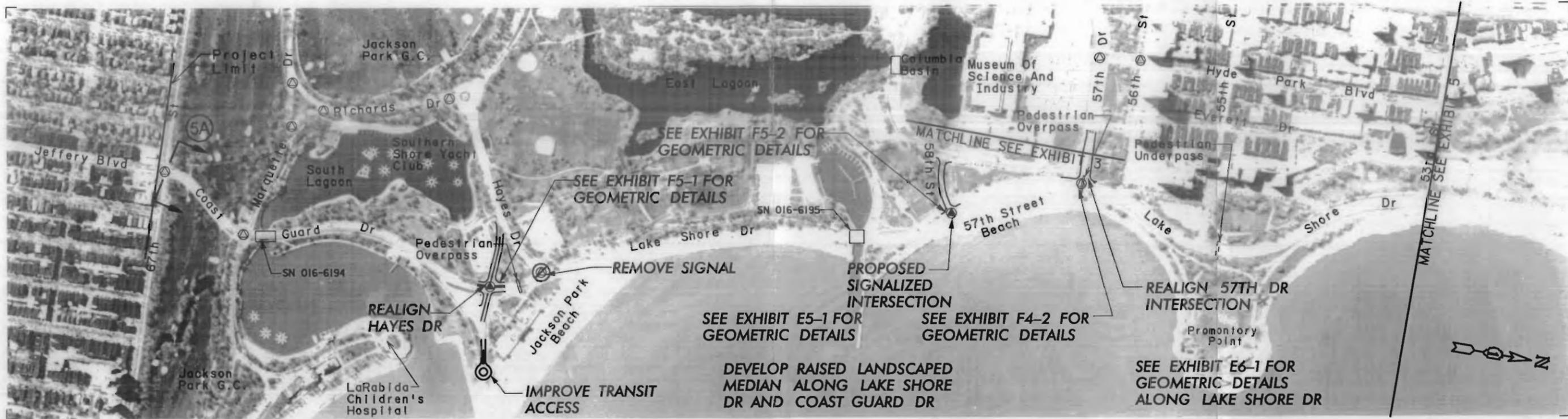
EXISTING LANE USAGE
PROPOSED LANE USAGE



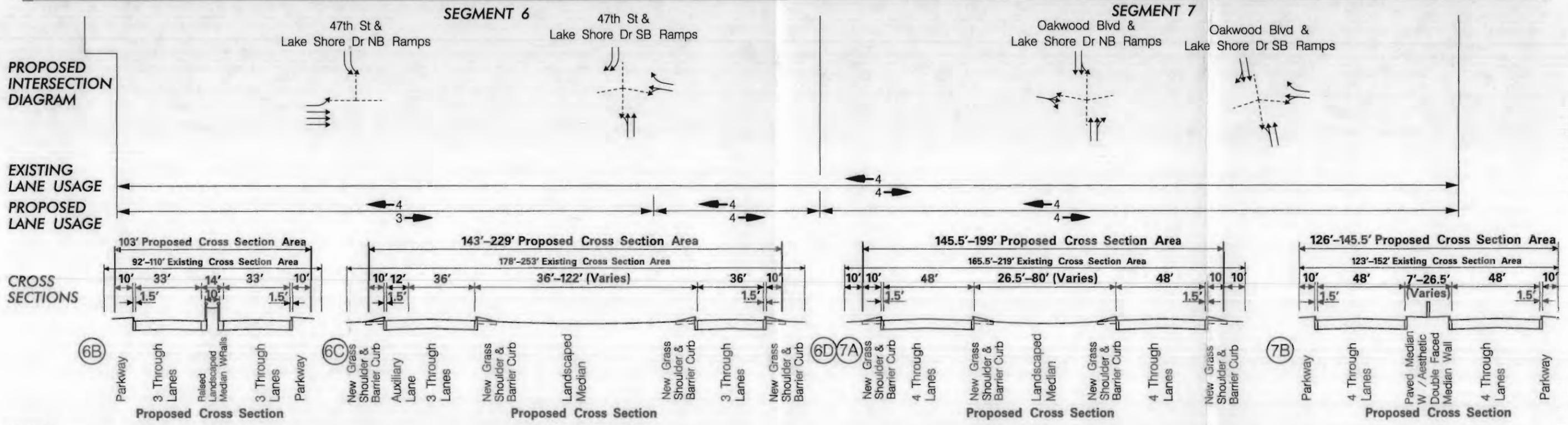
CROSS SECTIONS



NOTES
-MAINTAIN EXISTING PAVEMENT WIDTH AND AESTHETIC DOUBLE-FACED MEDIAN WALL



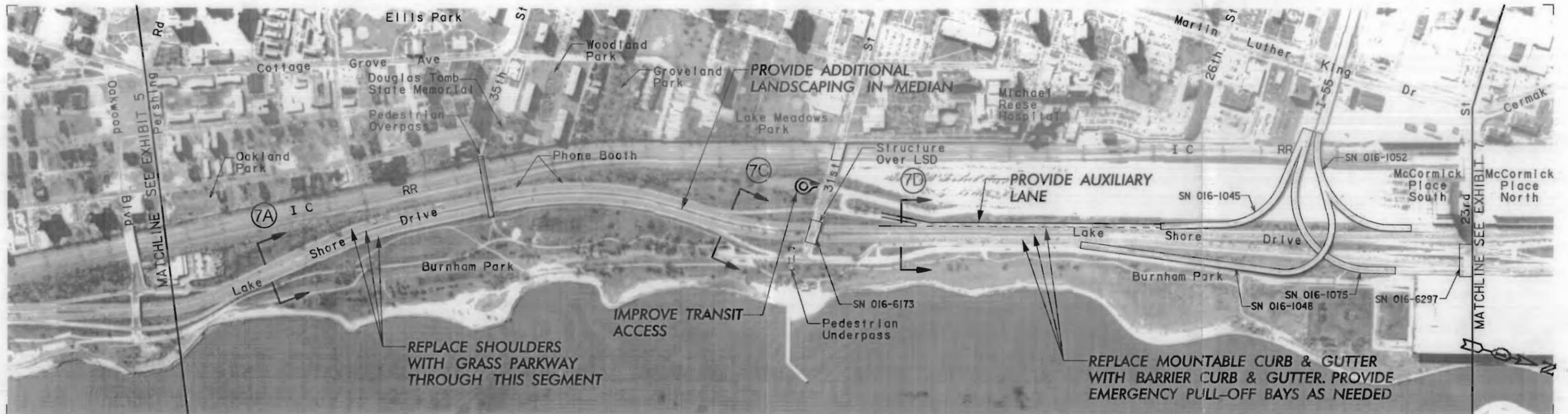
NOTES
 -WIDEN PAVEMENT TO DEVELOP RAISED LANDSCAPED MEDIAN ALONG LAKE SHORE DRIVE AND COAST GUARD DRIVE
 -PROVIDE EMERGENCY PULL-OFF BAYS AS NEEDED



NOTES

-RESTRIPE EXIT RAMP AT 50TH PLACE TO ELIMINATE FOURTH SB THROUGH LANE SOUTH OF RAMP. CONSIDER MAKING FOURTH THROUGH LANE "EXIT ONLY" AT 50TH PLACE OR HAVE LANE DROP OCCUR IN THE 47TH STREET INTERCHANGE AREA. (SEE EXHIBIT E6-1 FOR DETAILS)

-PROVIDE TAPER AND DECELERATION LANE USING EXISTING SB PAVEMENT AREA AT 53RD STREET EXIT RAMP (SEE EXHIBIT E6-1 FOR DETAILS)

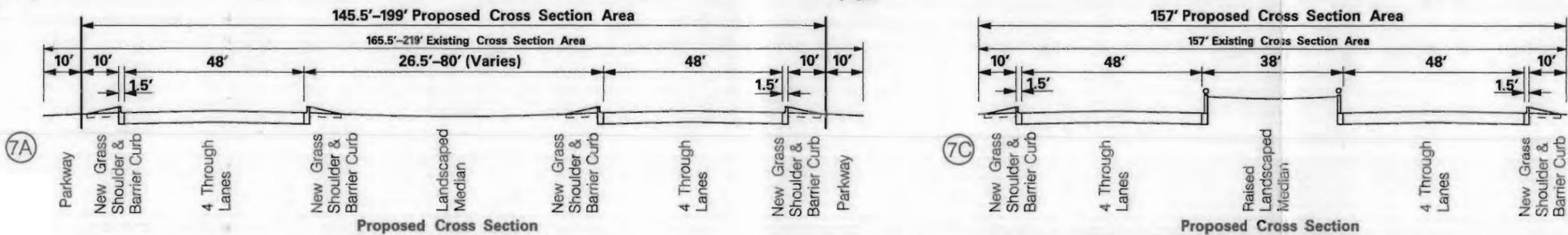


SEGMENT 7

PROPOSED INTERSECTION DIAGRAM



LANE USAGE (EXIST. & PROPOSED)



CROSS SECTIONS

NOTES

-SEE EXHIBIT C6 FOR PARKWAY ENHANCEMENT, PEDESTRIAN & BICYCLE ACCESS, AND TRANSIT IMPROVEMENTS

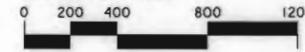


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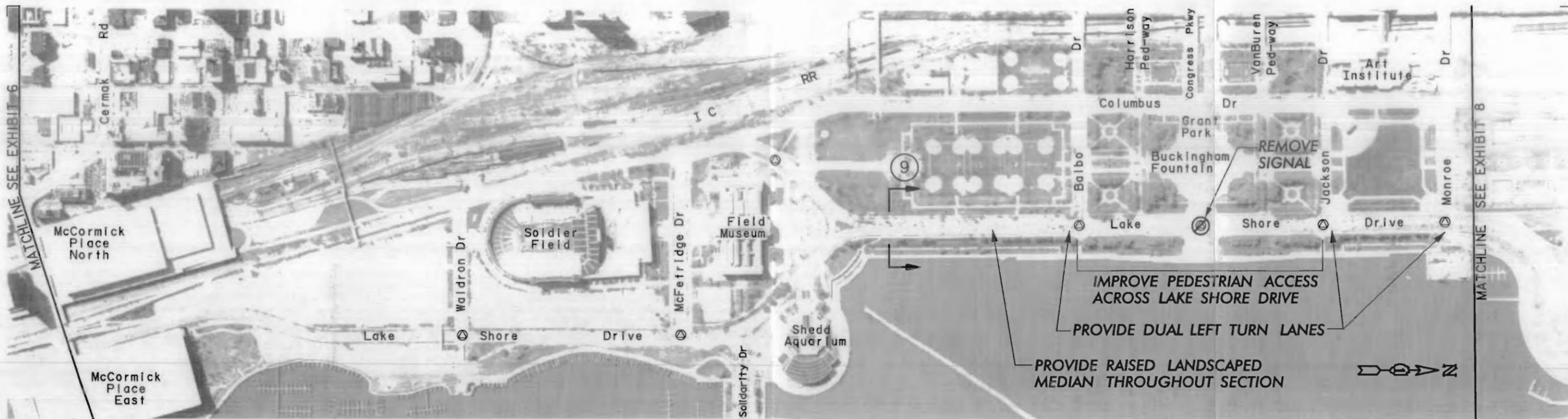
Legend

- SN Structure Number
- Existing Structure
- Median Break
- Cul-De-Sac
- +20 Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal

Scale In Feet



PROPOSED IMPROVEMENTS EXHIBIT D6



SEGMENT 8 - PROJECT OMISSION

PROPOSED INTERSECTION DIAGRAM

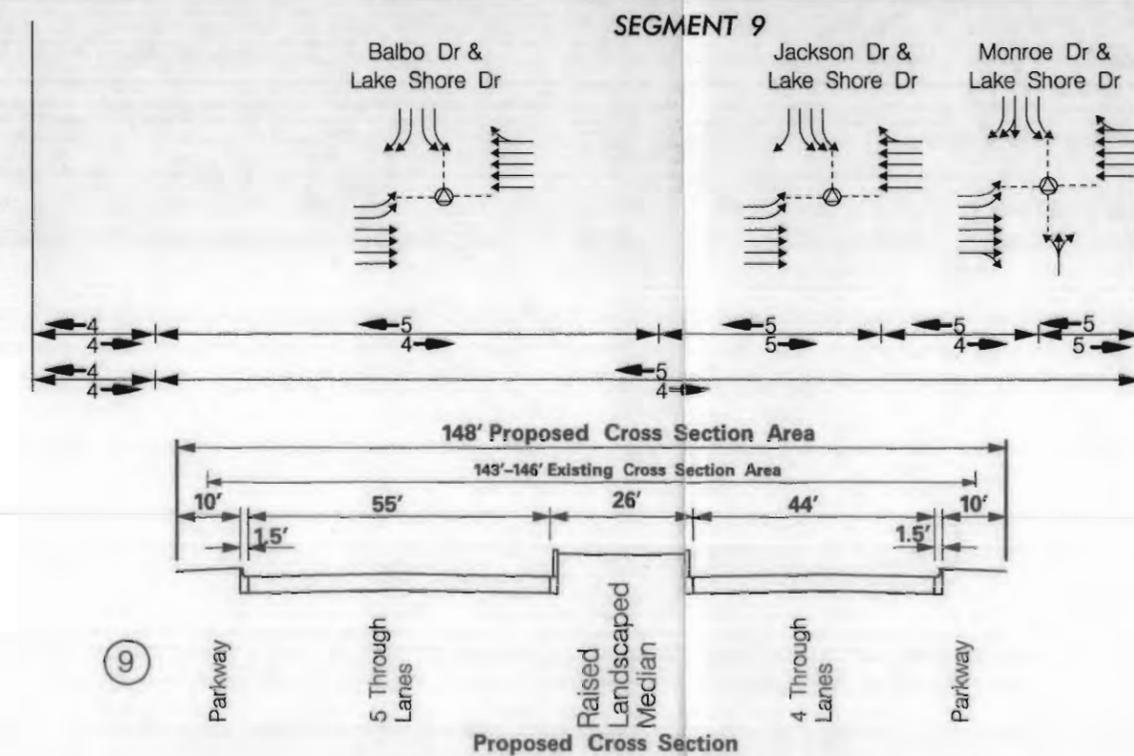
SEE EXHIBIT E9-1 FOR APPROXIMATE LAYOUT OF LAKE SHORE DRIVE RELOCATED TO THE WEST OF SOLDIER FIELD

EXISTING LANE USAGE
PROPOSED LANE USAGE

CROSS SECTIONS

NOTES

- COORDINATE IMPROVEMENTS WITH LAKE SHORE DRIVE RELOCATION PROJECT BY THE METROPOLITAN PIER AND EXPOSITION AUTHORITY (MPEA)
- SEE EXHIBIT C7 FOR AESTHETICS, PEDESTRIAN & BICYCLE ACCESS, AND TRANSIT IMPROVEMENTS
- SEE EXHIBIT E9-1 FOR PEDESTRIAN ACCESS IMPROVEMENT ALTERNATIVES



- IMPROVE NORTHBOUND LANE CONTINUITY BY PROVIDING CONTINUOUS 4 LANE CROSS SECTION WITH DUAL LEFT TURN LANES AT BALBO, JACKSON, AND MONROE DRIVES
- CHANNELIZE PEDESTRIANS TO DESIGNATED CROSSING SITES AND IMPROVE ROADWAY AESTHETICS BY PROVIDING RAISED LANDSCAPED MEDIAN



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Drwn BHO Date 05/96 Chkd MDR Date 05/96

Legend



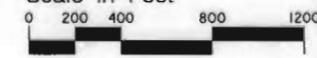
Structure Number
Existing Structure
Median Break

Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way

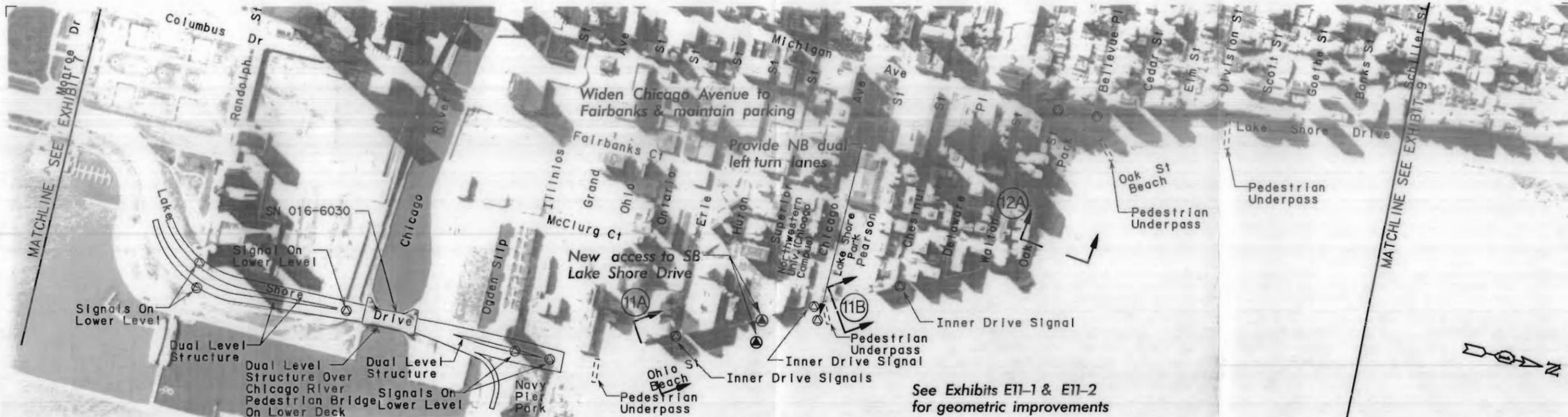
New Signal
Existing Signal

Flashing Signal
Remove Signal

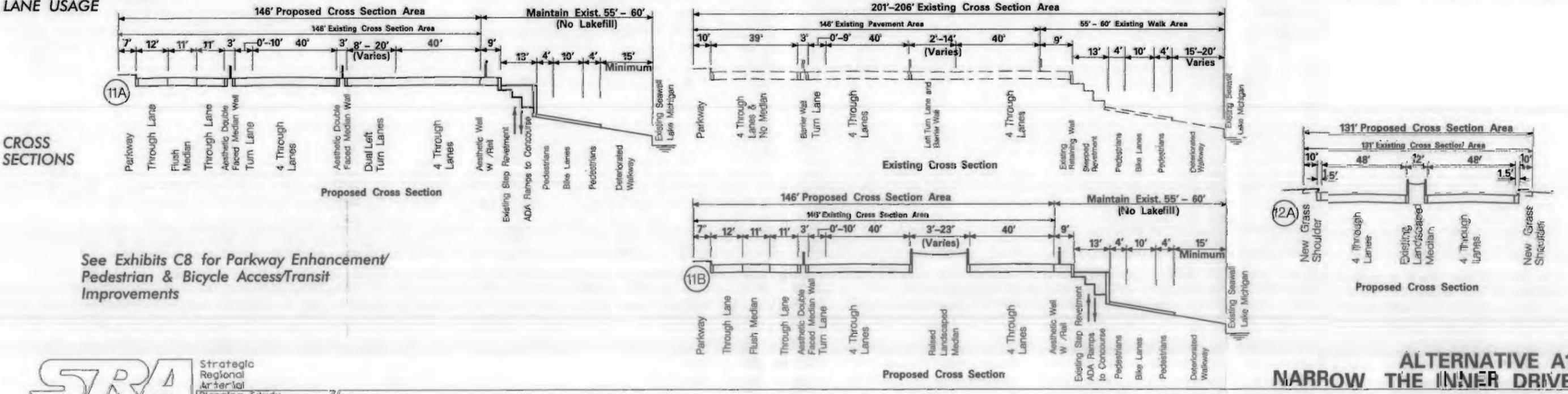
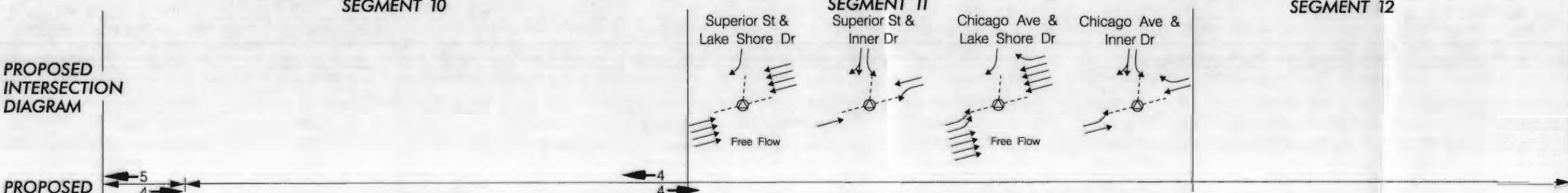
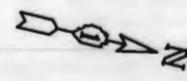
Scale In Feet



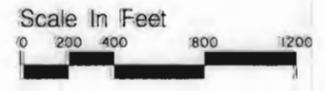
PROPOSED IMPROVEMENTS
EXHIBIT D7

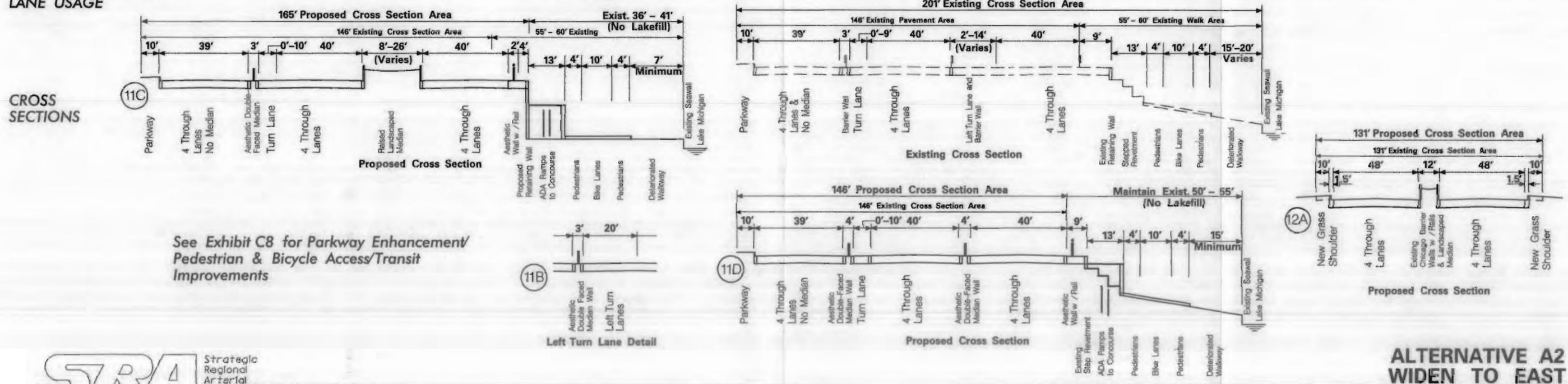
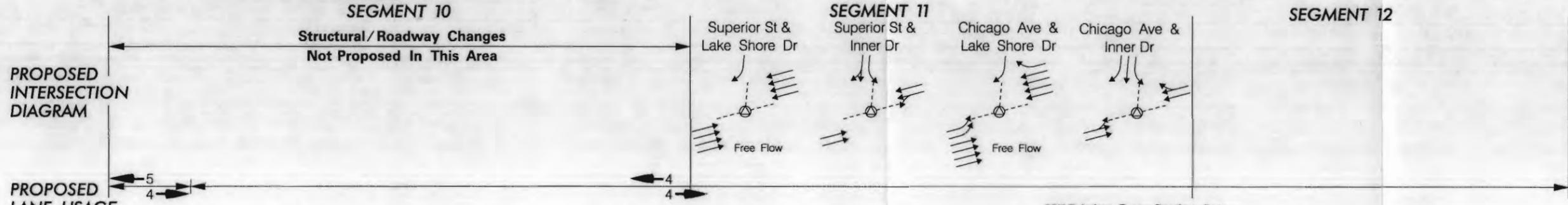
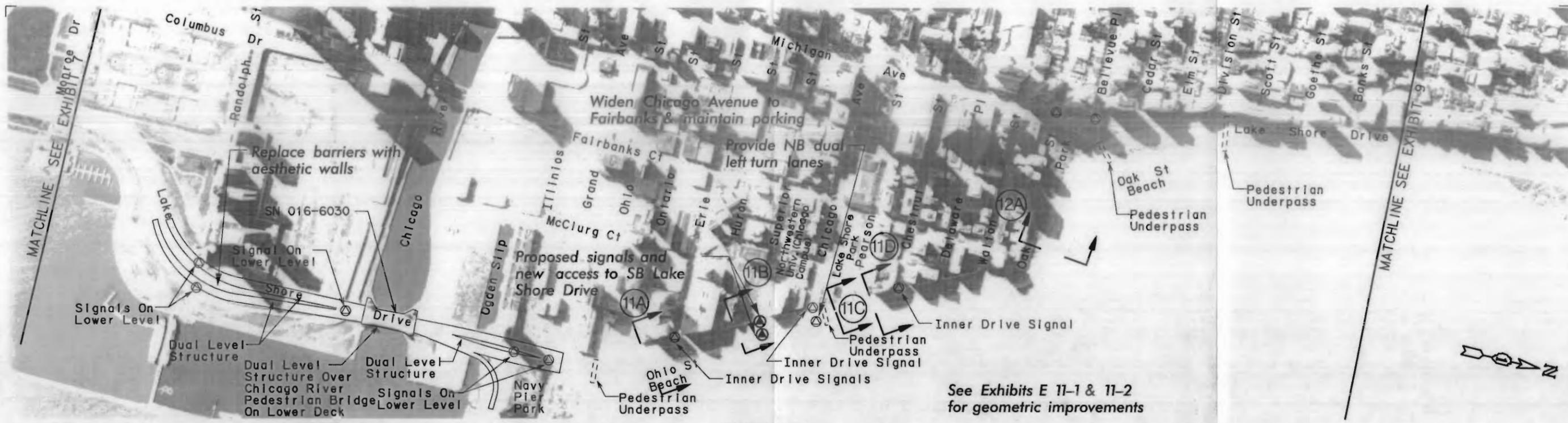


See Exhibits E11-1 & E11-2 for geometric improvements

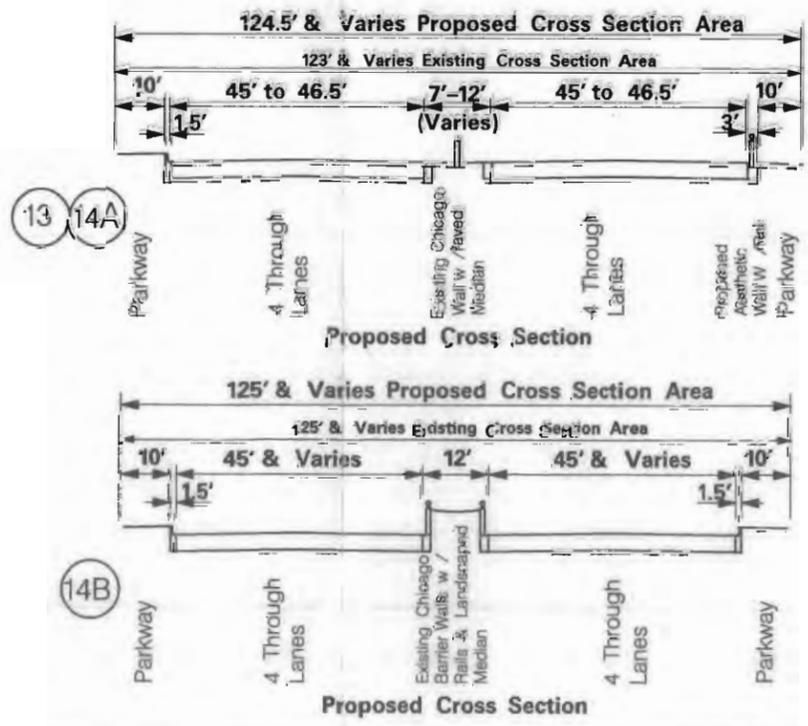
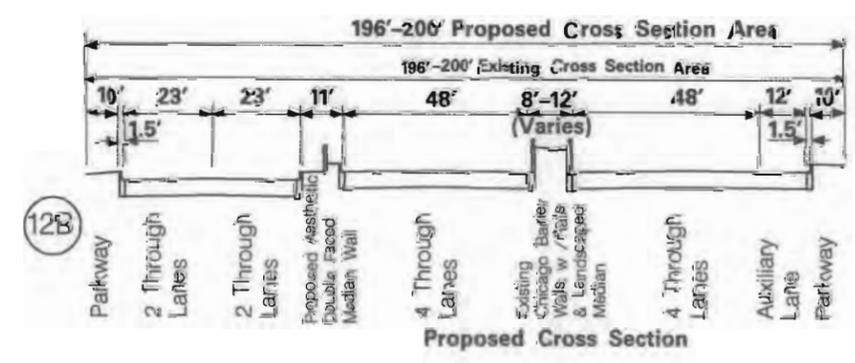
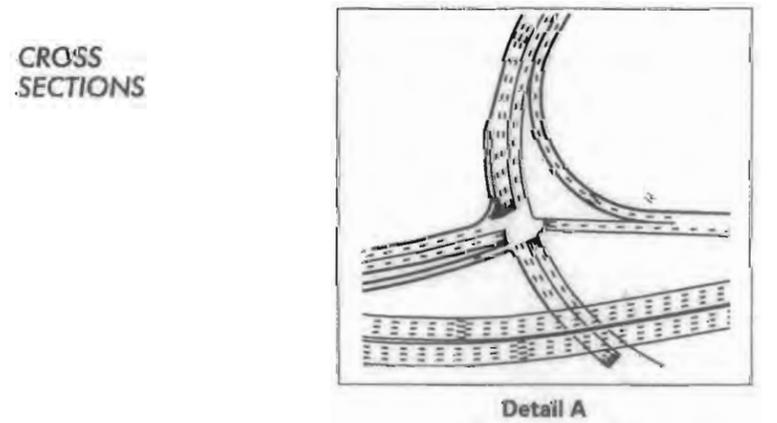
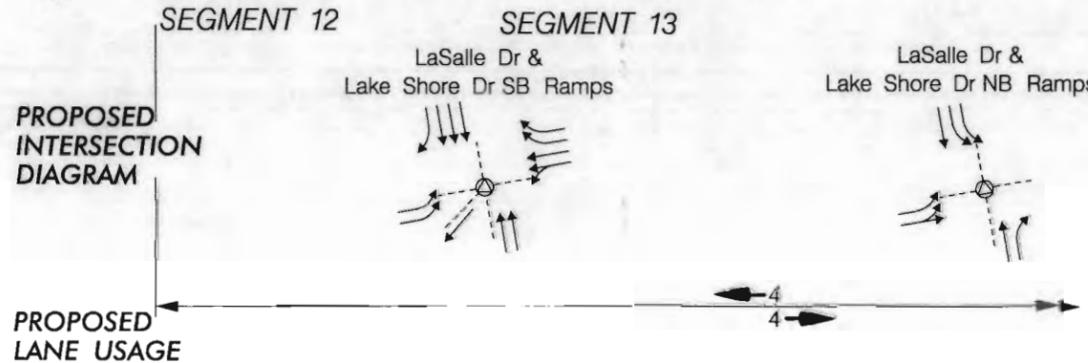
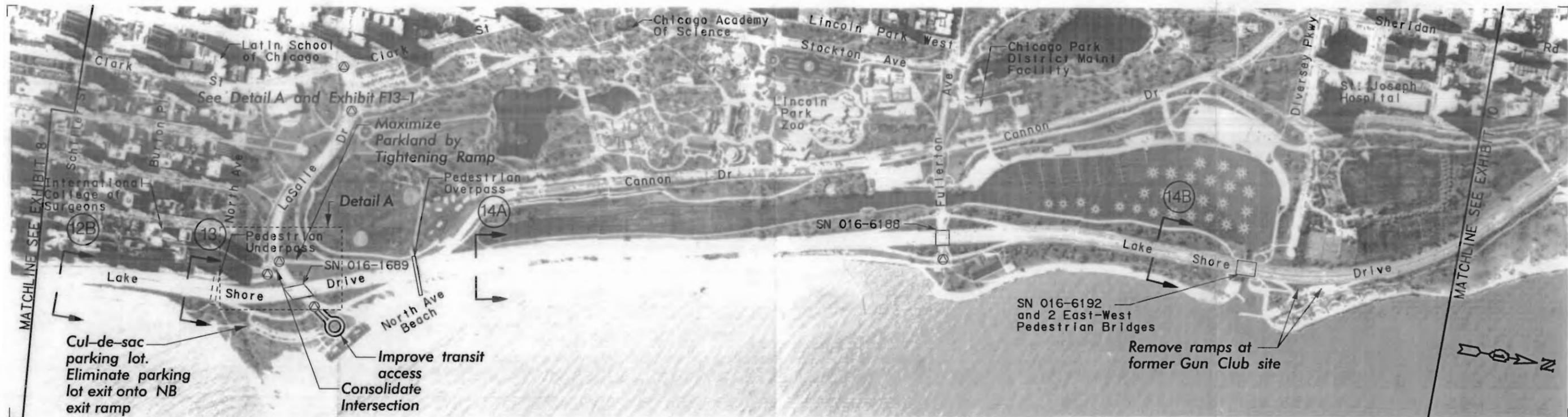


See Exhibits C8 for Parkway Enhancement/
Pedestrian & Bicycle Access/Transit
Improvements

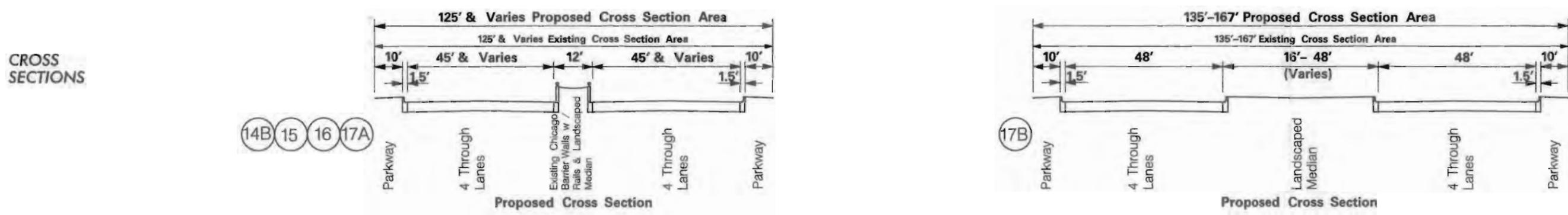
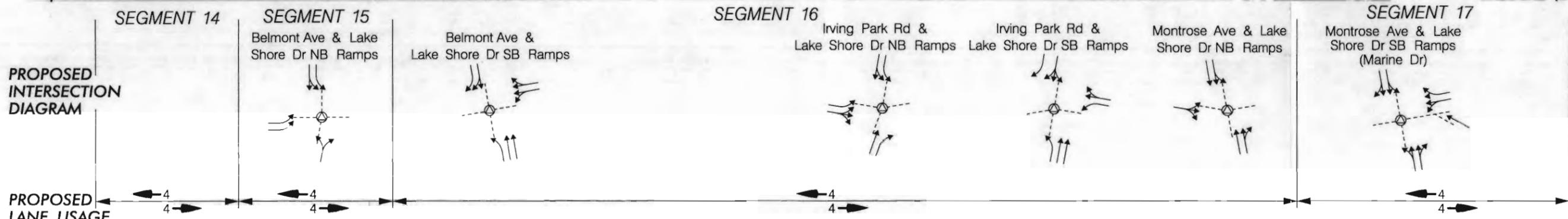




See Exhibit C8 for Parkway Enhancement/
Pedestrian & Bicycle Access/Transit
Improvements



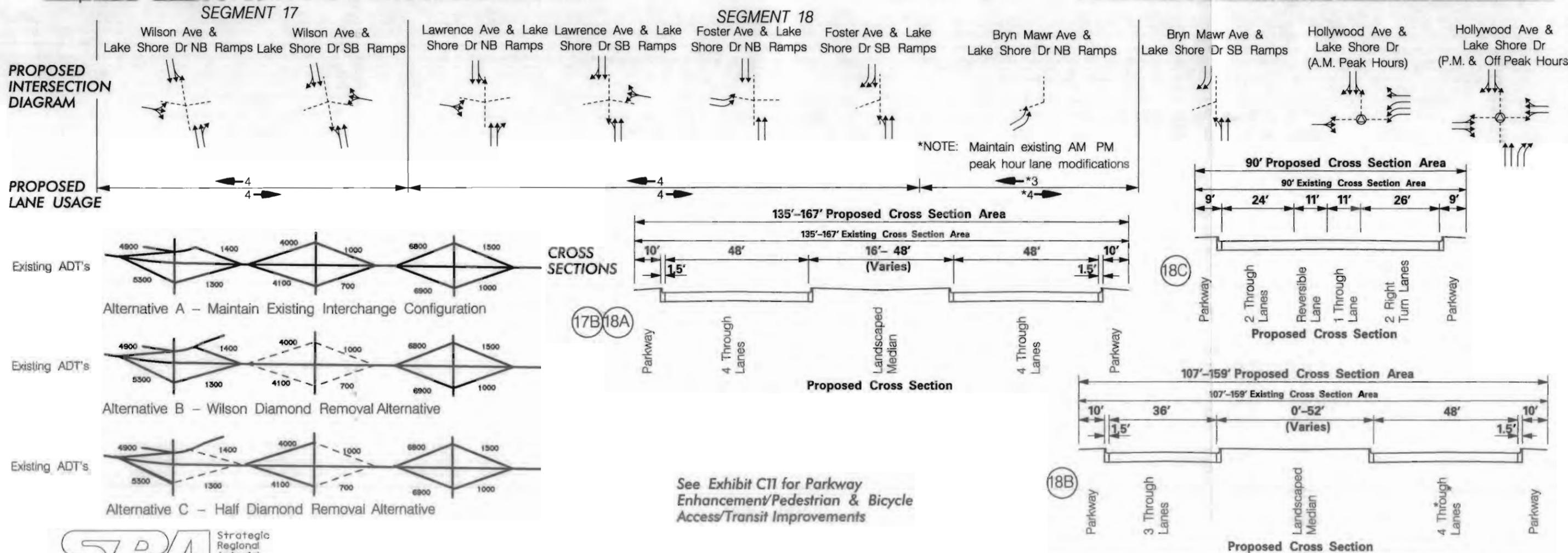
See Exhibit C9 for Parkway Enhancement/
Pedestrian & Bicycle Access/Transit
Improvements



NOTES

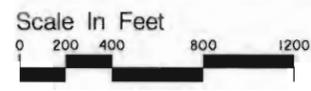
See Exhibit C10 for Parkway Enhancement/Pedestrian & Bicycle Access/Transit Improvements

See Exhibit D11 for Montrose-Wilson-Lawrence Interchange Modifications



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn BHO Date 05 /96 Chkd MDR Date 05 /96

- Legend**
- SN Structure Number
 - Existing Structure
 - Median Break
 - Cul-De-Sac
 - +20 Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



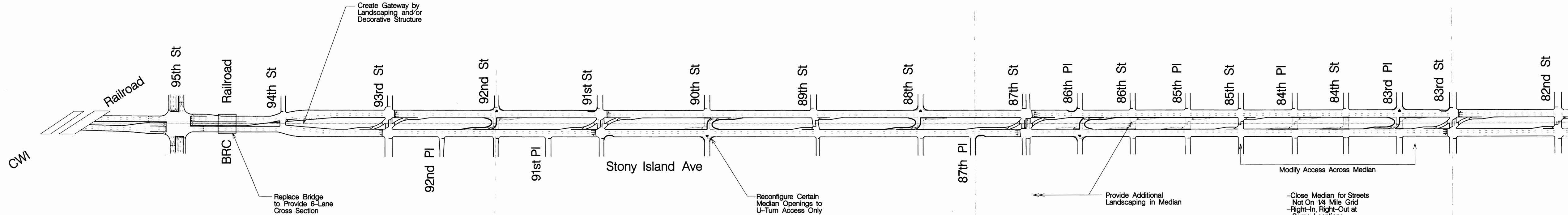
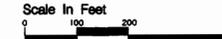
PROPOSED IMPROVEMENTS
EXHIBIT D11



NOTES: Provide right turn lane from south-eastbound Ridge Ave to southbound Clark St.

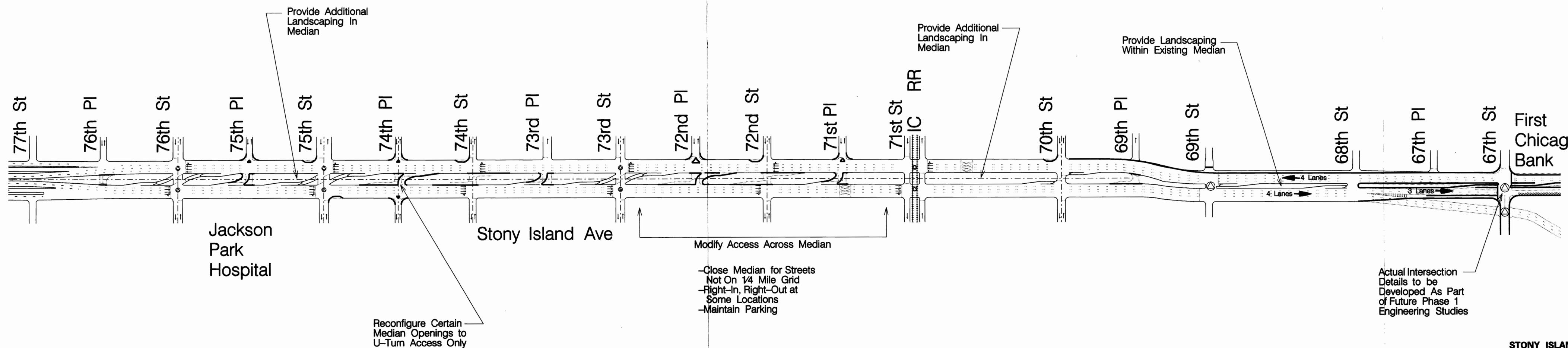


**PROPOSED IMPROVEMENTS
 EXHIBIT D12**



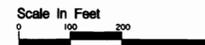
- Close Median for Streets Not On 1/4 Mile Grid
- Right-In, Right-Out at Some Locations
- Maintain Parking

**STONY ISLAND AVE (95th ST TO 82nd ST)
 ALTERNATIVE A-1
 U-TURNS AT CROSS STREETS
 GEOMETRIC DETAILS
 EXHIBIT E1-1**



- Modify Access Across Median
- Close Median for Streets Not On 1/4 Mile Grid
 - Right-In, Right-Out at Some Locations
 - Maintain Parking

Actual Intersection Details to be Developed As Part of Future Phase 1 Engineering Studies

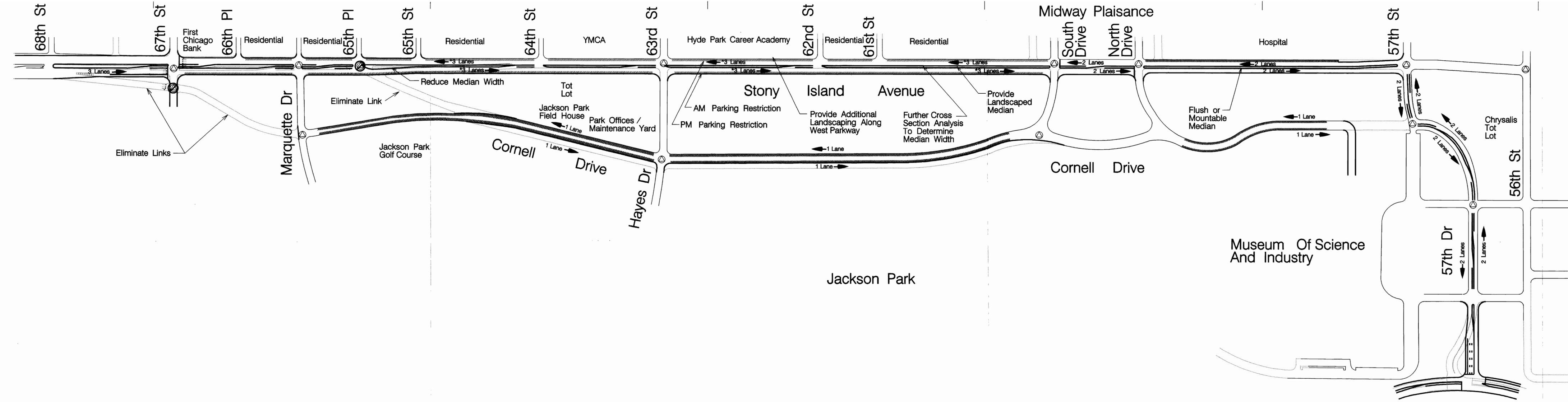


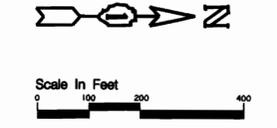
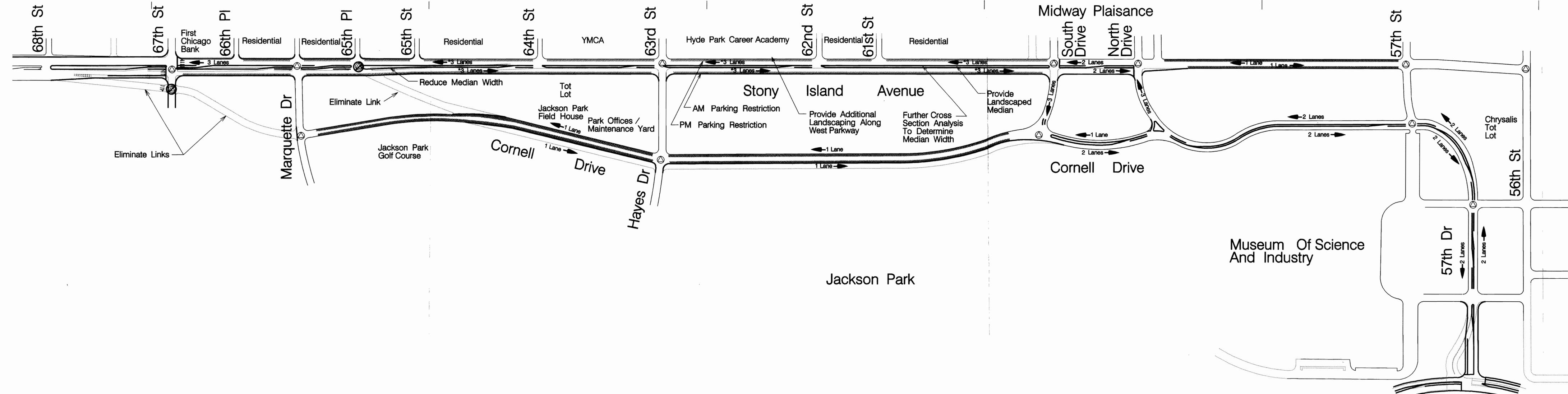
LEGEND

-  Parking Prohibited During Peak Periods
-  Permanent Parking
- * The Symbol *3 Lanes  Indicates 3rd Lane Provided Through Peak Period Parking Restrictions
-  Existing Signal
-  Remove Signal

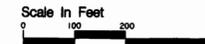
**JACKSON PARK
CONCEPT DRAWING
ALTERNATIVE B-1**

**GEOMETRIC DETAILS
EXHIBIT E4-1**



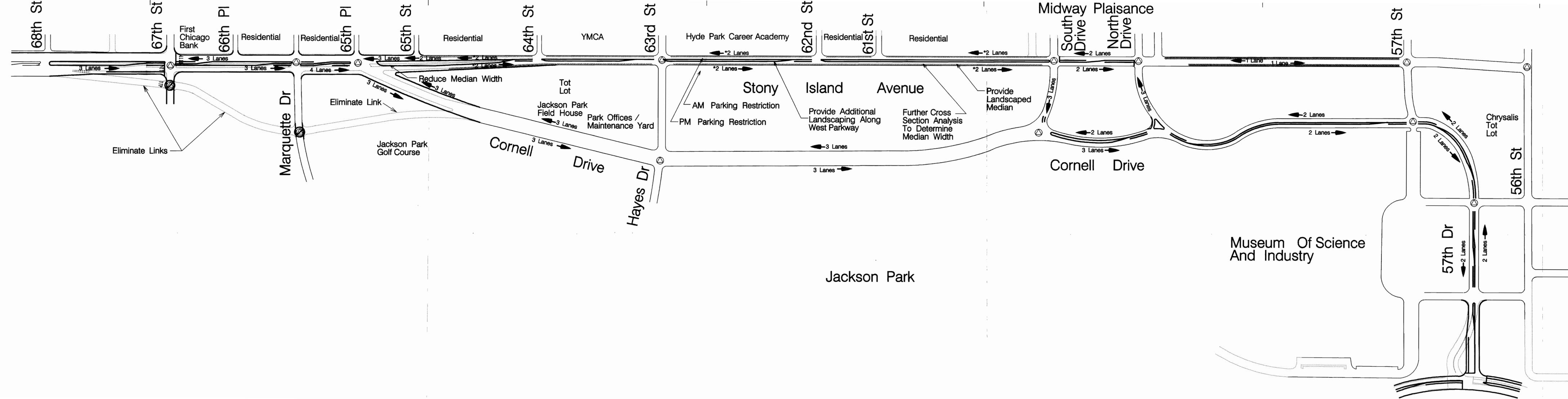


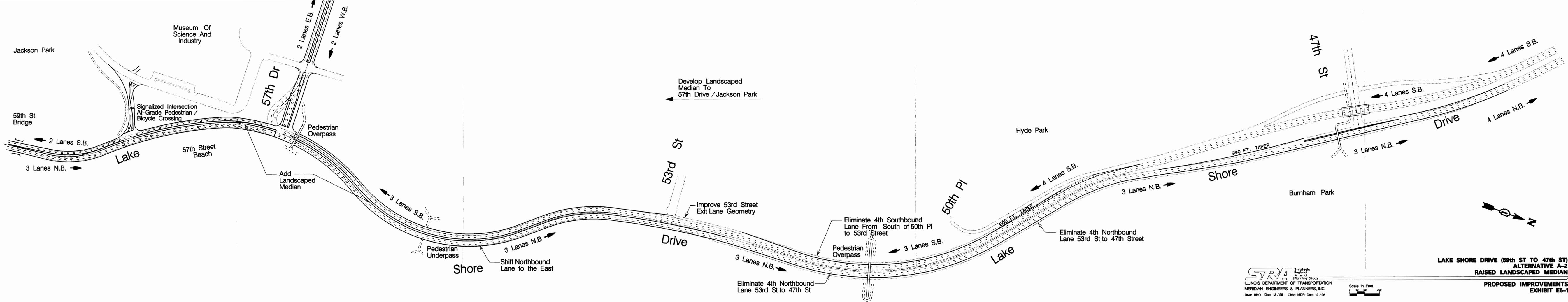
- LEGEND**
-  Parking Prohibited During Peak Periods
 -  Permanent Parking
 - * The Symbol *3 Lanes → Indicates 3rd Lane Provided Through Peak Period Parking Restrictions
 -  Existing Signal
 -  Remove Signal



LEGEND

-  Parking Prohibited During Peak Periods
-  Permanent Parking
- *   The Symbol *2 Lanes / *3 Lanes Indicates Additional Lane Provided By Peak Period Parking Restrictions
-  Existing Signal
-  Remove Signal





Develop Landscaped Median To 57th Drive / Jackson Park

Improve 53rd Street Exit Lane Geometry

Eliminate 4th Southbound Lane From South of 50th Pl to 53rd Street

Eliminate 4th Northbound Lane 53rd St to 47th Street

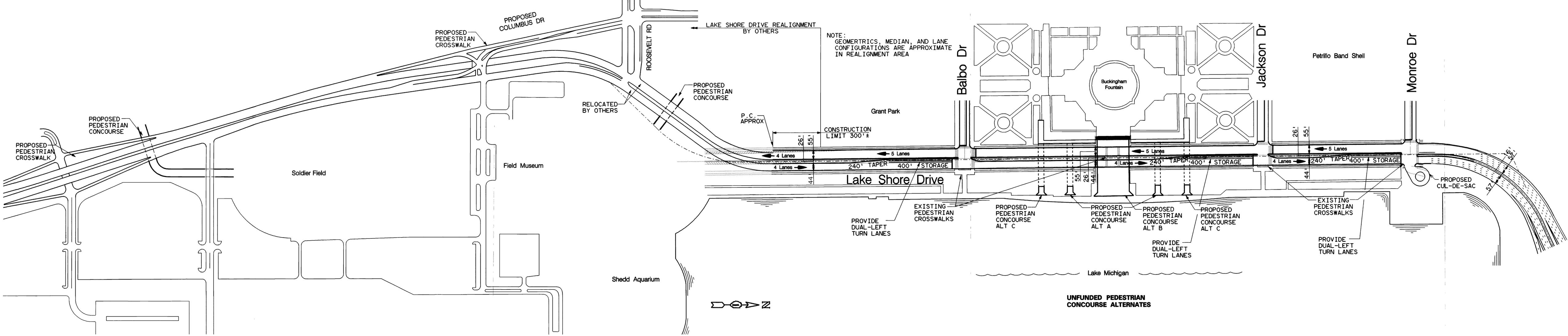
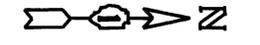
Eliminate 4th Northbound Lane 53rd St to 47th St

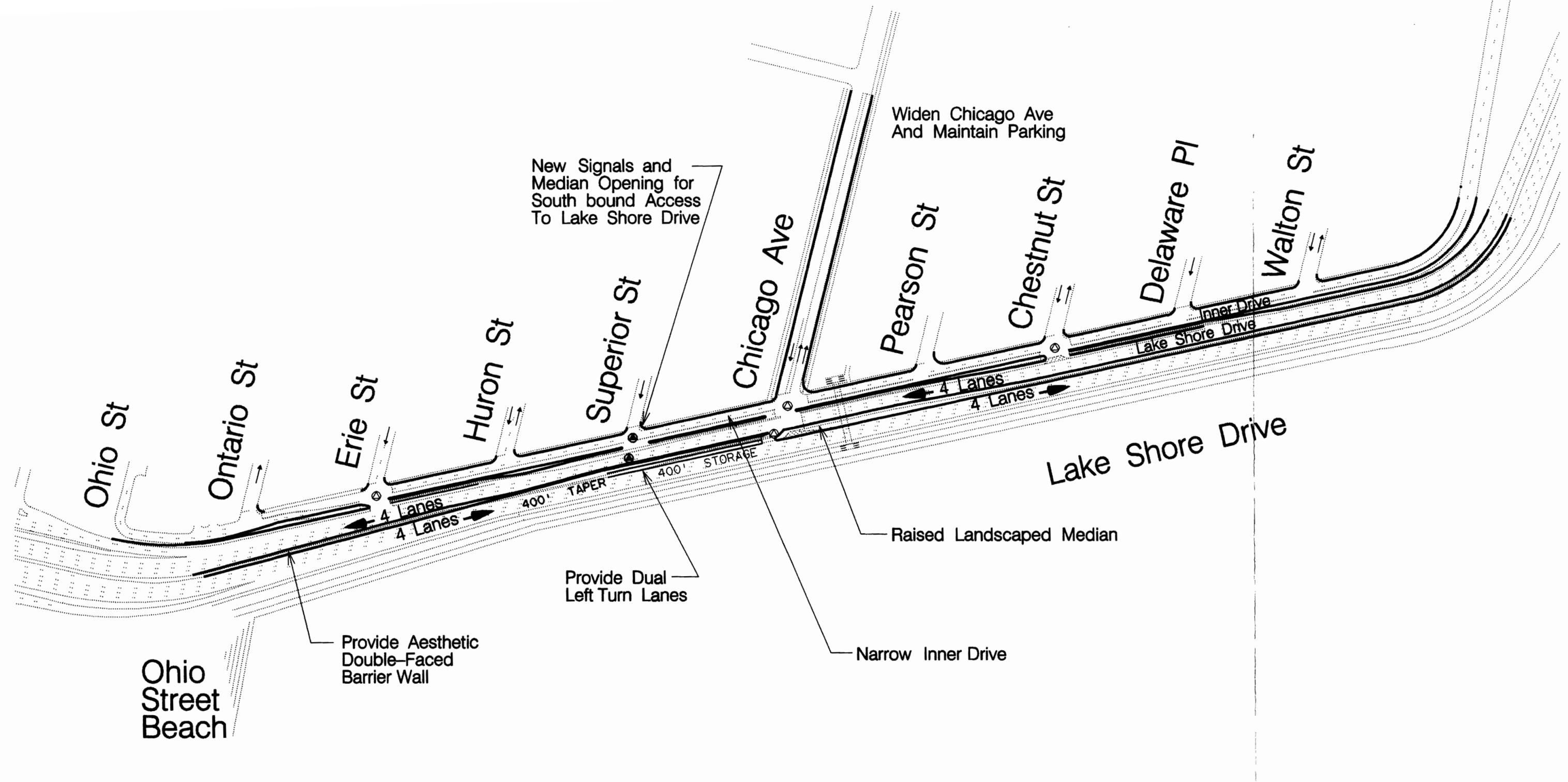
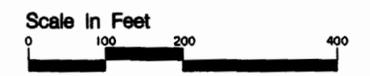
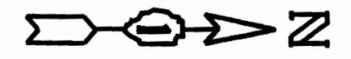
SRA Strategic Regional Aerial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Draw BHO Date 12 / 95 Chkd MDR Date 12 / 95

Scale In Feet
 0 50 100 200

**LAKE SHORE DRIVE (59th ST TO 47th ST)
 ALTERNATIVE A-2
 RAISED LANDSCAPED MEDIAN**

**PROPOSED IMPROVEMENTS
 EXHIBIT E6-1**





Widen Chicago Ave
And Maintain Parking

New Signals and
Median Opening for
South bound Access
To Lake Shore Drive

Raised Landscaped Median

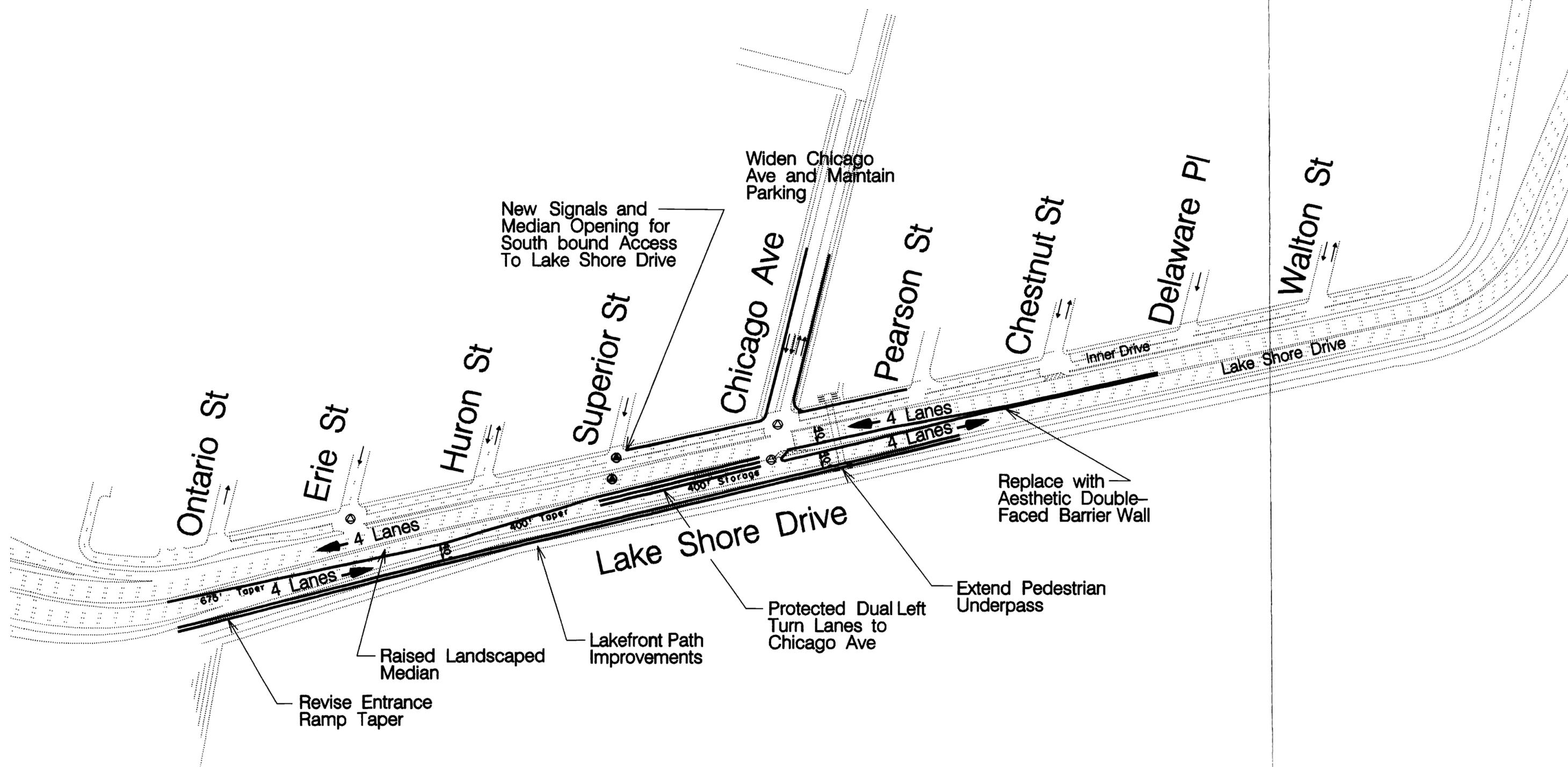
Narrow Inner Drive

Provide Dual
Left Turn Lanes

Provide Aesthetic
Double-Faced
Barrier Wall

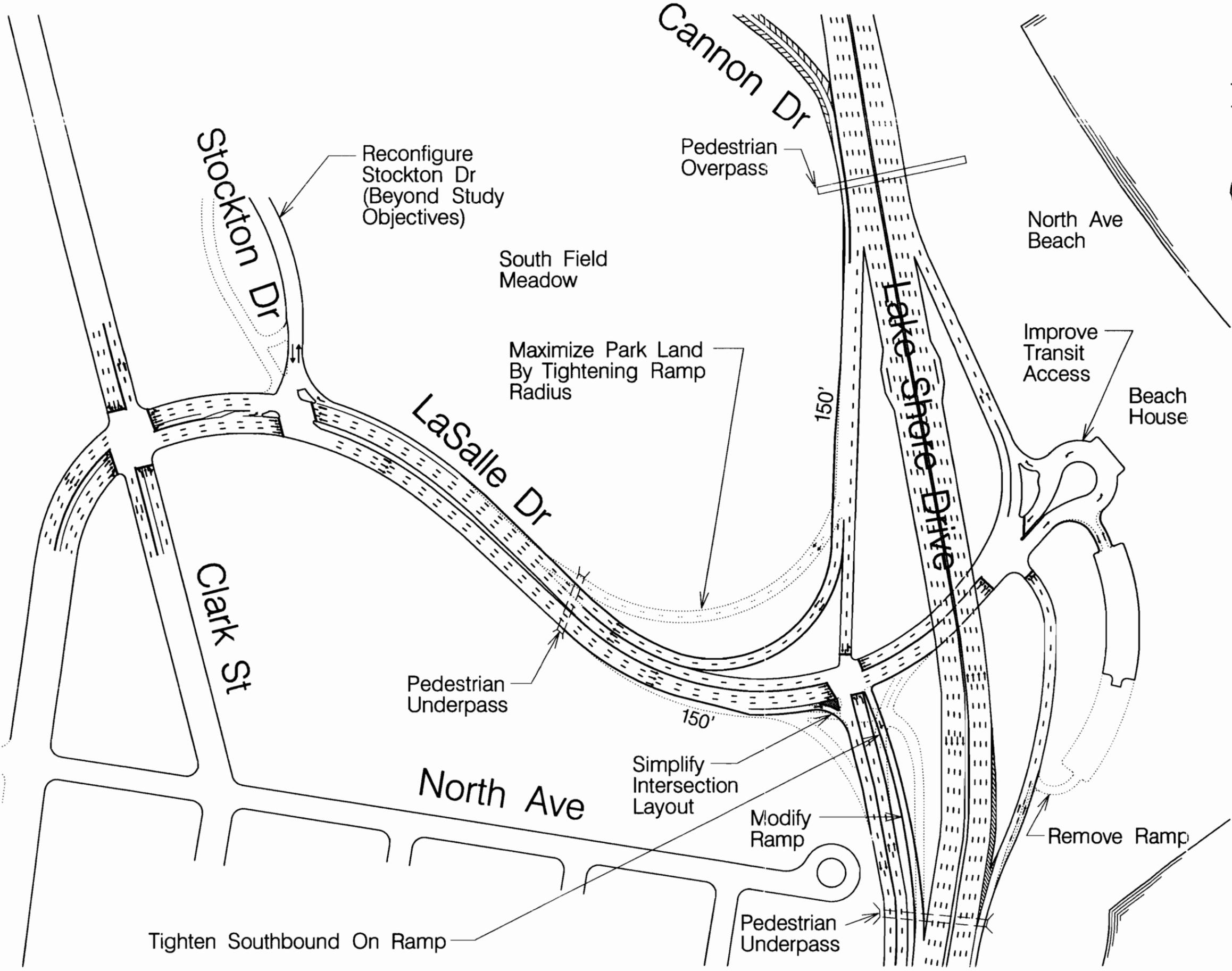
**STREETERVILLE
 ALTERNATIVE A-1
 WIDEN TO WEST**

**GEOMETRIC DETAILS
 EXHIBIT E11-1**

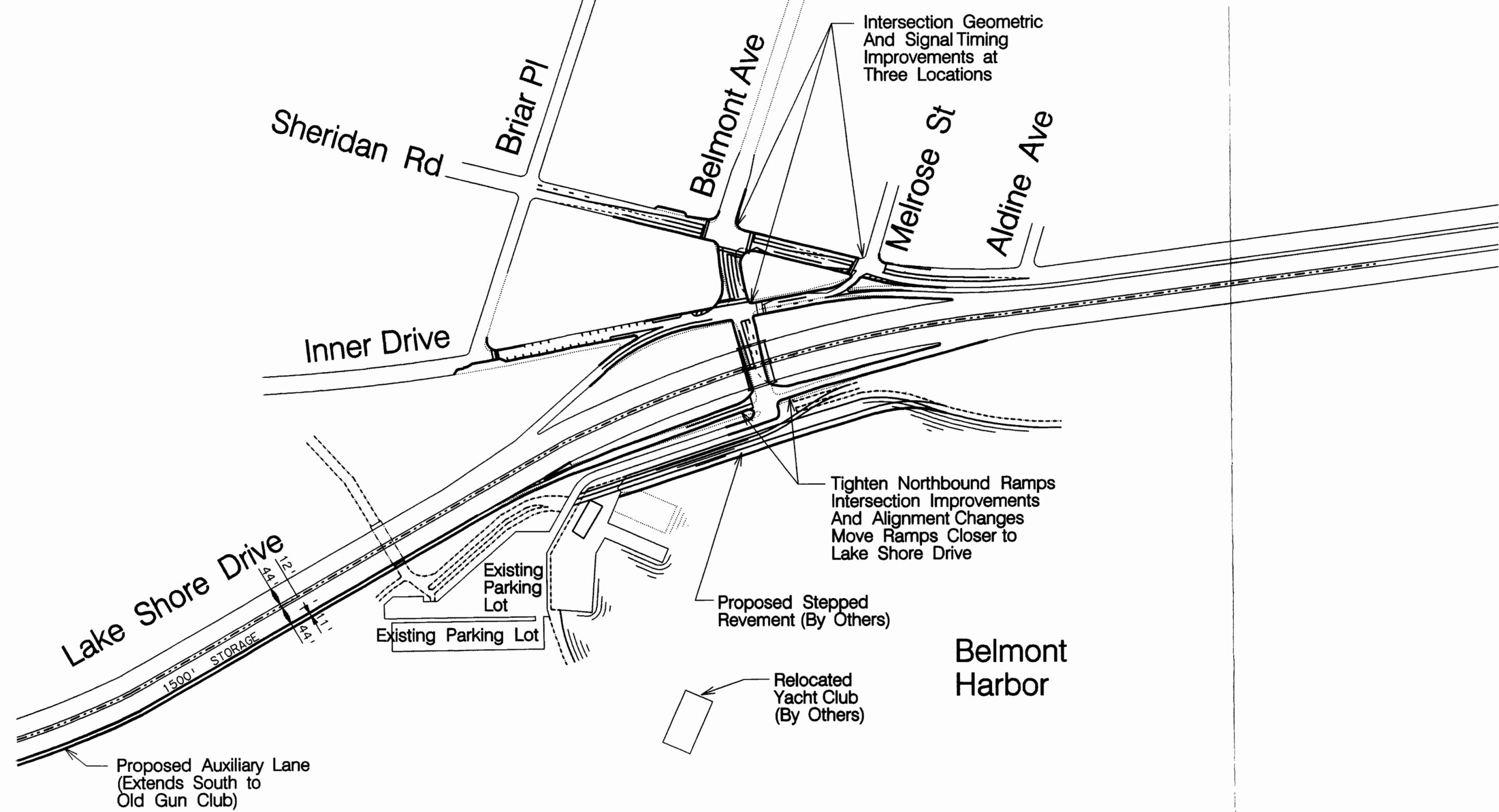


**STREETVILLE
 ALTERNATIVE A-2
 WIDEN TO EAST**

**GEOMETRIC DETAILS
 EXHIBIT E11-2**



LASALLE DR INTERCHANGE
GEOMETRIC DETAILS
EXHIBIT E13-1



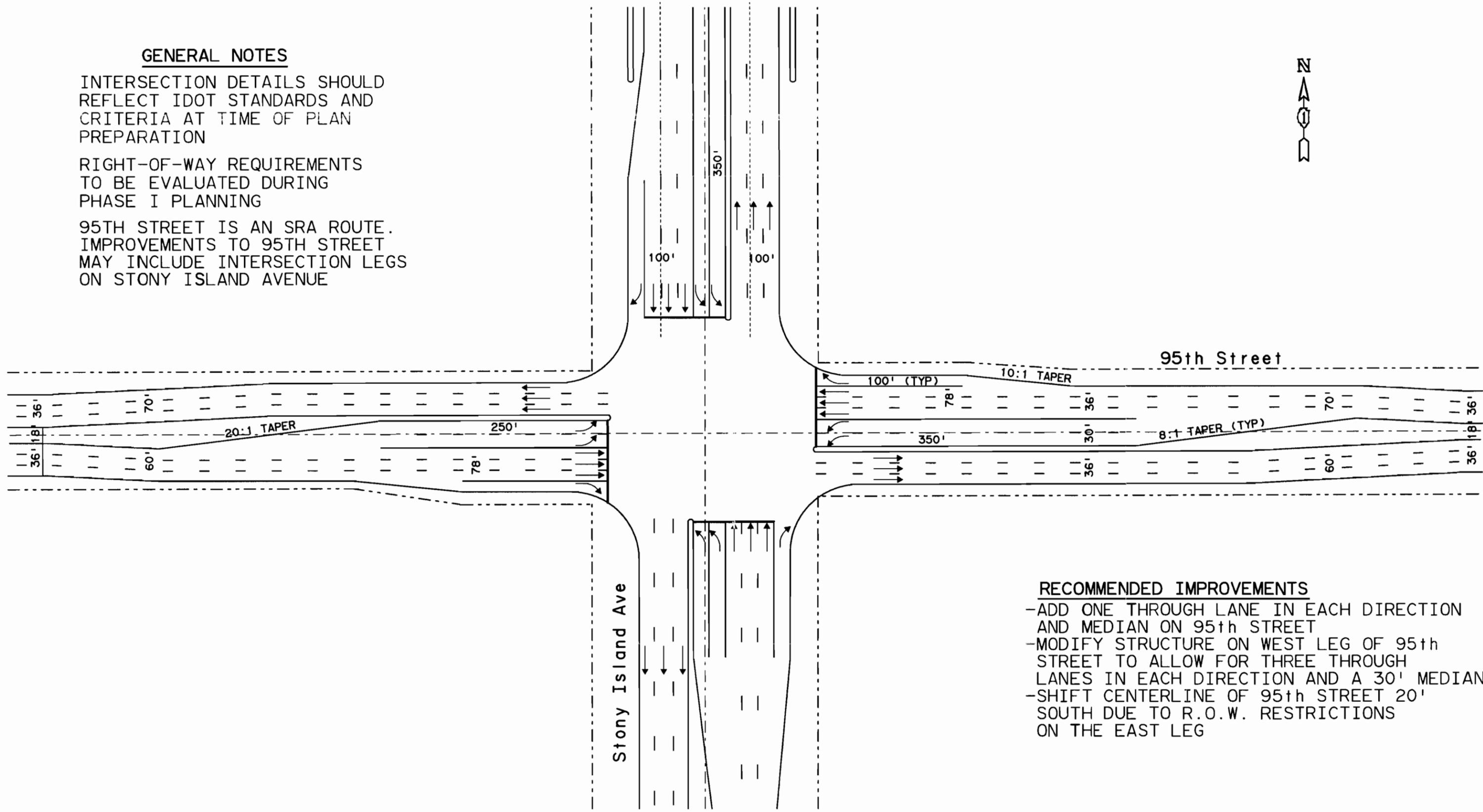
BELMONT AVE INTERCHANGE
GEOMETRIC DETAILS
EXHIBIT E15-1

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

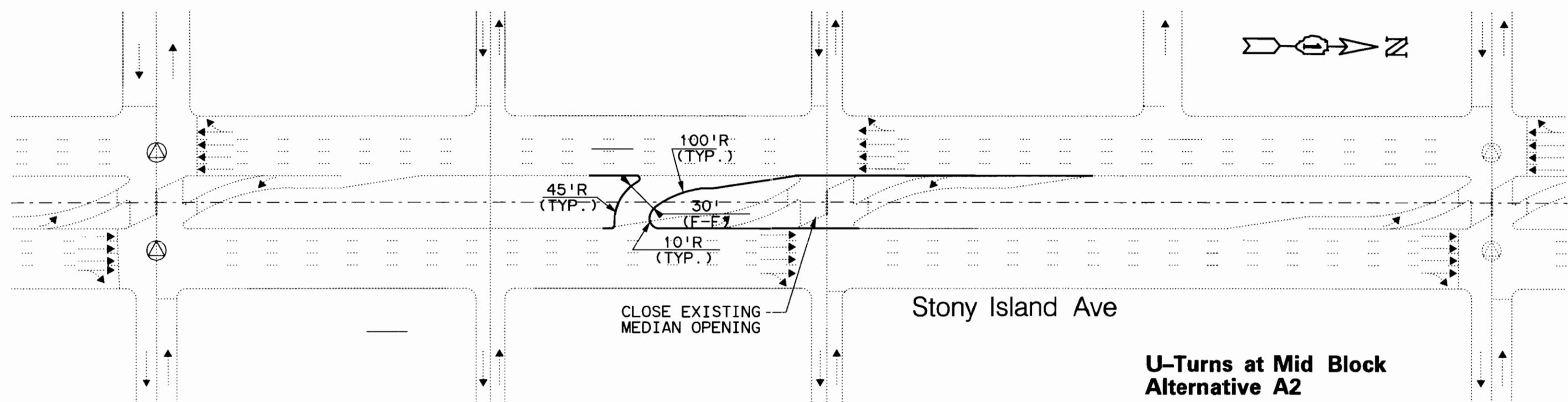
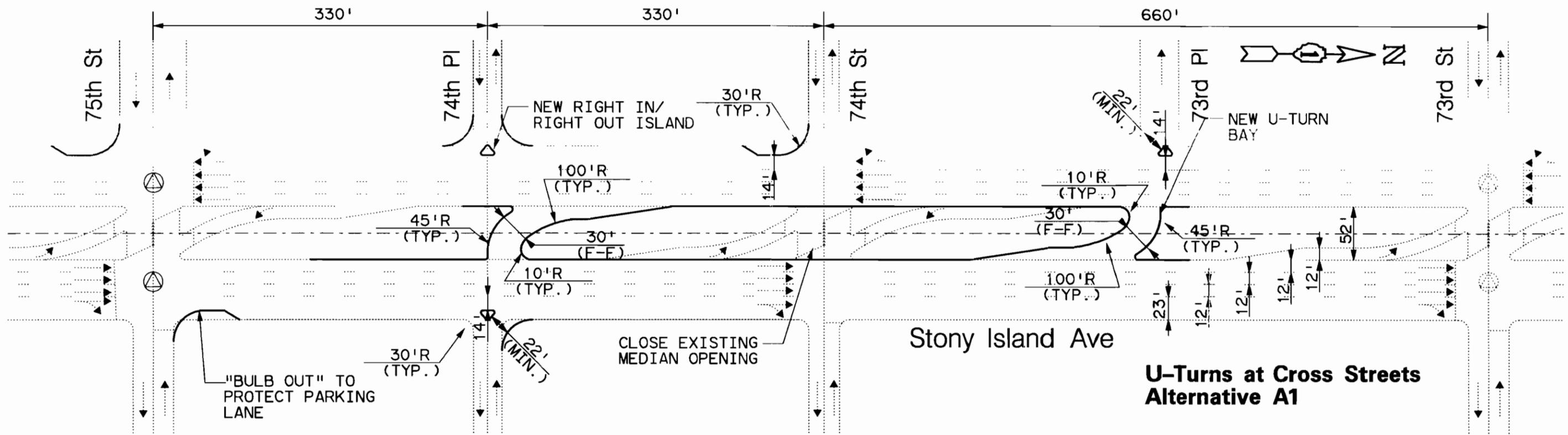
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

95TH STREET IS AN SRA ROUTE. IMPROVEMENTS TO 95TH STREET MAY INCLUDE INTERSECTION LEGS ON STONY ISLAND AVENUE



RECOMMENDED IMPROVEMENTS

- ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON 95th STREET
- MODIFY STRUCTURE ON WEST LEG OF 95th STREET TO ALLOW FOR THREE THROUGH LANES IN EACH DIRECTION AND A 30' MEDIAN
- SHIFT CENTERLINE OF 95th STREET 20' SOUTH DUE TO R.O.W. RESTRICTIONS ON THE EAST LEG



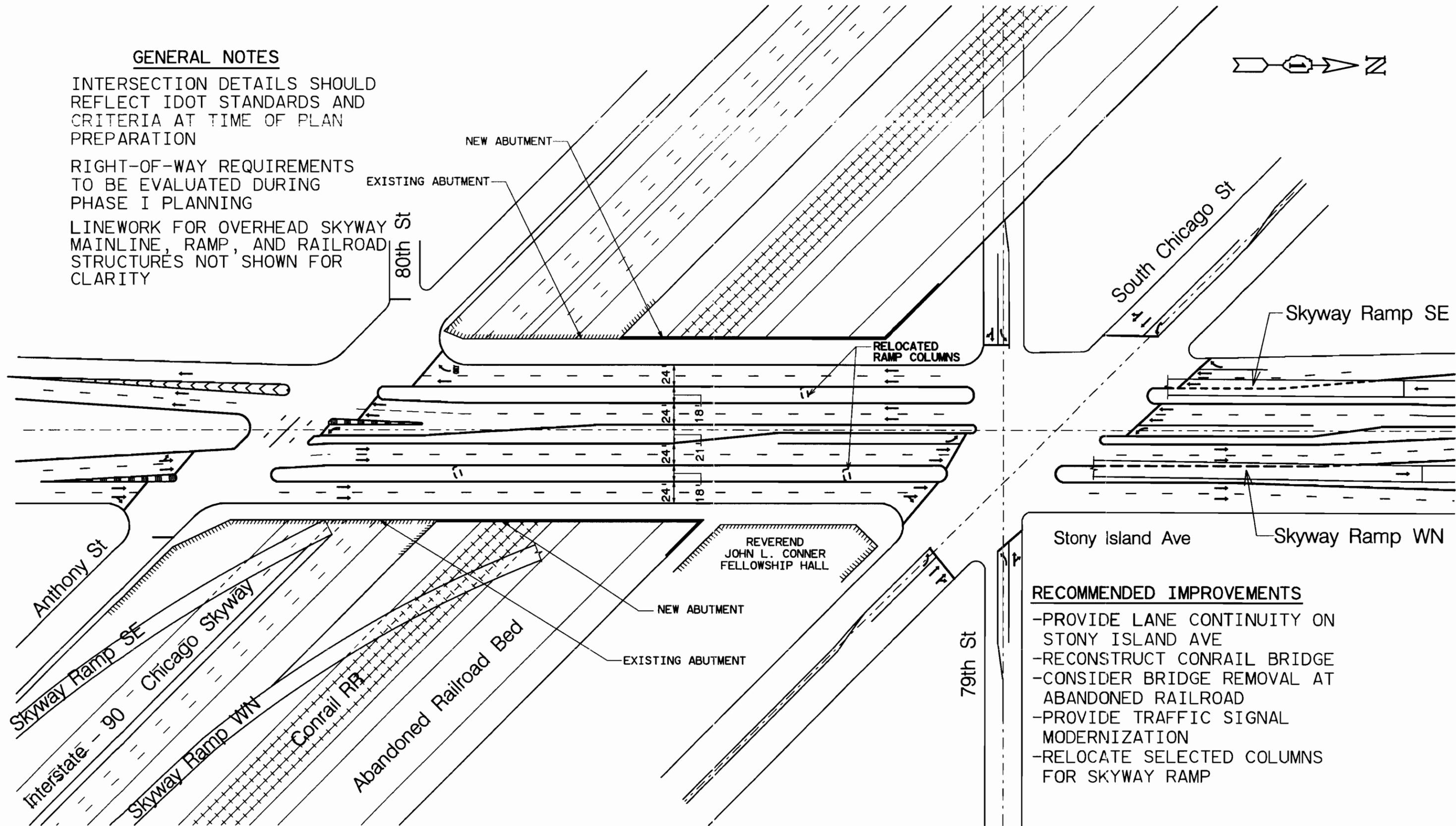
⊗ EXISTING TRAFFIC SIGNAL

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

LINEWORK FOR OVERHEAD SKYWAY MAINLINE, RAMP, AND RAILROAD STRUCTURES NOT SHOWN FOR CLARITY



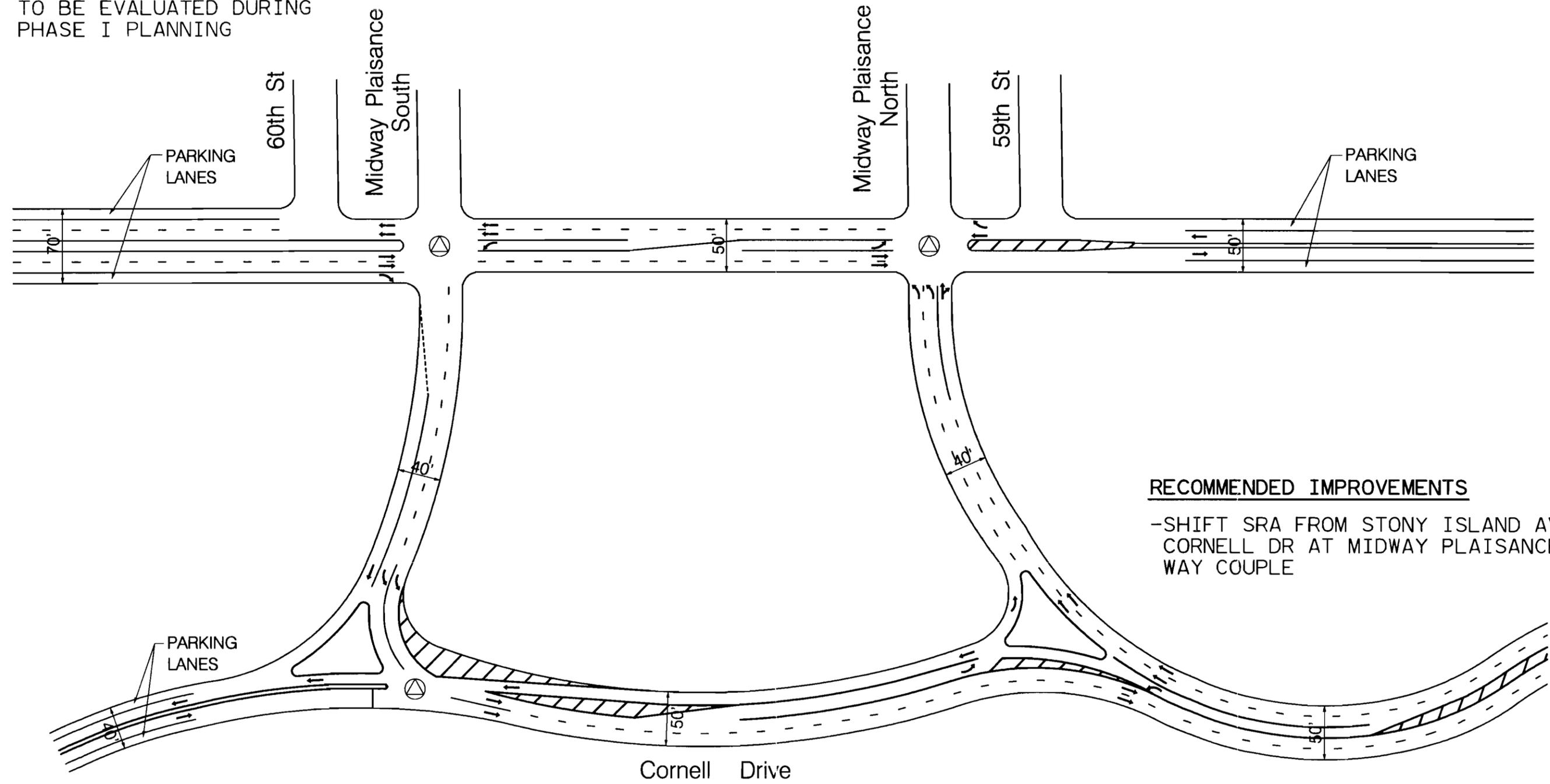
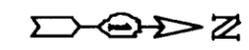
RECOMMENDED IMPROVEMENTS

- PROVIDE LANE CONTINUITY ON STONY ISLAND AVE
- RECONSTRUCT CONRAIL BRIDGE
- CONSIDER BRIDGE REMOVAL AT ABANDONED RAILROAD
- PROVIDE TRAFFIC SIGNAL MODERNIZATION
- RELOCATE SELECTED COLUMNS FOR SKYWAY RAMP

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



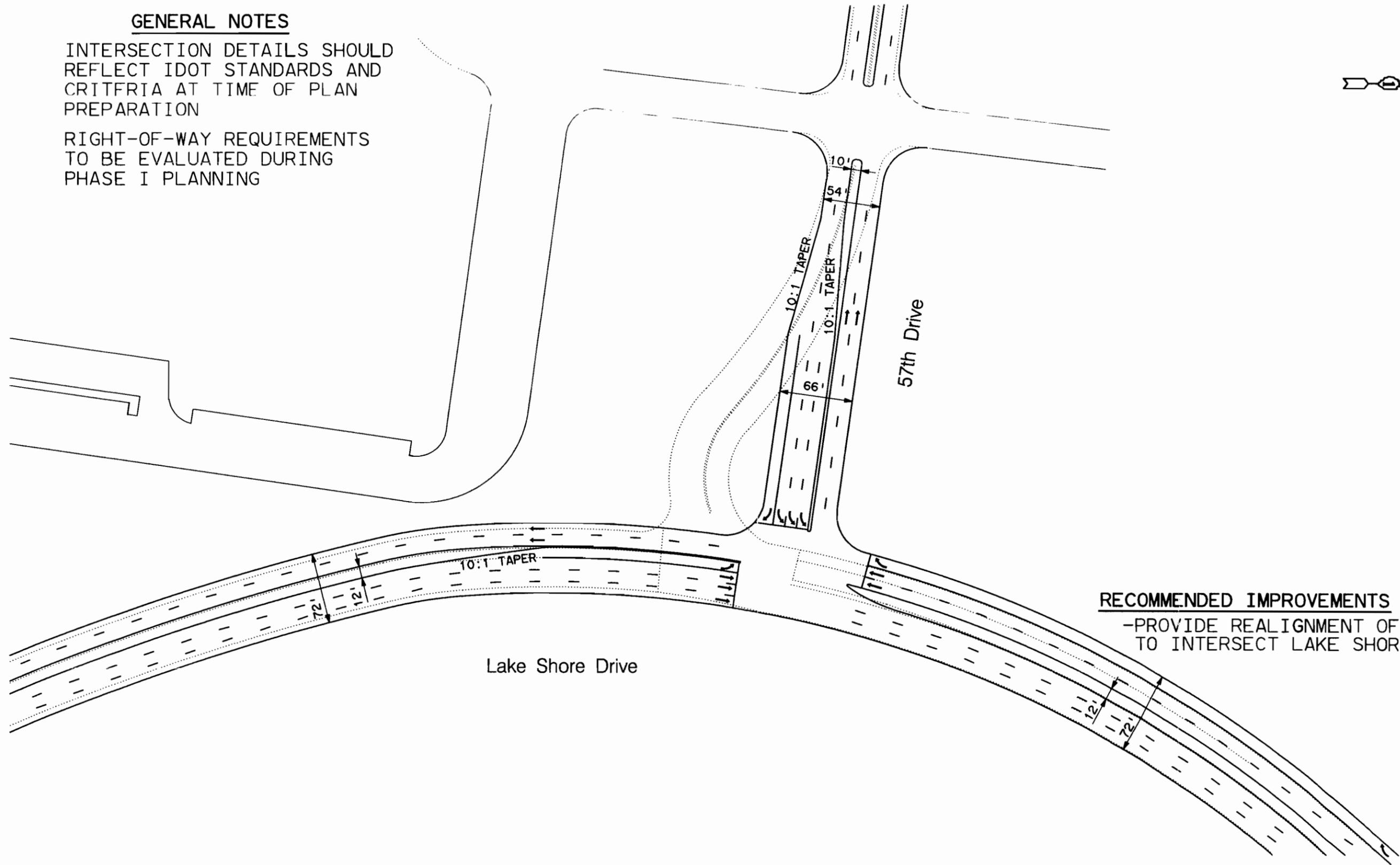
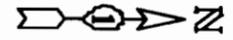
RECOMMENDED IMPROVEMENTS

-SHIFT SRA FROM STONY ISLAND AVE TO CORNELL DR AT MIDWAY PLAISANCE ONE WAY COUPLE

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



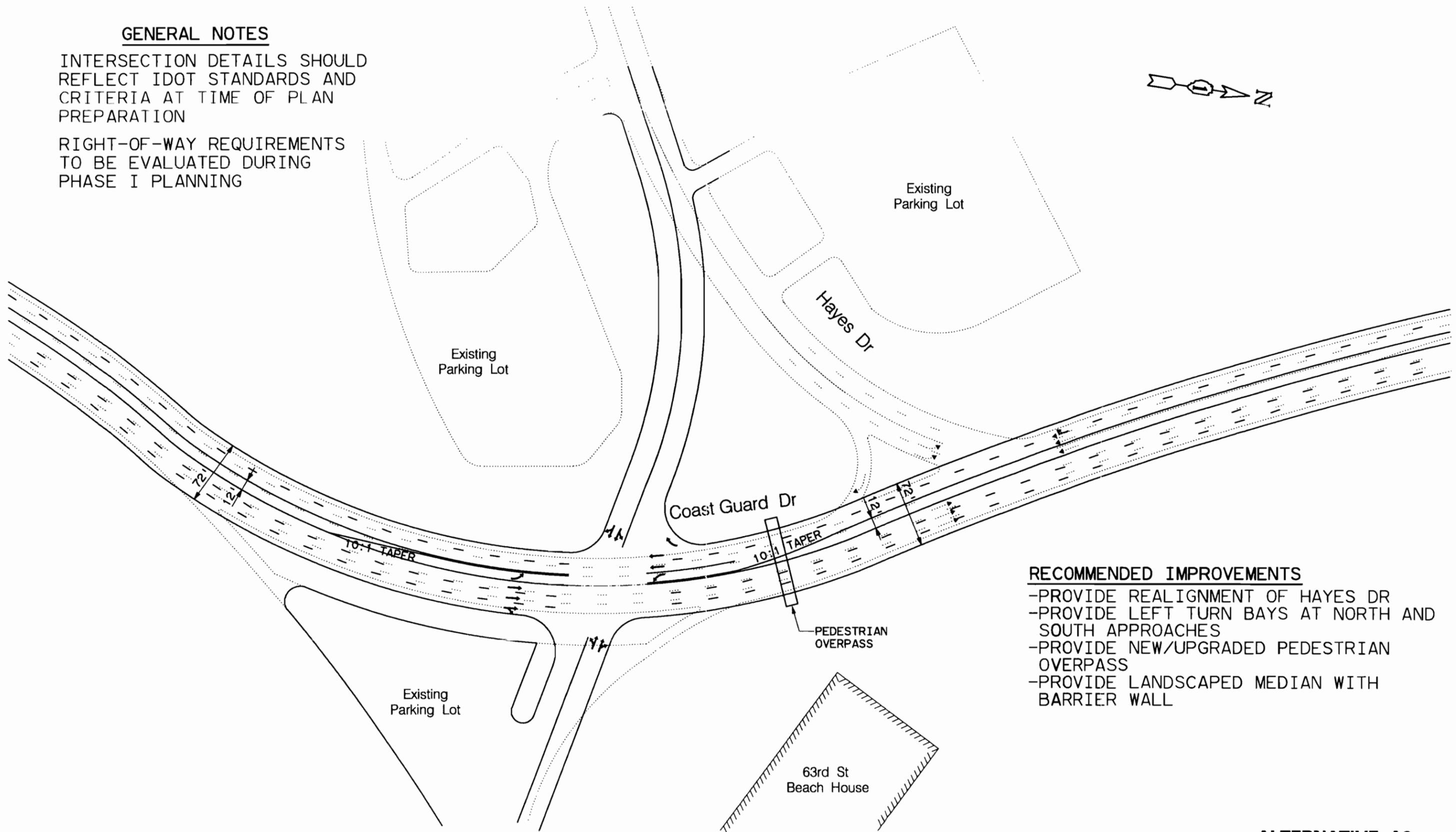
RECOMMENDED IMPROVEMENTS

-PROVIDE REALIGNMENT OF 57th DRIVE TO INTERSECT LAKE SHORE DRIVE

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE REALIGNMENT OF HAYES DR
- PROVIDE LEFT TURN BAYS AT NORTH AND SOUTH APPROACHES
- PROVIDE NEW/UPGRADED PEDESTRIAN OVERPASS
- PROVIDE LANDSCAPED MEDIAN WITH BARRIER WALL



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 8/94 Chkd EMW Date 8/94

Legend
 - - - Existing Right-Of-Way
 - . . . Proposed Right-Of-Way
 = Right-Of-Way



**ALTERNATIVE A2
 RAISED LANDSCAPED MEDIAN**

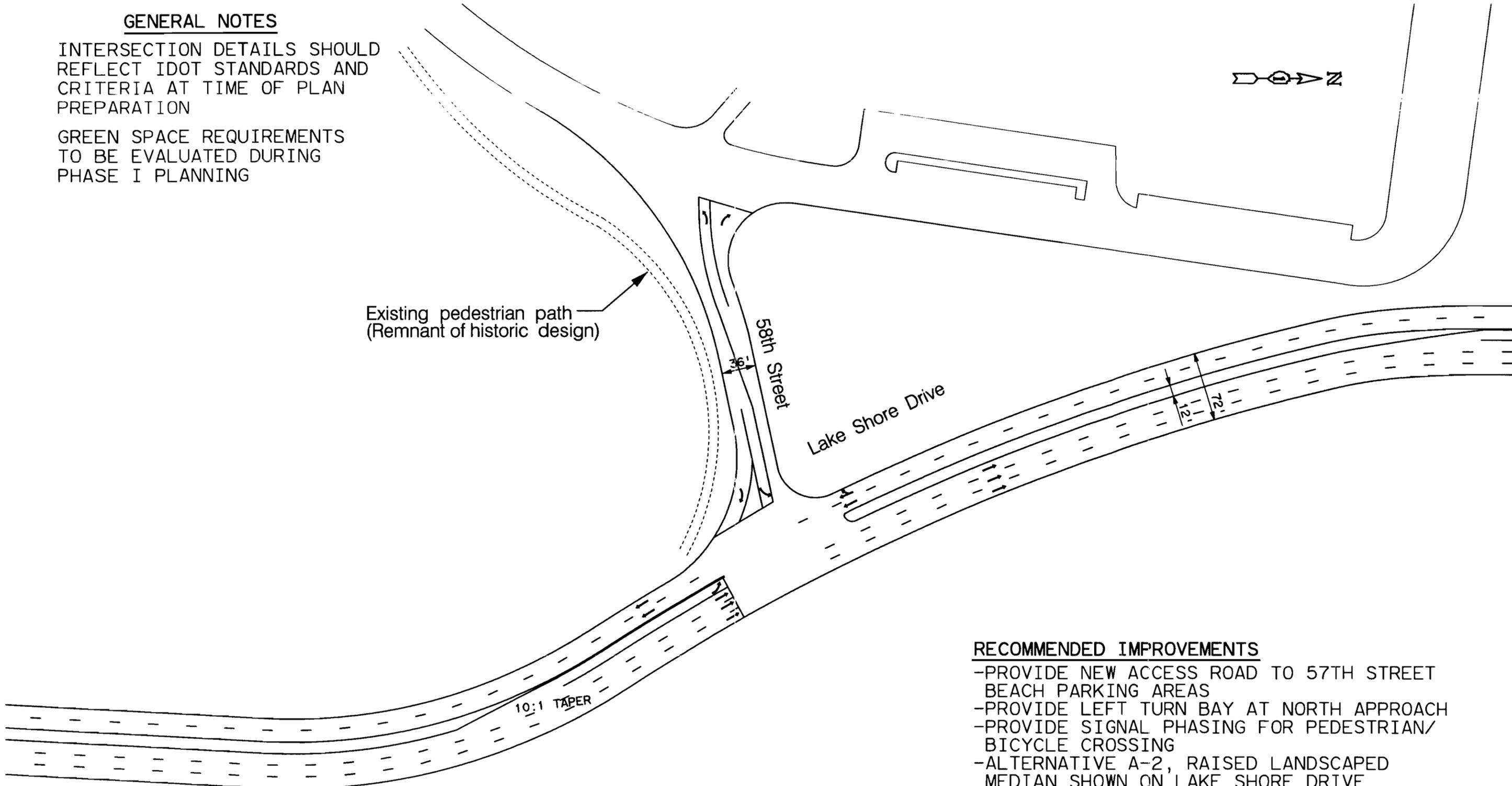
**INTERSECTION DETAILS
 EXHIBIT F5-1**

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

GREEN SPACE REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

Existing pedestrian path
(Remnant of historic design)



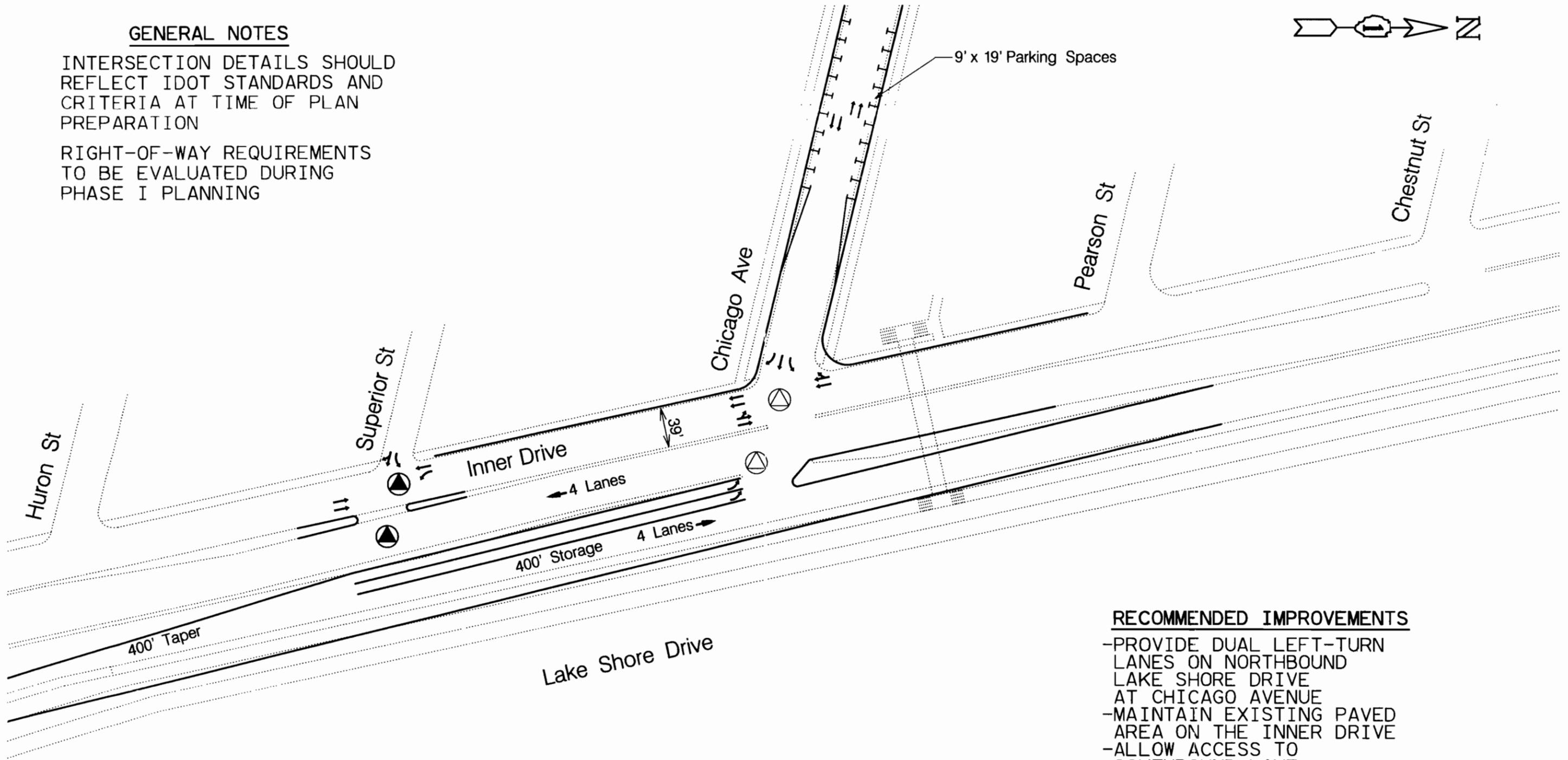
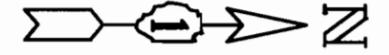
RECOMMENDED IMPROVEMENTS

- PROVIDE NEW ACCESS ROAD TO 57TH STREET BEACH PARKING AREAS
- PROVIDE LEFT TURN BAY AT NORTH APPROACH
- PROVIDE SIGNAL PHASING FOR PEDESTRIAN/ BICYCLE CROSSING
- ALTERNATIVE A-2, RAISED LANDSCAPED MEDIAN SHOWN ON LAKE SHORE DRIVE
- INCORPORATE HISTORIC DESIGN ELEMENTS IN NEW 58TH STREET

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



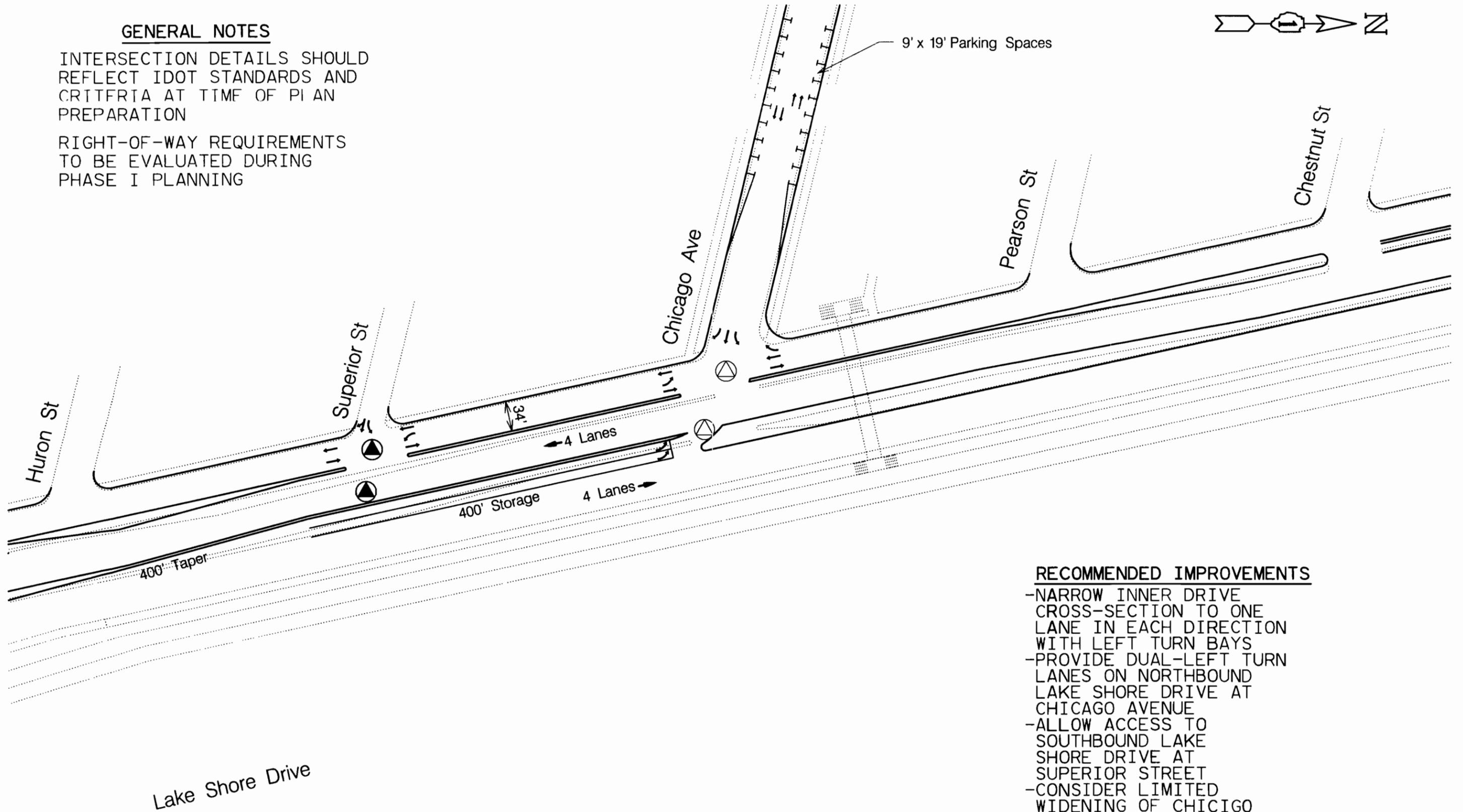
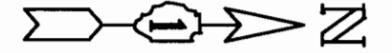
RECOMMENDED IMPROVEMENTS

- PROVIDE DUAL LEFT-TURN LANES ON NORTHBOUND LAKE SHORE DRIVE AT CHICAGO AVENUE
- MAINTAIN EXISTING PAVED AREA ON THE INNER DRIVE
- ALLOW ACCESS TO SOUTHBOUND LAKE SHORE DRIVE AT SUPERIOR STREET
- CONSIDER LIMITED WIDENING OF CHICAGO AVENUE. MAINTAIN PARKING.

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- NARROW INNER DRIVE CROSS-SECTION TO ONE LANE IN EACH DIRECTION WITH LEFT TURN BAYS
- PROVIDE DUAL-LEFT TURN LANES ON NORTHBOUND LAKE SHORE DRIVE AT CHICAGO AVENUE
- ALLOW ACCESS TO SOUTHBOUND LAKE SHORE DRIVE AT SUPERIOR STREET
- CONSIDER LIMITED WIDENING OF CHICAGO AVENUE. MAINTAIN PARKING

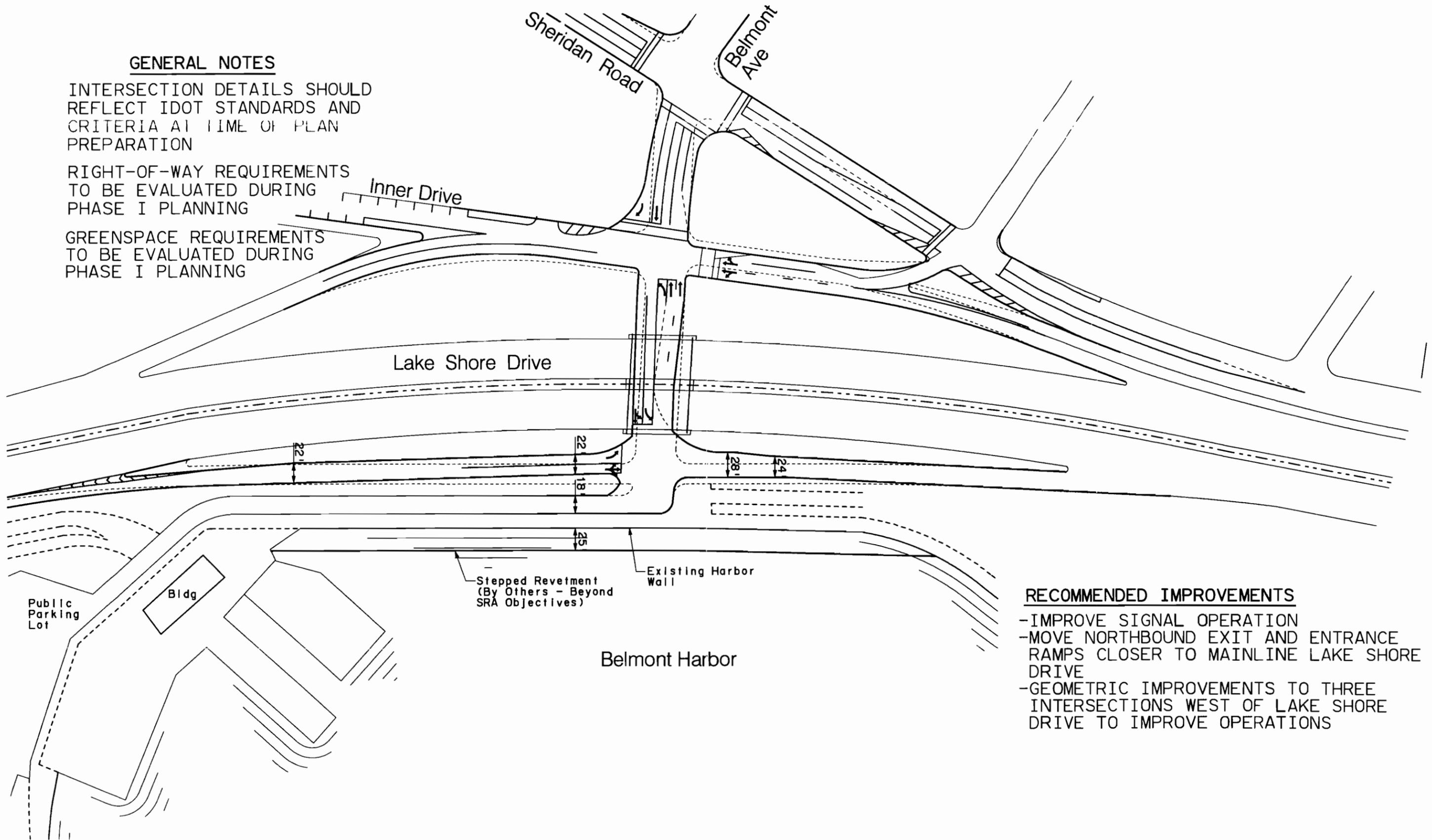
**LAKE SHORE DRIVE
NARROW THE INNER DRIVE**

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

GREENSPACE REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



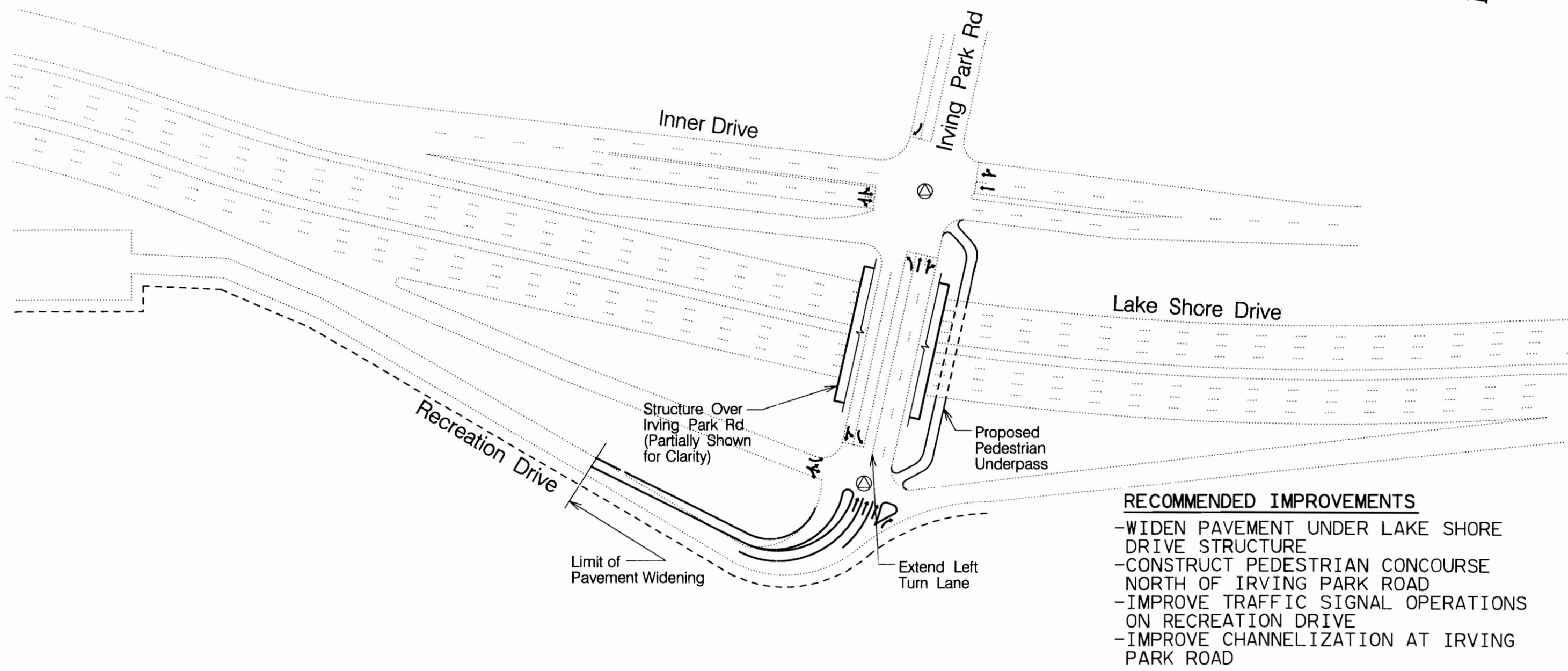
RECOMMENDED IMPROVEMENTS

- IMPROVE SIGNAL OPERATION
- MOVE NORTHBOUND EXIT AND ENTRANCE RAMPS CLOSER TO MAINLINE LAKE SHORE DRIVE
- GEOMETRIC IMPROVEMENTS TO THREE INTERSECTIONS WEST OF LAKE SHORE DRIVE TO IMPROVE OPERATIONS

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- WIDEN PAVEMENT UNDER LAKE SHORE DRIVE STRUCTURE
- CONSTRUCT PEDESTRIAN CONCOURSE NORTH OF IRVING PARK ROAD
- IMPROVE TRAFFIC SIGNAL OPERATIONS ON RECREATION DRIVE
- IMPROVE CHANNELIZATION AT IRVING PARK ROAD