04-19-93

Strategic Regional Arterial

Ohio/Ontario Streets
Grand Avenue/Illinois Street
from the Kennedy Expressway to Lake Shore Drive

Operation GreenLight

Illinois Department of Transportation
March, 1993

FOREWORD

Ohio and Ontario Streets in conjunction with Grand Avenue and Illinois Street are designated as an SRA route between the Kennedy Expressway (Interstate 90/94) feeder at Halsted Street and Lake Shore Drive. The entire route is located within the City of Chicago. This Strategic Regional Arterial (SRA) report for Ohio/Ontario (Grand/Illinois) has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

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

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

SUMMARY OF RECOMMENDATIONS

The SRA Route Ohio/Ontario (Grand/Illinois) is divided into four route segments. There are two segments for the Ohio and Ontario one-way pair and two segments for the Grand and Illinois one-way pair. (See *Figure i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA SEGMENT 1: OHIO/ONTARIO FROM ORLEANS STREET TO MICHIGAN AVENUE

- Five through lanes in each direction within the existing 74-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment

SRA SEGMENT 2: OHIO/ONTARIO FROM MICHIGAN AVENUE TO FAIRBANKS COURT

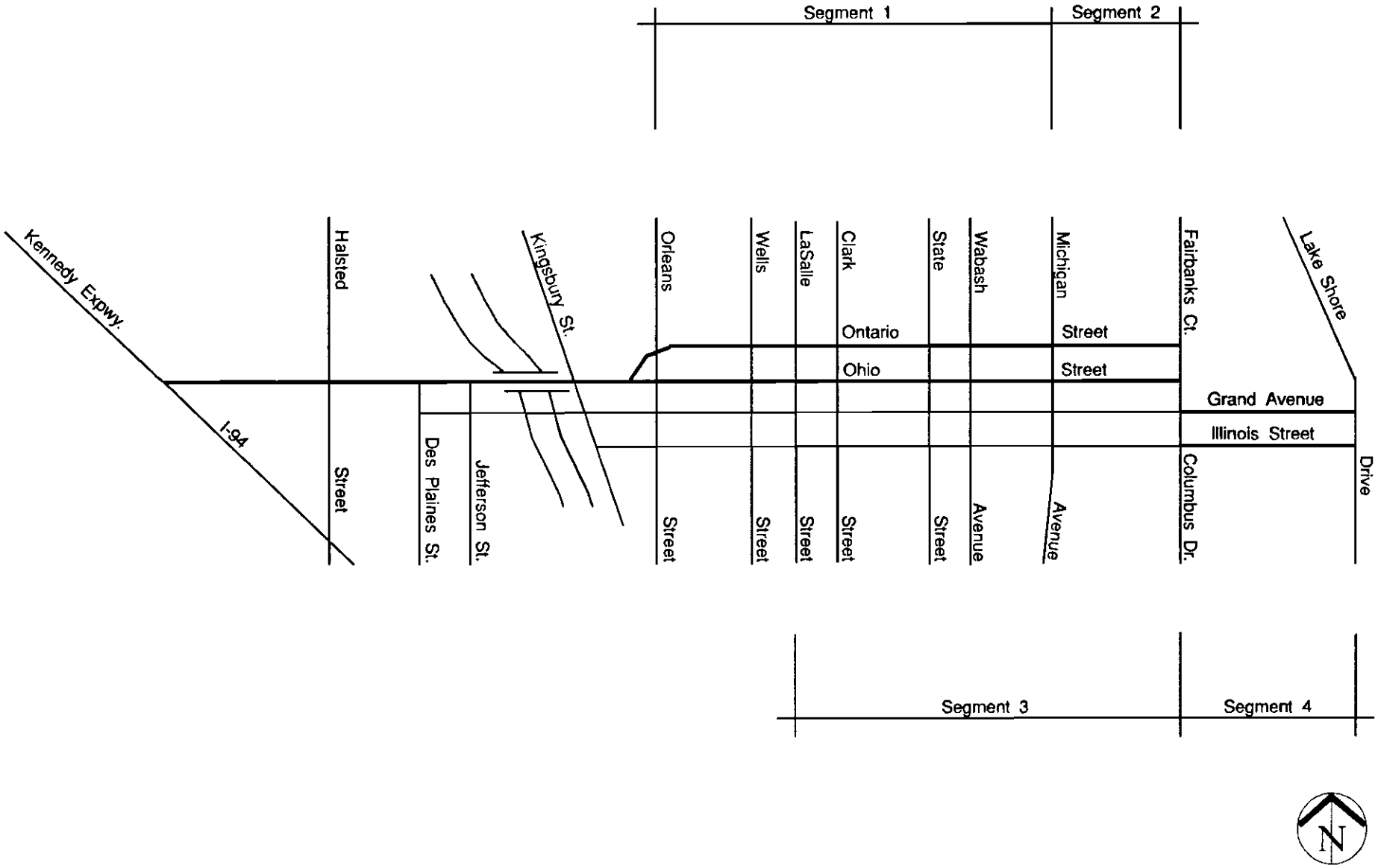
- Three through lanes in each direction within the existing 74-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment

SRA SEGMENT 3: GRAND/ILLINOIS FROM LASALLE STREET TO COLUMBUS DRIVE

- Three through lanes and one parking lane in each direction within the existing 74-foot right-of-way
- A synchronized signal system for the entire segment

SRA SEGMENT 4: GRAND/ILLINOIS FROM COLUMBUS DRIVE TO LAKE SHORE DRIVE

- Three through lanes and one parking lane in each direction within the existing 74-foot right-of-way
- A synchronized signal system for the entire segment



Ohio/Ontario Streets (Grand/Illinois)

prepared by Harland Bartholomew & Associates, Inc.

Segment Location Map

Figure i.i

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SECTION ONE
INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT

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

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

- Developing Major Transit/Highway Facilities,
- Improving Other Key Arterial Roadways,
- Identifying Strategic Transit Improvements,
- Reducing Demand for Highway Use, and
- Increasing Environmental Consideration

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

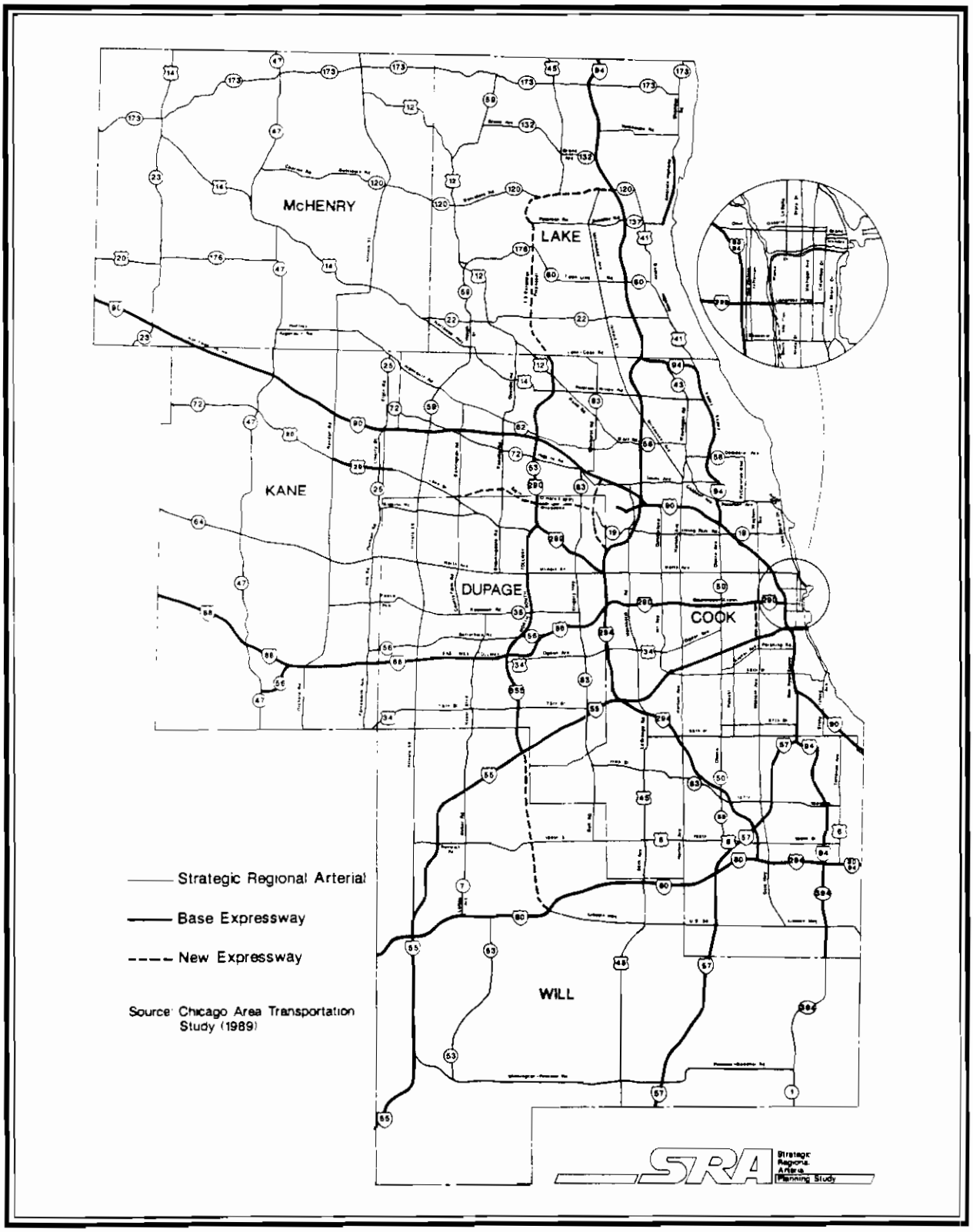


Figure 1.1 The Strategic Regional Arterial System

1.2 SRA ROUTE TYPES

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

- Urban routes;
- Suburban routes; and
- Rural routes.

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Ohio and Ontario Streets, along with Grand Avenue and Illinois Street are designated as an urban route between the Kennedy Expressway feeder and Lake Shore Drive. (See *Figure 1.2.*) Other urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

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

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

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

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

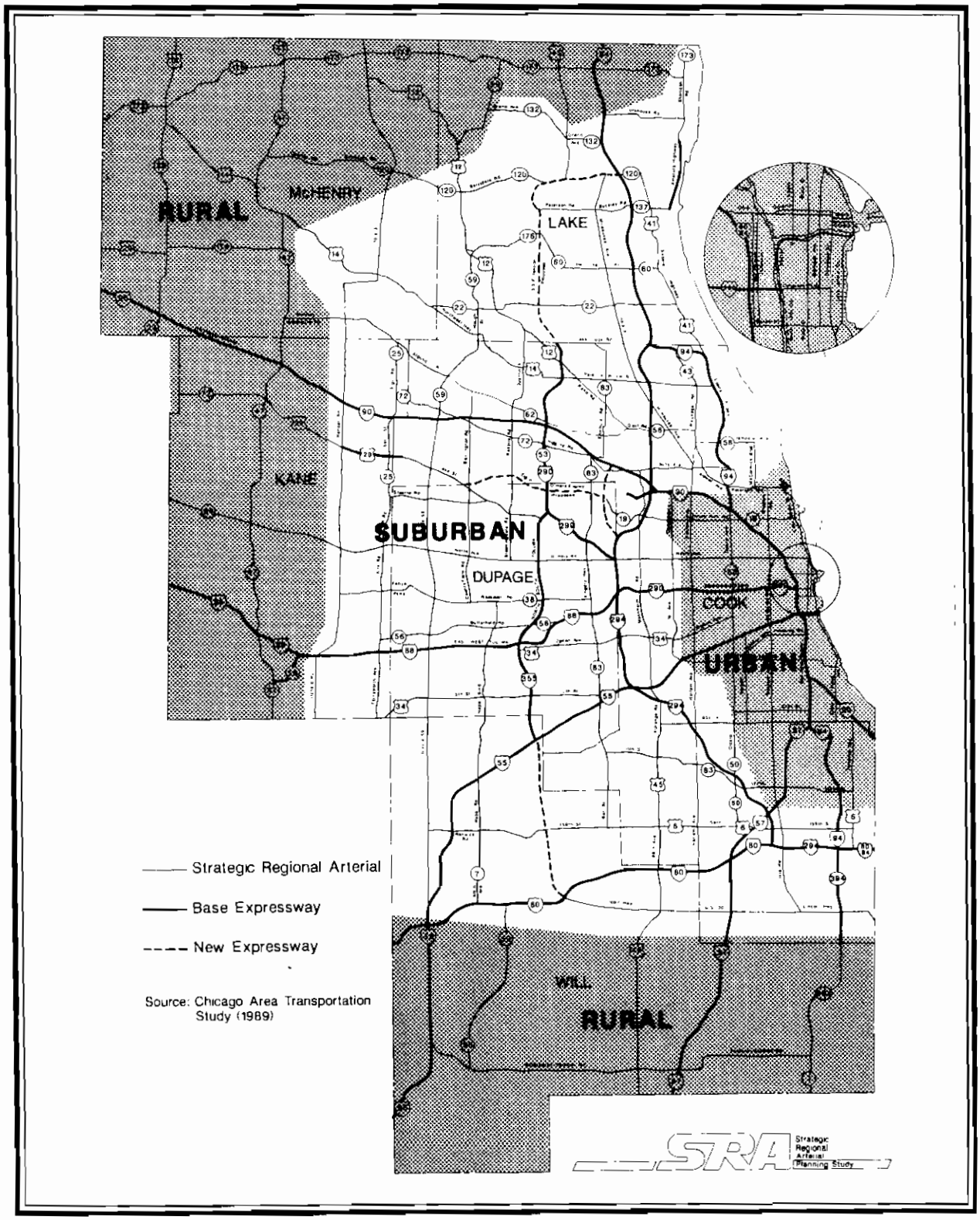


Figure 1.2 Route Types on the Strategic Regional Arterial System

Table 1.1
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials

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

*72' - 86' where bus/HOV lanes are not provided
**where design criterion and conditions are met.

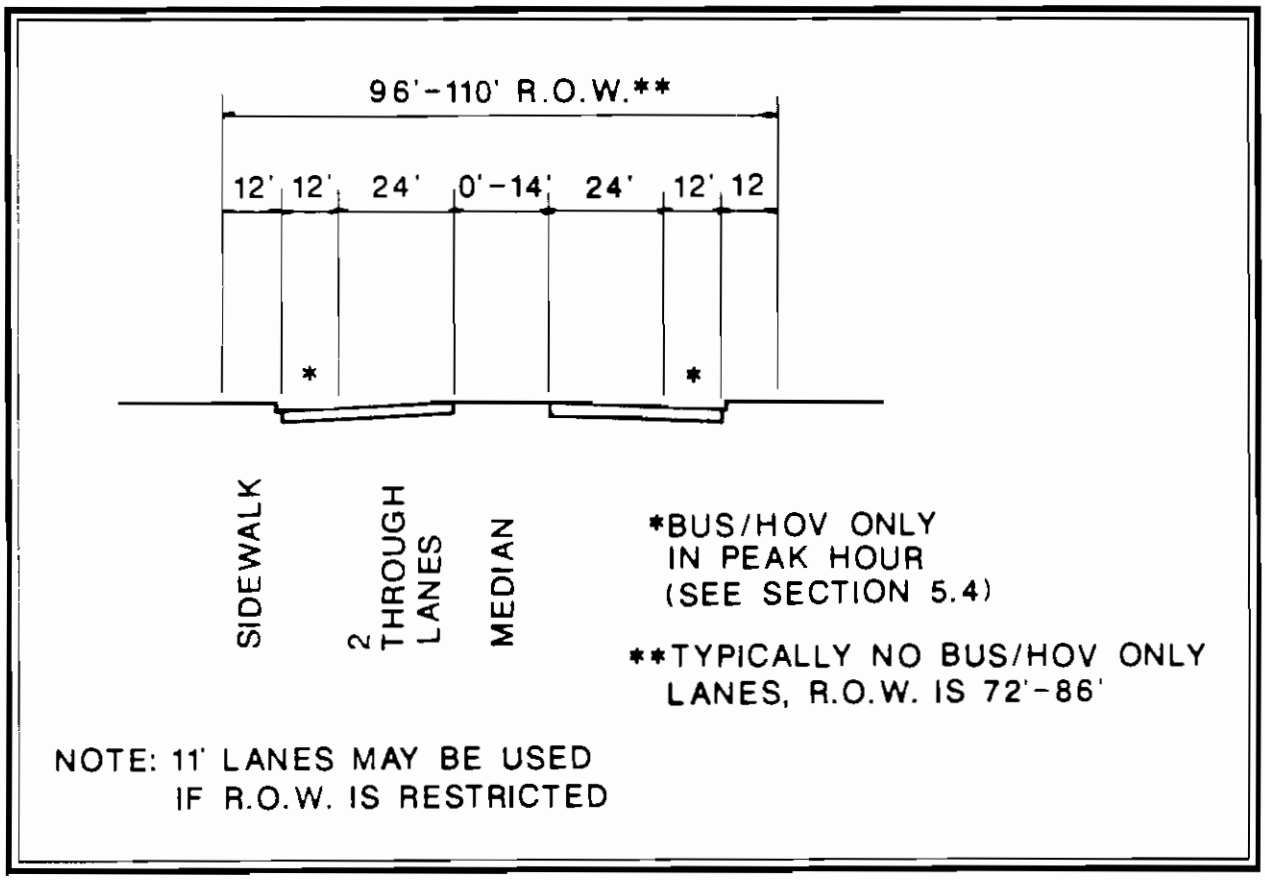


Figure 1.3 Desirable Urban SRA Cross-Section

- Bus lane/ high occupancy vehicle (HOV) lanes;
- Signal preemption capability for transit vehicles;
- Channelization or interchanges at high volume intersections;
- Prohibition of left-turn movements at certain locations; or
- Location of transit or pedestrian facilities in public easements outside the right-of-way.

While not all of these special techniques may be applicable to the Ohio/Ontario (Grand/Illinois) route, they illustrate the range of treatments which have been considered.

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

1.4 STUDY OBJECTIVES

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

This study for Ohio, Ontario, Grand and Illinois identifies a range of improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process.

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

The completed study will guide implementation of improvements on Ohio, Ontario, Grand and Illinois, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

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

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

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. The timing of the recommended improvements, whether long-range or short-range, is identified.

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

Construction Cost Estimates/Identification of Right-of-Way Needs. Construction cost estimates for the route are prepared for each type of improvement. Right-of-way needs to accommodate recommended improvements are also considered.

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

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

1.6 STUDY DATA SOURCES AND METHODOLOGIES

Existing Roadway Characteristics

Several data sources were compiled to create route inventories. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location

of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks, frontage roads, median, and other appurtenances. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

Existing Transit Characteristics

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

Development Characteristics

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

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

Environmental Considerations

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

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

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

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

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

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

Year 2010 Traffic Demand Projections

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

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

Roadway Capacity Estimates

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

Cost Estimates

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

1.7 ORGANIZATION OF THE REPORT

This report on the Ohio/Ontario (Grand/Illinois) SRA route study is divided into four sections:

Section 1: Introduction, provides information about the SRA system and Operation Greenlight; SRA route types; desirable route characteristics; study objectives and the study process; and the organization of the report.

Section 2: Route Overview, presents a general description of the study area; existing route characteristics; and type of recommended improvements for the overall route.

Section 3: Route Analysis, presents a detailed analysis of existing route characteristics and recommended route improvements. This section, is organized by the following route segments:

- ***Section 3.1***: Ohio/Ontario from Orleans Street to Michigan Avenue
- ***Section 3.2***: Ohio/Ontario from Michigan Avenue to Fairbanks Court
- ***Section 3.3***: Grand/Illinois from LaSalle Street to Columbus Drive
- ***Section 3.4:*** Grand/Illinois from Columbus Drive to Lake Shore Drive

For each route segment the following analyses are presented:

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

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

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

Recommended Improvements. The recommended improvements are identified for each route segment. The timing of improvements is addressed. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations for the implementation of the recommended improvements and right-of-way expansion are analyzed.

Section 4: Public Involvement, summarizes the public involvement process during the study, including the Ohio/Ontario SRA Advisory Panel meetings, the Advisory Panel newsletters, the public hearing and other efforts to promote local involvement in the study process.

SECTION TWO
ROUTE OVERVIEW

2.1 THE OHIO/ONTARIO (GRAND/ILLINOIS) SRA STUDY AREA

Ohio and Ontario Streets in conjunction with Grand Avenue and Illinois Street are designated as an SRA route between the Kennedy Expressway (Interstate 90/94) feeder at Halsted Street and Lake Shore Drive, a distance of 1.2 miles. The entire route is located within the City of Chicago.

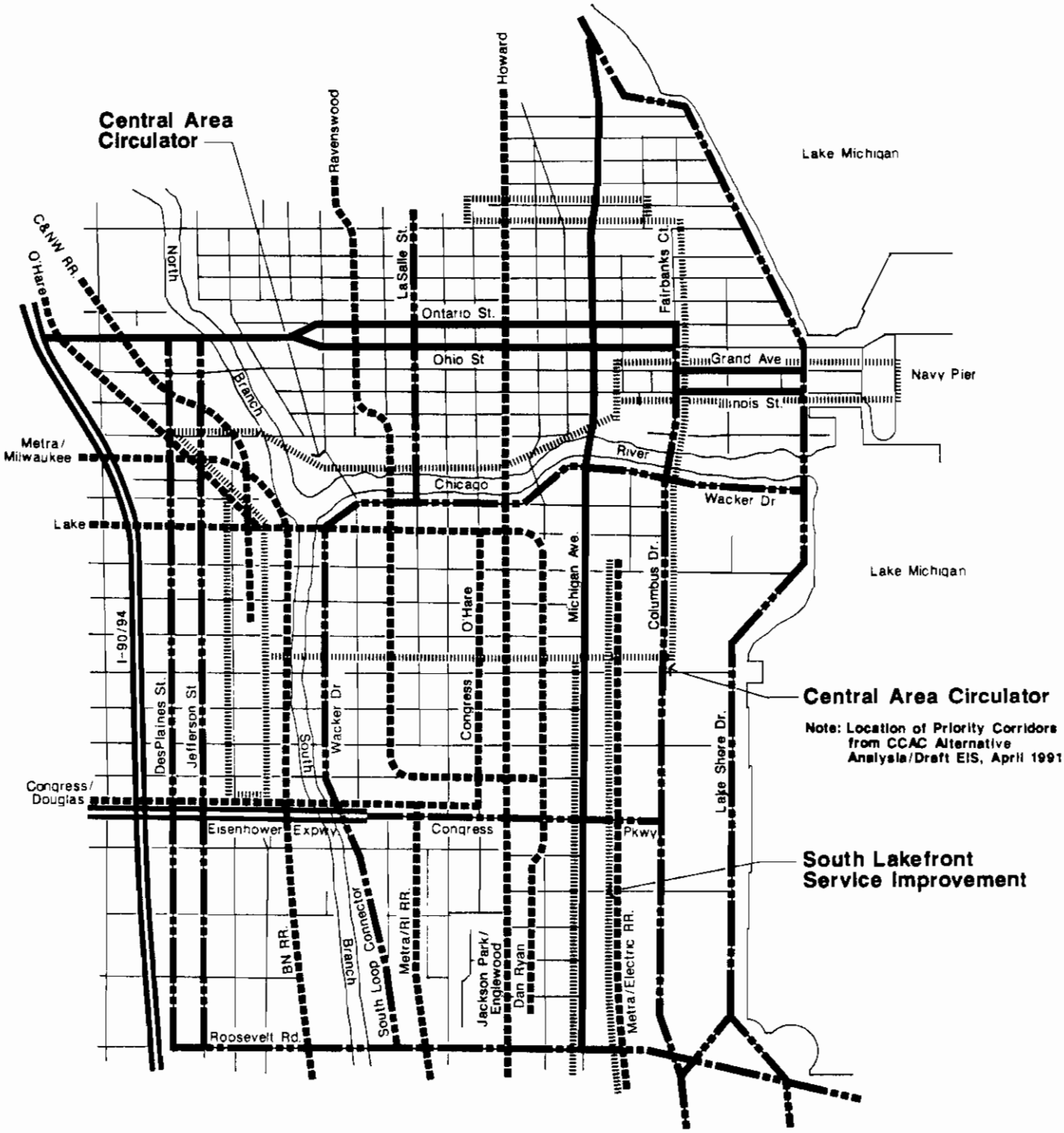
The SRA route as designated in the 2010 Transportation Development (TSD) Plan includes the entire length of Ohio and Ontario Streets operating as a one-way pair between Orleans Street and Fairbanks Court. It also includes Grand Avenue and Illinois Street operating as a one-way pair between Columbus Drive and Lake Shore Drive. The 2010 TSD Plan identifies Fairbanks Court/Columbus Drive as the connecting link for the SRA system between the Ohio/Ontario and Grand/Illinois one-way pairs. However, there are significant limitations in this link which require consideration of additional segments for the SRA route.

The connection to the Kennedy Expressway (Interstate 90/94) at the west end of the route is from the Ohio/Ontario one-way pair via the Kennedy feeder ramp, while the connection to Lake Shore Drive at the eastern end of the route is via the Grand/Illinois one-way pair. There is no single street which would be capable of providing a connecting link between the two one-way pairs for SRA traffic. Both Fairbanks Court and St. Clair Street, which are the possible links east of Michigan Avenue, have narrow rights-of-way and pavement, along with development built to the right-of-way lines. These streets are also part of the corridors now under study for a surface light rail transit route as part of the Central Area Circulator System. Use of Michigan Avenue as the connecting link is not feasible because Grand and Illinois intersect only the lower level of Michigan Avenue, while Ohio and Ontario have access only to the upper level. West of Michigan, no single street between Rush and Clark would be capable of providing the necessary link. LaSalle Street, however, is a designated SRA route with a relatively wide right-of-way and continuity through the Chicago Central Area. By extending the Grand/Illinois SRA designation west to LaSalle Street, multiple links for SRA traffic between the Ohio/Ontario and Grand/Illinois one-way pairs can be provided. Therefore, it is recommended that Grand Avenue and Illinois Street be designated as an SRA route between LaSalle Street and Columbus Drive, as well as between Columbus Drive and Lake Shore Drive.

Together, the two one-way pairs would operate as complementary routes, with Ohio/Ontario providing primarily for access to and from the Kennedy Expressway and upper Michigan Avenue, while Grand/Illinois would provide access to and from lower Michigan Avenue, Columbus Drive and Lake Shore Drive. Both one-way pairs would provide access to and from the LaSalle Street SRA, and in conjunction with the cross streets provide local circulation in the Near North/Streeterville area.

2.2 REGIONAL TRANSPORTATION FACILITIES

Figure 2.1 indicates the existing and proposed facilities linking the Ohio/Ontario (Grand/Illinois) route to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).



REGIONAL TRANSPORTATION FACILITIES

- Michigan Avenue
- Ohio/Ontario & Grand/Illinois
- Other SRA Route
- Existing Expressway
- Existing Major Transit Facility
- Major Transit Project

MICHIGAN AVENUE AND OHIO/ONTARIO & ILLINOIS/GRAND

SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Figure 2.1

Intersecting SRA routes are:

- Des Plaines Street and Jefferson Street operating as a one-way pair
- LaSalle Street
- Michigan Avenue
- Columbus Drive
- Lake Shore Drive (U.S. Route 41)

Ohio and Ontario Streets are connected to the Kennedy Expressway (Interstate 90/94) by the Kennedy feeder ramp west of Orleans Street. Work is now underway to provide direct connections from the feeder ramp to the express lanes of the Kennedy Expressway.

Major transit facilities related to the route are:

The CTA rapid transit lines which cross the route at Franklin Street (Ravenswood line) and State Street (Howard line).

The Central Area Circulator which is now being planned as a light-rail transit system operating primarily at street level. Two of the priority corridors under study affect the Ohio/Ontario (Grand/Illinois) SRA route. The Riverbank corridor runs parallel to Grand and Illinois along the north bank of the Chicago River west of St. Clair Street; east of St. Clair, the corridor runs along Grand and Illinois to an eastern terminus at Navy Pier. The North Michigan/Streeterville corridor crosses Ohio, Ontario, Grand and Illinois on an alignment along Columbus Drive and Fairbanks Court.

2.3 PROJECTED TRAVEL DEMAND

Figure 2.2 indicates the projected 2010 travel demand in terms of average annual daily traffic (AADT) for the Ohio/Ontario (Grand/Illinois) route. The projected 2010 AADT travel demand forecasts are displayed in ranges and are generated from the regional travel simulation model developed by the Chicago Area Transportation Study.

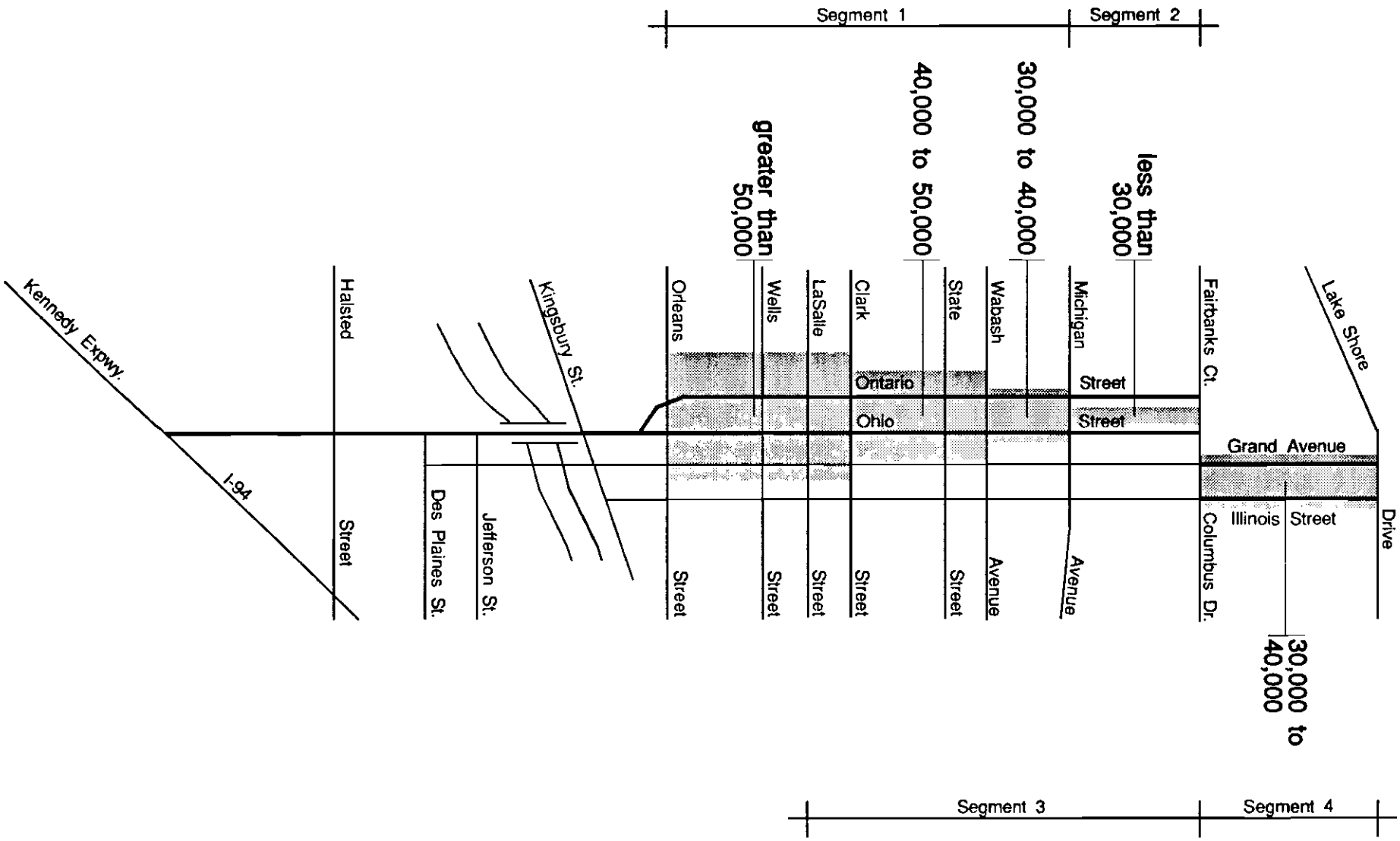
2.4 ROUTE AREA TYPE

The Ohio/Ontario (Grand/Illinois) route is classified as an urban SRA. The design speed for an urban SRA is 35 miles per hour, and the desirable minimum level of service is "D" at which average travel speeds are about 40 percent of free-flow speeds.

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

The whole SRA route comprised of Ohio, Ontario, Grand and Illinois has wider right-of-way and more through traffic lanes than the minimum for an urban SRA route, as shown in *Table 2.1*.

The recommended roadway configuration for Ohio and Ontario Streets between Orleans Street and Michigan Avenue maintains a consistent five traffic lanes in each direction within existing right-of-way, and three traffic lanes in each direction east of Michigan Avenue. The recommended roadway



Source: Chicago Area Transportation Study

Ohio/Ontario Streets (Grand/Illinois)
prepared by Harland Bartholomew & Associates, Inc.

2010 Projected Travel Demand Volumes
Figure 2.2

TABLE 2.1
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes

	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR AN URBAN SRA		96-110[1]		2
OHIO AND ONTARIO STREETS				
Segment 1 Orleans Street to Michigan Avenue	148[2]	148[2]	3-5[3]	5
Segment 2 Michigan Avenue to Fairbanks Court	148[2]	148[2]	3-5[3]	3
GRAND AVENUE AND ILLINOIS STREET				
Segment 3 LaSalle Street to Columbus Drive	148[2]	148[2]	2-3	3
Segment 4 Columbus Drive to Lake Shore Drive	148[2]	148[2]	2-3	3

[1]72'-86' where bus/HOV lanes are not provided
[2]74' each for Ohio Street and Ontario Street; 74' each for Grand Avenue and Illinois Street
[3]Three lanes except 7 to 9 am and 4 to 6 pm

configuration for Grand Avenue and Illinois Street maintains a consistent three through traffic lanes in each direction, operating as a one-way pair between LaSalle Street and Lake Shore Drive. A more detailed description of the recommended roadway configuration can be found in Section Three of this report.

Based upon the recommended roadway configuration, capacity analyses for the route were prepared. The results of the capacity analyses were compared to the projected travel demand for the route, as summarized in *Table 2.2*.

Operating as a one-way pair, eight through traffic lanes would be able to accommodate the maximum demand volumes at the desirable minimum level of service "D", and six through lanes operating as a one-way pair would be able to handle the demand volumes on all but the most westerly segment of the route. Therefore, provision of additional lanes is not recommended.

Table 2.2
Summary of Arterial Corridor Capacity Analysis

Segment	Projected Travel Demand (AADT)[1]	Number of Through Traffic Lanes	Arterial Capacity (AADT)[1]	Peak Direction Level of Service	Adequate to Meet Projected Demand
Ohio/Ontario					
Orleans Street to Michigan Ave.	30,000 to >50,000 [2]	10	76,000	D	Yes
Michigan Ave. to Fairbanks Ct.	<30,000	6	48,000	D	Yes
Grand/Illinois					
LaSalle Street to Columbus Drive	——	6	48,000	D	Yes
Columbus Dr. to Lake Shore Drive	30,000 to 40,000	6	48,000	D	Yes

[1] Average Annual Daily Traffic
[2] The projected travel demand between Orleans and Clark is >50,000; between Clark and Wabash the demand is between 40,000 and 50,000; and between Wabash and Michigan the demand is in the 30,000 to 50,000 AADT range.

After a thorough analysis of the route and particularly the existing facility characteristics and existing traffic volumes, the greatest need for improvements is on Grand and Illinois west of Michigan Avenue. Conversion of Grand and Illinois to operation as a one-way pair west of Michigan, as currently proposed by the City of Chicago, along with signalization improvements, would improve thew ability of Grand and Illinois to function as part of the SRA system. Additional improvements to improve capacity on Ohio and Ontario Streets, such as removal of parking, can be considered as future travel demand increases.

2.6 TRANSIT

The Ohio/Ontario (Grand/Illinois) route includes some of the most rapidly developing portions of the Chicago Central Area, and most of the transit service is oriented to north-south travel patterns. Therefore the major opportunities for transit improvements on this SRA route are in providing improved east-west service, and convenient and efficient connections to the north-south routes. The following sections discuss existing service and conditions, as well as the general type of recommended improvements for the overall route. Specific recommended improvements are discussed with the respective route segments in Section Three of this report.

2.6.1 EXISTING TRANSIT SERVICE AND FACILITIES

Bus Service

CTA provides limited bus service on the SRA route, primarily on Grand Avenue and Illinois Street. (See *Figure 2.3*.)

The Grand Avenue bus, #65, operates on this pair of streets, east to Lake Point Tower and Navy Pier, although west of St. Clair, Grand Avenue is a two-way street, used by both east and westbound buses. The #29 State Street bus also operates on the Grand/Illinois pair, from State Street to Navy Pier; during the owl period (typically between 1 am and 5 am), this route turns at Wabash and Grand. Bus stops exist at every block, and often are equipped with benches but not shelters. During rush periods, Grand and Illinois are also used by CTA express bus routes #120 and #121, both of which operate on the Michigan and Wacker lower level road system. The #66 Chicago Avenue bus route terminates its route by traveling one block east on Illinois from McClurg to Columbus where it turns south. This route does not really serve the Ohio to Illinois corridor, but the routing of its last segment provides a distribution function for its users, including people who transfer to the route at Michigan and Chicago. Similarly, the #56 Milwaukee Avenue bus turns in this area east of Columbus, except in the owl period (typically between 1 am and 5 am) when it turns at Wacker Drive.

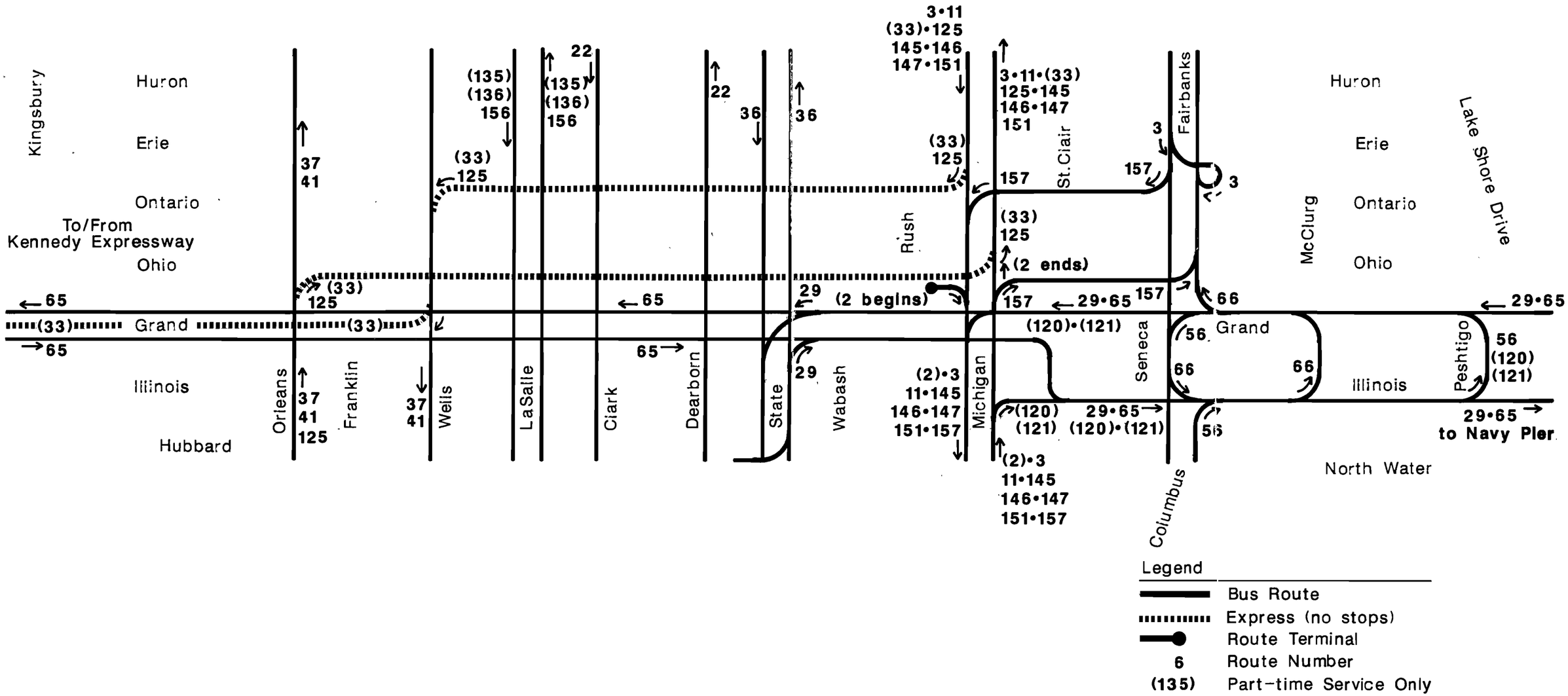
East of Michigan Avenue, the Streeterville Bus, #157, is routed on Ohio and Ontario west of Fairbanks. Bus stops are spaced at regular intervals so as to be convenient to the apartments and offices. West of Michigan Avenue, the #125 operates express from Michigan to Orleans, as does the #33, "Magnificent Mile Express." Neither of these routes makes local stops along the SRA route.

Table 2.3 provides pertinent data obtained from CTA's "Operating Facts, Winter 1989-90" for the bus routes at the maximum load point on the SRA in the am peak hour. Category 1 includes routes which serve the SRA route at the end of their rather long routes, but are designed primarily to serve other major corridors in the city. As these routes have maximum load points well outside of the SRA route, total riders at that point is not relevant data to this analysis and has not been provided. Numbers of buses for that category are pertinent, however, since they contribute to the description of traffic conditions. Category 2 includes routes that either are planned to deliver passengers from the commuter rail stations to destinations within the corridor, or have maximum load points within the SRA corridor.

Rapid Transit Service

The Ravenswood line of the CTA crosses the SRA route on an elevated structure on Franklin Street. This facility also carries Evanston Express service. However, no stations are located on the route. The nearest stations are at Chicago Avenue to the north and at the Merchandise Mart (Kinzie Street) to the south.

The State Street Subway also crosses the corridor. North-South services from Howard Street to Englewood and Jackson Park are routed through this subway. State Street Subway



Legend

- Bus Route
- Express (no stops)
- Route Terminal
- 6 Route Number
- (135) Part-time Service Only

Ohio-Ontatio Streets (Grand/Illinois)

CTA Bus Routes

SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Figure 2.3

Table 2.3
Morning Peak Hour Ridership Data for Selected Categories of CTA Bus Service

Category	Route	Number of Buses	Number of Riders
Category 1	29	8	N/A
	56	11	N/A
	66	12	N/A
Category 2	65	8	400
	120	19	928
	121	18	865
	125	24	943
	157	10	425
Total			**3561**

stations are located at Grand and Chicago Avenues, where 1989 weekday entering passenger volumes were 5,350 and 11,100, respectively.

Central Area Circulator

Over the next twenty years, it is expected that planned major developments will be built out, including Cityfront Center, the AMA complex, and Illinois Center air rights. These major developments will have significant impact on area roadways and transit service requirements. In anticipation of the need for added transit capacity, a new central area circulator system is now being planned. It is likely that this system will be light rail, operating primarily on the surface streets in the central area. The system will connect the commuter rail stations on the west side of the Loop to Michigan Avenue, the Grant Park museums, McCormick Place, Navy Pier, offices and the North Michigan Avenue shopping district.

Although studies of the route alternatives and station locations are still underway and not scheduled to be completed until 1992, preferred alternative alignments in the circulator corridors have been identified for further study, as part of the City of Chicago's Alternatives Analysis/Draft Environmental Impact Statement for the Central Area Circulator completed in April 1991.

In the north segment of the Riverbank corridor, running east-west from the Chicago River to Navy Pier, the alignment selected for further study involves two-way operation along Carroll Avenue, East North Water Street and St. Clair Street; and one-way operation along Illinois Street (eastbound) and Grand Avenue (westbound). The study also will recognize Kinzie Street as a potentially viable alternative to Carroll Avenue which is located in a railroad right-of-way from the Chicago River to Michigan Avenue and grade-separated from north-south streets.

Also as part of the study process, conceptual engineering plans were prepared for the selected alignment. These plans indicate operation of a single track in the north curb lane of Illinois Street and the south curb lane of Grand Avenue, between St. Clair Street and Lake Shore Drive. Preliminary station locations are shown in the sidewalk areas west of Columbus Drive and east of McClurg Court.

Because these engineering plans are conceptual in nature and subject to change before final plans are completed, no improvements related to the circulator have been included in the recommended SRA improvements for Illinois Street or Grand Avenue. As plans for the circulator are completed, the recommended SRA improvements would need to be reviewed and where necessary adjusted to accommodate a specific proposed track alignment and station configuration. The North Michigan/Streeterville circulator corridor is located on Columbus Drive, and to accommodate turning movements between this corridor and the Riverbank corridor on Grand Avenue and Illinois Street, significant changes to the Grand/Columbus and Illinois/Columbus intersections could be required.

2.6.2 RECOMMENDED IMPROVEMENTS

The following are the general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of the SRA route are discussed in Section Three for the respective route segments.

Bus Stops

With the proposed operation of Grand and Illinois as a one-way pair west of Michigan Avenue, relocation of eastbound bus stops from Grand Avenue to Illinois Street is necessary. The recommended locations provide adequate spacing and allow efficient transfer to intersecting routes. Where possible, recommended locations are far-side stops (located beyond the intersection) to improve traffic flow.

One element that is lacking on all bus routes is shelters for waiting passengers. Usage of building lobbies by waiting passengers can be observed, and although some buildings may be open well into the evening hours, this type of informal usage is not a substitute for permanent shelter facilities. Consideration should be given to provision of curbside shelters at all bus stops. At some locations it may be possible to provide shelters within future development, rather than within the right-of-way.

Transfer Points

Opportunities to transfer from one transit mode or route to another occur at several points along the proposed Circulator system. One of these is the intersection of the Riverbank and Lakefront (McCormick Place-Water Tower) corridors at Columbus Drive between Grand and Illinois. This transfer point may also serve bus routes extending west along the SRA route. Station facilities which provide amenities, including waiting areas and high-quality graphic information, would enhance transit usage and ease of transfer.

Taxi Stands

To improve traffic flow and safety, taxis should not be permitted to load and discharge passengers on Ohio and Ontario Streets west of Michigan Avenue. Well marked, sheltered taxi stands should be established on the near side of intersecting cross streets at appropriate locations, and should be identified by a graphic signage system on the SRA route. Provision of shelters at the designated stands could also be considered.

2.7 SUMMARY OF OHIO/ONTARIO (GRAND/ILLINOIS) SRA CONSTRUCTION COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements (in 1991 dollars) is shown in *Tables 2.4* and *2.5*.

Table 2.4
Construction Cost Estimates-Ohio/Ontario

Improvement	Estimated Cost
Resurfacing (Orleans Street to Fairbanks Court)	$1,160,000
Signalization (Orleans Street to Fairbanks Court)	$560,000
Total Estimated Cost for All Improvements - Ohio/Ontario	**$1,720,000**

Table 2.5
Construction Cost Estimates-Grand/Illinois

Improvement	Estimated Cost
Resurfacing (LaSalle Street to Lake Shore Drive)	$965,000
Sidewalk Widening (Michigan to LaSalle, Grand Avenue only)	$135,000
Signalization/Interconnection (LaSalle to Lake Shore Drive)	$1,140,000
Pavement Widening (LaSalle to Fairbanks, Illinois Street only)	$300,000
Relocation of Bus Stops/Construction of Shelters	$250,000
Total Estimated Cost for All Improvements - Grand/Illinois	**$2,790,000**

Because no major reconstruction is involved, all of the recommended improvements are considered to be low-cost improvements which could be accomplished as required.

Costs associated with the renovation of the Michigan Avenue viaduct crossing Grand and Illinois are not included, as this is a currently programmed project. Other costs not included as part of the SRA construction costs are those associated with the Central Area Circulator and development of a transportation center in the Ohio/Ontario corridor along the CTA Ravenswood line. These are complementary, but separate, projects from the SRA improvements, and require further analysis beyond the scope of this study to identify future costs.

SECTION THREE
ROUTE ANALYSIS

3.1 SRA SEGMENT 1: OHIO/ONTARIO FROM ORLEANS STREET TO MICHIGAN AVENUE

3.1.1 LOCATION

Segment 1 is located on Ohio and Ontario Streets, extending from Orleans Street to Michigan Avenue, a distance of 0.6 miles. (See *Figure 3.1.*) On this segment, LaSalle Street and Michigan Avenue are intersecting urban SRA routes. At the west end of this segment, the Kennedy feeder connects Ohio and Ontario with the Kennedy Expressway (Interstate 90/94).

3.1.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-1.

Right-of-Way

The right-of-way width throughout this segment is 74 feet on Ohio Street and 74 feet on Ontario Street. West of Orleans Street, the right-of-way for the Kennedy feeder varies between 110 and 200 feet.

Pavement Widths and Number of Lanes

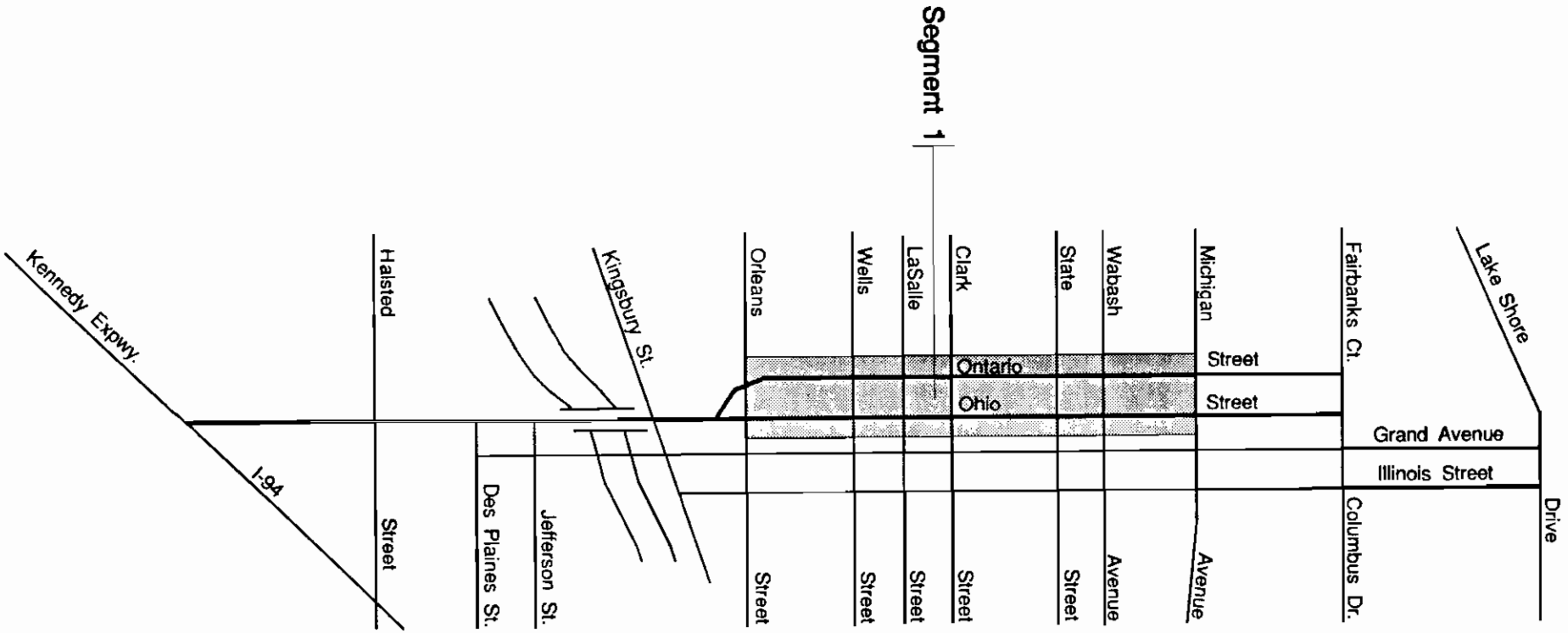
The existing roadway pavement width is 50 feet on Ohio Street and 54 feet on Ontario Street.

Between Orleans Street and Michigan Avenue, the existing roadway configuration provides three through lanes on Ohio Street (eastbound) and three or four through lanes on Ontario Street (westbound) at all times. During rush-hour (7 to 9 am and 4 to 6 pm), when all on-street parking is prohibited, five lanes in each direction are available for through traffic.

West of Orleans Street, the Kennedy feeder, is a grade-separated facility and provides three through lanes in each direction, with a variable width barrier median. From Orleans to Union Street, the roadway is elevated above grade; the roadway is then depressed to pass under the Chicago & North Western rail line and Halsted Street.

Traffic Signals

In Segment 1 there are ten signalized intersections on both Ohio and Ontario Streets. They are listed in *Tables 3.1* and *3.2*. All signals are pretimed with a 65-second cycle length.



Ohio/Ontario Streets (Grand/Illinois)
prepared by Harland Bartholomew & Associates, Inc.

Location Map
Figure 3.1

Table 3.1
Signalized Intersections/Ohio Street

Intersection	No.of Through Lanes EB	WB	Turn Bays Left	Right	Remarks
Orleans Street	5 (1)	—	NO	NO	
Franklin Street	5 (1)	—	NO	NO	
Wells Street	5 (1)	—	NO	NO	
LaSalle Street	5 (1)	—	NO	NO	
Clark Street	5 (1)	—	NO	NO	
Dearborn Street	5 (1)	—	NO	NO	
State Street	5 (1)	—	NO	NO	
Wabash Street	5 (1)	—	NO	NO	
Rush Street	5 (1)	—	NO	NO	
Michigan Avenue	3 (2)	—	YES	YES	

Note: EB = eastbound only; WB = westbound only
(1)curb lanes are combined through/turn lanes
(2)outside through lanes are combined through/turn lanes

Table 3.2
Signalized Intersections/Ontario Street

Intersection	No.of Through Lanes WB	EB	Turn Bays Left	Right	Remarks
Orleans Street	5 (1)	—	NO	NO	
Franklin Street	5 (1)	—	NO	NO	
Wells Street	5 (1)	—	NO	NO	
LaSalle Street	5 (1)	—	NO	NO	
Clark Street	5 (1)	—	NO	NO	
Dearborn Street	5 (1)	—	NO	NO	
State Street	5 (1)	—	NO	NO	
Wabash Street	5 (1)	—	NO	NO	
Rush Street	5 (1)	—	NO	NO	
Michigan Avenue	2 (2)	—	YES	YES	

Note: EB = eastbound only; WB = westbound only
(1)curb lanes are combined through/turn lanes
(2)outside through lanes are combined through/turn lanes

Parking and Sidewalks

On-street parking is permitted except during rush hours (7 to 9 am and 4 to 6 pm) on both sides of Ohio and Ontario between Orleans and LaSalle. Between LaSalle and Rush, on-street parking is permitted on both sides of Ohio Street except during rush hour; no on-street parking is permitted on Ohio between Rush and Michigan. On Ontario Street between LaSalle and Michigan, on-street parking is permitted on the south side except during rush hour; no on-street parking is permitted on the north side. All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically less than 15 feet.

Transit

Two CTA bus routes, the #33 Magnificent Mile Express and the #125 Water Tower Express run on this segment between Orleans and LaSalle eastbound and between LaSalle and Wells westbound. These routes provide rush-hour only express service with no stops along either Ohio or Ontario. There are no other existing transit facilities located on this segment.

Structures

There are two structures located in this segment, as shown in *Table 3.3*.

Table 3.3
Existing Structures

Structure	Structure No. (SN)	Location	Clearance Vert.	Clearance Horiz.	Remarks
CTA Ravenswood	016-9884	Ohio Street	14'-3"	52'	SRA under
CTA Ravenswood	016-9883	Ontario Street	16'-6"	46'	SRA under

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 1 of Ohio and Ontario Streets include historic structures and character of the street.

Historical Significance

There are ten historic structures on this segment. They are shown in *Table 3.4*.

Character of the Street

Most urban streets evoke an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, type of use, level of pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street.

Table 3.4
Historical Significance

Name	Location	Type
Commercial Building	325 West Ohio Street	Ill. Hist. Struc. Surv.
Historical Society Building	632 North Dearborn Street	National Register
Apartment Building	55 West Erie Street	Ill. Hist. Struc. Surv.
Tree Studio Bldg and Annex	4 East Ohio Street	National Register
Apartment Building	10-14 East Ontario Street	Ill. Hist. Struc. Surv.
Medinah Temple	600 North Wabash Avenue	Ill. Hist. Struc. Surv.
Residence	615 North Wabash Avenue	Ill. Hist. Lndmk. Surv.
Residence	619 North Wabash Avenue	Ill. Hist. Struc. Surv.
Lawry's Restaurant	631 North Rush Street	Ill. Hist. Lndmk. Surv.
Commercial Building	540 North Michigan Avenue	Ill. Hist. Struc. Surv.

Ohio and Ontario Streets have not been traditionally associated with a specific image, as has, for example, Michigan Avenue. However, with ongoing development through the 1980s, streets in the River North area, including Ohio and Ontario, have been recognized as having a definable character, related to these three principal factors:

- The historic and architectural values represented by five different building types from the late 19th and early 20th centuries;
- Scale of building relationships and maintenance of the building streetwall; and
- Moderate to high levels of pedestrian activity related to street level building activity.

The River North Urban Design Plan, adopted by the Chicago Plan Commission in 1989, identifies urban design guidelines to promote contextual design and recognize the visual character of the various districts which compose the River North area. Specific recommendations in the River North Plan for the Ohio/Ontario District related to the roadway environment follow.

- Consider the development of a new transit station on the Ravenswood line between Ohio and Ontario Streets to support future growth.
- Explore the feasibility of developing a centrally located public parking facility in the district.
- Remove on-street parking from both sides of Ohio and Ontario Streets, from Orleans to State Streets.
- Confine staging for valet parking to off-street areas, with a minimum space of 10 percent of the total on-site parking capacity provided for stacking.

- Plan ancillary lot circulation routes for valet parking to minimize conflicts with existing street patterns and pedestrian and vehicular traffic flows.

- Provide at-grade setbacks along the corridor to achieve 20-foot sidewalks along Ohio and Ontario streets, allowing for improved pedestrian circulation and adequate space for streetscape improvements.

- Encourage the development of outdoor retail uses on small vacant parcels which are visible to the public right-of-way.

- Incorporate underutilized land parcels along Franklin Street, between Ohio and Ontario, in the design of the proposed transit station to provide open space and improve circulation.

- Maintain the historic character of the "El" structure in the development of new station houses, incorporating design features which continue the gateway concept proposed at Orleans/Ohio/Ontario.

- Provide clearly-defined pedestrian crossings through focused streetscape design and landscaping to insure pedestrian safety.

- Direct deliveries to alleys and other service-oriented streets where feasible.

- Consider exceptions to existing sign regulation for new entertainment establishments located between Orleans and Dearborn Streets to allow for signage which projects a festive/entertainment theme in the area.

3.1.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-1.

Type and Intensity of Development

In terms of development characteristics this segment of Ohio/Ontario is a transitional area with a variety of uses within three basic development types.

Between Orleans and Wells, the predominant development type is Restricted Manufacturing, while between Wells and LaSalle the predominant type is Commercial-Manufacturing. The difference in these types is in the relative predominance and scale of industrial and warehouse type uses. Blocks west of Wells would have more and larger-scale industrial, warehouse and wholesale type uses, while east of Wells such uses tend to be smaller in scale. However, development in this segment over the past 10 years has involved significant changes in use. Over 200,000 square feet of office space has been added, primarily in adaptive reuse of older loft buildings. Also, the visibility of the Ohio/Ontario Corridor has contributed to its emergence as focus for development of restaurants and nightclubs. A related factor is the proximity of Ohio/Ontario to the gallery district of River North. Gallery

and studio development has been expanding south along Wells and Franklin from the initial focus between Erie and Superior. All of these developments have contributed to an increased diversity of use and increased pedestrian activity along this segment.

Generally, between LaSalle and State Streets, the development is also Commercial-Manufacturing in character, similar to that west of LaSalle, with a variety of uses including entertainment, retail, office and business services as well as some loft warehouse, wholesale and industrial uses. Between State and Michigan, the character of development is that of the General Business District, with retail, office, hotel and entertainment uses predominating. The existing intensity of use also is markedly higher east of State Street, with significantly larger buildings. Since 1979, over 800,000 square feet of office floor area has been constructed or adapted from other uses east of LaSalle. Also 470 new residential units have been constructed and hotel renovation/reuse projects have involved over 700 guest rooms. Most of this development has occurred east of State Street, including Ontario Place, FBC Center and the Lenox House.

Development Access and Setback

West of State Street, driveway curb cuts for development as parking access are relatively limited on Ohio Street, but more frequent on Ontario Street. These driveways typically provide access to surface off-street parking lots or businesses such as gas stations or restaurants. There are no curb cuts east of State. In most cases, access to the lot could be provided from an alley or cross street without having direct access to the SRA route. Alleys are available for service and parking access in all blocks along this segment, except on the north side of Ontario between LaSalle and Wells; on the south side of Ontario between Dearborn and State; and on the south side of Ohio between Clark and Dearborn.

As is typical in older commercial and industrial districts, buildings are not set back from the right-of-way, and, except for off-street parking lots, there is virtually continuous development along the right-of-way lines.

Future Development

A significant amount of land is available for redevelopment along the Ohio/Ontario SRA route, primarily sites now used for off-street parking lots. Along this segment, approximately 10 acres are available, which at the maximum scale of development permitted under existing zoning would allow nearly 4.0 million square feet of building area. In addition to new construction, continued renovation and adaptive reuse of older loft industrial/warehouse structures will also have the effect of intensifying activity along this segment.

A major project has been announced for the southwest corner of Ohio and Orleans. This combined office/hotel project is expected to have 300,000 square feet of office space and 285 hotel rooms.

3.1.5 RECOMMENDED IMPROVEMENTS

Improvements to this segment of Ohio and Ontario Streets have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development. While the projected 2010 travel demand is in excess of 50,000 vehicles per day, the available capacity of the pair of one-way streets is sufficient so that widening the roadway to provide additional lanes is not required.

A variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into those related to the roadway, intersections, parking and access, traffic signalization, structures, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Maps C-1 and C-2.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with five 11-foot wide through lanes in each direction. The curb lanes would also be used for turning movements. (See *Figure 3.2* and Route Maps C-1 and C-2.)

Intersections

The recommended roadway configuration provides combined through-turn lanes on both Ohio and Ontario at all intersections. Ohio Street should continue to have designated right- and left-turn lanes at Michigan Avenue.

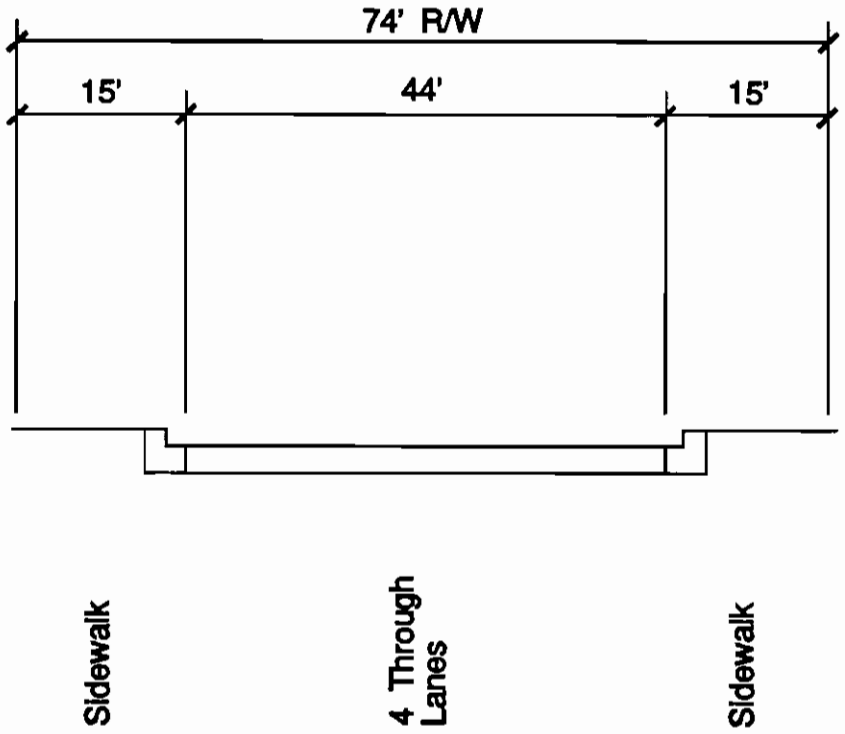
Parking and Access

Removal of all existing on-street parking in this segment should be considered as a long-term improvement to remove a source of friction with through traffic, and preserve capacity throughout the day for through traffic movements.

It is recommended that no new curb cuts providing direct access to Ohio or Ontario be allowed; all service, parking and other vehicular access should be from the side streets or alleys. As recommended in the adopted guidelines for the River North area, valet parking should be limited to off-street locations.

Traffic Signalization

A synchronized signal system is recommended for the entire length of the Ohio/Ontario SRA, including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRAs, such as LaSalle Street, integration of the systems into an overall network should be considered.



Recommended Roadway Typical Section
Ohio and Ontario Streets **Orleans Street to Michigan Avenue**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.2

Structures

No structural improvements are proposed for the two existing structures carrying the CTA Ravenswood line over Ohio and Ontario.

Transit Facilities

Although no transit facilities now exist along this segment, there is a significant opportunity to develop a multi-purpose transportation center which would complement the SRA improvements in the Ohio/Ontario corridor. This transportation center could combine two objectives: a new Ravenswood line rapid transit station, and a major long-term off-street parking facility serving commuters using the Ohio/Ontario feeder to and from the expressway system. Both of these types of facilities are recommended in the River North Design Guidelines.

A potential site for a transportation center is on the block bounded by Orleans, Ohio, Franklin and Ontario. This location combines direct access from the Ohio/Ontario feeder with reasonable spacing of stops on the Ravenswood line. Cars exiting the expressway system could enter the garage on Ohio. Riders could then board a Ravenswood train on Franklin at the new station which would be connected directly to the garage, and return to the expressway system via Ontario. Express buses to the LaSalle Street corridor from the city's north side could enter the ground level of this facility, discharge passengers to the new station, and either turn back or continue service to the new complexes emerging along the south branch of the Chicago River. Coordinated pricing should be considered to provide a parking/fare combination that is more attractive than parking in a Loop or North Michigan Avenue area garage.

A similar opportunity exists to complement the SRA system and divert drivers to the proposed Riverbank Circulator line. In this instance, a new garage has been built on Orleans at Hubbard, one block south of Illinois. This is a short distance from the Merchandise Mart where there will be a trolley station. It may be possible to enhance the pedestrian connection between the garage and either the Orleans or the new Franklin Street entrance to the Mart, depending on the exact location of the Circulator station. It may also be possible to introduce an attractively priced parking/transit ticket for those traveling to Cityfront Center, Navy Pier or North Michigan Avenue while contributing significantly to reducing congestion farther east in the corridor.

Other Improvements

It is recommended that a formal consistent street tree and landscape planting be implemented for this segment. This should be consistent with the River North Design Guidelines.

3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concern in this segment is the maintenance of the character and function of the River North area, as recommended in the River North Design Guidelines. Because no widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.2 SRA SEGMENT 2: OHIO/ONTARIO FROM MICHIGAN AVENUE TO FAIRBANKS COURT

3.2.1 LOCATION

Segment 2 extends from Michigan Avenue to Fairbanks Court. This segment is 0.2 miles in length. (See *Figure 3.3.*) On this segment, Michigan Avenue is an intersecting urban SRA route.

3.2.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-2.

Right-of-Way

The right-of-way width throughout this segment is 74 feet on Ohio Street and 74 feet on Ontario Street.

Pavement Widths and Number of Lanes

The existing roadway pavement width is 46 feet on Ohio Street and 40 feet on Ontario Street.

The existing roadway configuration provides three lanes on Ohio Street (eastbound) and two lanes on Ontario Street (westbound). Parking is allowed in the curb lane on both sides of Ohio and on the south side of Ontario between Fairbanks Court and St. Clair Street except during rush-hour (7 to 9 am and 4 to 6 pm).

Traffic Signals

In Segment 2 there are three signalized intersections on both Ohio and Ontario Streets. They are listed in *Tables 3.5* and *3.6*. All signals are pretimed with a 65-second cycle length.

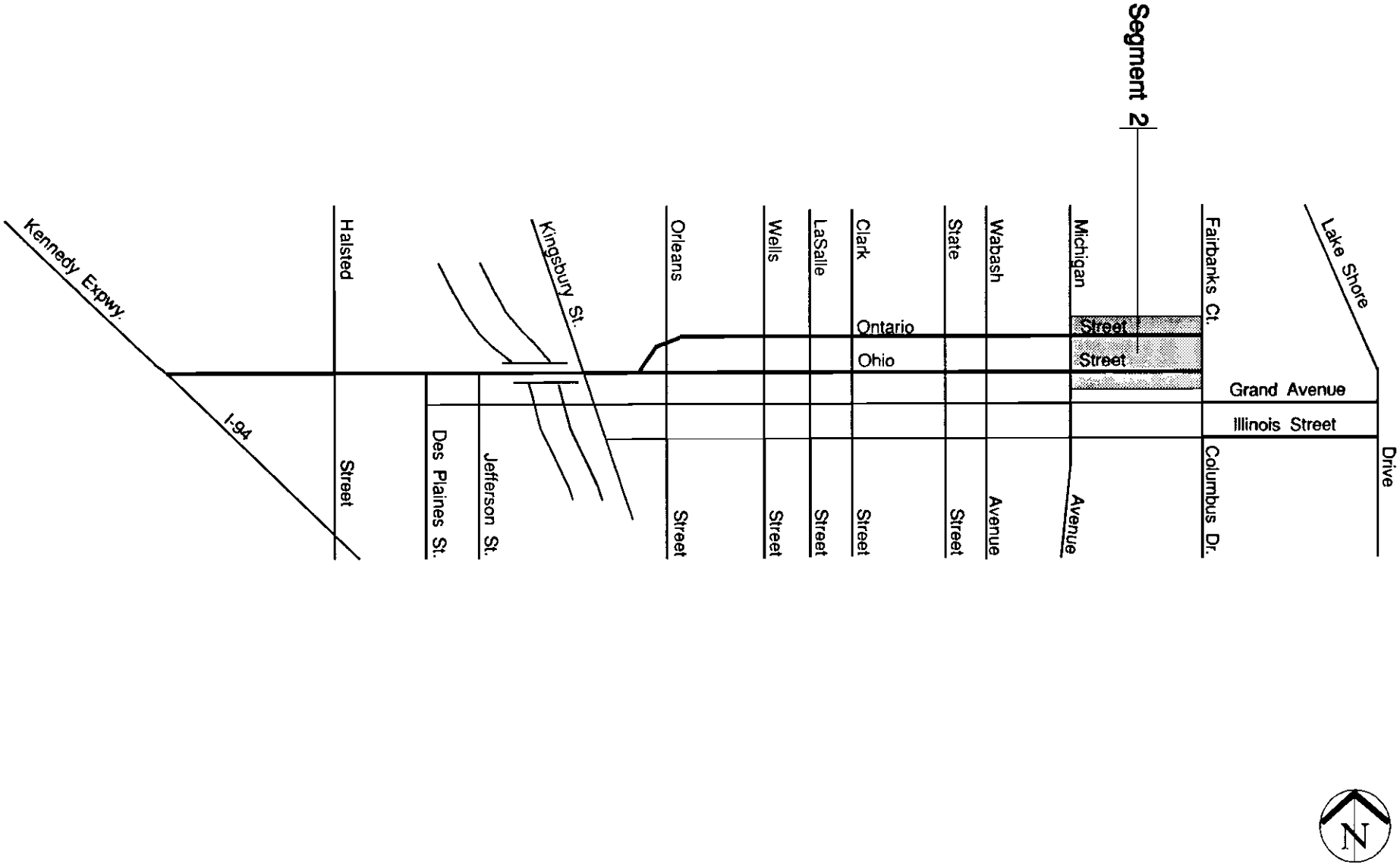
Parking and Sidewalks

On-street parking is permitted except during rush hours (7 to 9 am and 4 to 6 pm) on both sides of Ohio and on the south side of Ontario between Fairbanks Court and St. Clair Street. No parking is permitted on either side of Ontario between St. Clair Street and Michigan Avenue. Most parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically less than 15 feet.

Transit

One CTA bus route, the #157 Streeterville route, operates on this segment from Michigan Avenue to Fairbanks Court, using Ohio Street eastbound and Ontario Street westbound. According to the CTA's "Operating Facts, Winter 1989-90", 10 buses operate on this route



Ohio/Ontario Streets (Grand/Illinois)

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.3

Table 3.5
Signalized Intersections/Ohio Street

Intersection	No.of Through Lanes EB	WB	Turn Bays Left	Right	Remarks
Michigan Avenue	3 (1)	—	YES	YES	
St. Clair Street	3 (2)	—	NO	NO	
Fairbanks Court	4 (3)	—	YES	NO	

Note: EB = eastbound only; WB = westbound only

(1)outside through lanes are combined through/turn lanes

(2)curb lanes are combined through/turn lanes

(3)south curb lane is combined through/turn lane

Table 3.6
Signalized Intersections/Ontario Street

Intersection	No.of Through Lanes EB	WB	Turn Bays Left	Right	Remarks
Fairbanks Court	—	2 (1)	YES	NO	
St. Clair Street	—	3 (1)	NO	NO	
Michigan Avenue	—	2 (1)	NO	NO	

Note: EB = eastbound only; WB = westbound only

(1)curb lanes are combined through/turn lanes

during the morning peak hour, at the maximum load point, carrying an average of 425 passengers.

No other transit facilities are located in this segment.

Structures

There are no structures located in this segment.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 2 of Ohio and Ontario Streets include a historic structure, a sensitive land use and character of the street.

Historical Significance

There is one historic structure on this segment. It is shown in *Table 3.7*.

Table 3.7
Historical Significance

Name	Location	Type
Commercial Building	605 North Michigan Avenue	Ill. Hist. Struc. Surv.

Sensitive Land Uses

The Contemporary Museum of Art is located on this segment.

Character of the Street

Most urban streets evoke an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, type of use, level of pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street.

Ohio and Ontario Streets have not been traditionally associated with a specific image, as has, for example, Michigan Avenue. However, in the segments east of Michigan, there are two factors which contribute to an emerging street character.

- Scale of building relationships and maintenance of the building streetwall.
- Moderate to high levels of pedestrian activity related to street level building activity, especially restaurants, hotels and shops; and increased residential development.

Specific considerations relating the roadway environment to the street character include the following.

- Remove on-street parking from both sides of Ohio and Ontario Streets.
- Confine staging for valet parking to off-street areas, with a minimum space of 10 percent of the total on-site parking capacity provided for stacking.
- Plan ancillary lot circulation routes for valet parking to minimize conflicts with existing street patterns and pedestrian and vehicular traffic flows.
- Provide at-grade setbacks along the corridor to achieve 20-foot sidewalks along Ohio and Ontario streets, allowing for improved pedestrian circulation and adequate space for streetscape improvements.
- Encourage the development of outdoor retail uses on small vacant parcels which are visible to the public right-of-way.

- Provide clearly-defined pedestrian crossings through focused streetscape design and landscaping to ensure pedestrian safety.

- Direct deliveries to alleys and other service-oriented streets where feasible.

3.2.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-2.

Type and Intensity of Development

Development along this segment of Ohio and Ontario Streets is typical of the General Business District type, with a mixture of retail, office, hotel, restaurant and entertainment uses. At Fairbanks Court, development changes to a more transitional character, with more "loft-type" uses typical of a commercial manufacturing district. In the past five years, changes have been occurring in this commercial manufacturing district, with increasing office and residential uses, although this has been primarily east of Fairbanks. In this segment, the major new project is St. Clair Place, located at the northeast corner of Ontario and St. Clair. This 29 story building will have over 500,000 square feet of floor area.

Development Access and Setback

In this segment driveway curb cuts are very limited and typically provide access to surface off-street parking lots. In most cases, access to the lot could be provided from an alley or cross street without having direct access to the SRA route, although alleys are not available for service and parking access in all blocks along this segment.

As is typical in older commercial and industrial districts, buildings are not set back from the right-of-way, and, except for off-street parking lots, there is virtually continuous development along the right-of-way lines.

Future Development

A significant amount of land is available for redevelopment along the Ohio/Ontario SRA route, primarily sites now used for off-street parking lots. Along this segment, however, only 1.5 acres of such sites are available. At the maximum scale of development permitted under existing zoning would allow approximately 800,000 square feet of building area and other than the St. Clair Place project underway, no new projects are planned for this area.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements to this segment of Ohio and Ontario Streets have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development. The projected 2010 travel demand is less than 30,000 vehicles per day, and the available capacity of the pair of one-way streets is sufficient so that widening the roadway to provide additional lanes is not required.

A variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into those related to the roadway, intersections, parking and access, traffic signalization, structures, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-2.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three through 11-foot wide lanes in each direction. The curb lanes would also be used for turning movements. (See *Figure 3.4* and Route Map C-2.)

Intersections

The recommended roadway configuration provides combined through-turn lanes on both Ohio and Ontario at all intersections.

Parking and Access

Removal of all existing on-street parking in this segment should be considered as a long-term improvement to remove a source of friction with through traffic, and preserve capacity throughout the day for through traffic movements.

It is recommended that no new curb cuts providing direct access to Ohio or Ontario be allowed; all service, parking and other vehicular access should be from the side streets or alleys.

Traffic Signalization

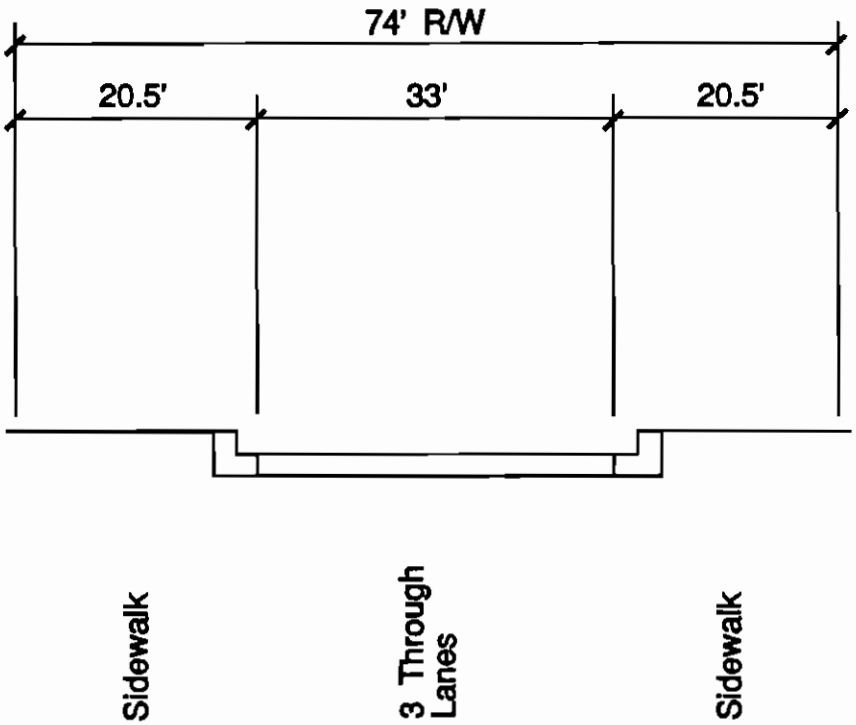
A synchronized signal system is recommended for the entire length of the Ohio/Ontario SRA including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRAs, such as Michigan Avenue, integration of the systems into an overall network should be considered.

Structures

There are no existing structures in this segment.

Transit Facilities

Shelters should be provided at all bus stops. These shelters should be of a design consistent with the street character and related to the design of shelters on other SRA routes in the Near North/Streeterville area.



Recommended Roadway Typical Section
Ohio and Ontario Streets **Michigan Avenue to Fairbanks Court**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.4

Other Improvements

It is recommended that a formal consistent street tree and landscape planting be implemented for this segment. This should be consistent with the River North Design Guidelines.

3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concern in this segment is the maintenance of the street character. Because no widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.3 SRA SEGMENT 3: GRAND/ILLINOIS FROM LASALLE STREET TO COLUMBUS DRIVE

3.3.1 LOCATION

Segment 3 extends from LaSalle Street to Columbus Drive. This segment is 0.7 miles in length. (See *Figure 3.5.*) On this segment, LaSalle Street, Michigan Avenue and Columbus Drive are intersecting urban SRA routes.

3.3.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Maps A-1 and A-2.

Right-of-Way

The right-of-way width throughout this segment is 74 feet on Grand Avenue and 74 feet on Illinois Street.

Pavement Width and Number of Lanes

Typically, the pavement width on Illinois Street is between 40 and 45 feet. On Grand Avenue the pavement width is approximately 50 feet between LaSalle and Michigan, and 40 to 45 feet east of Michigan.

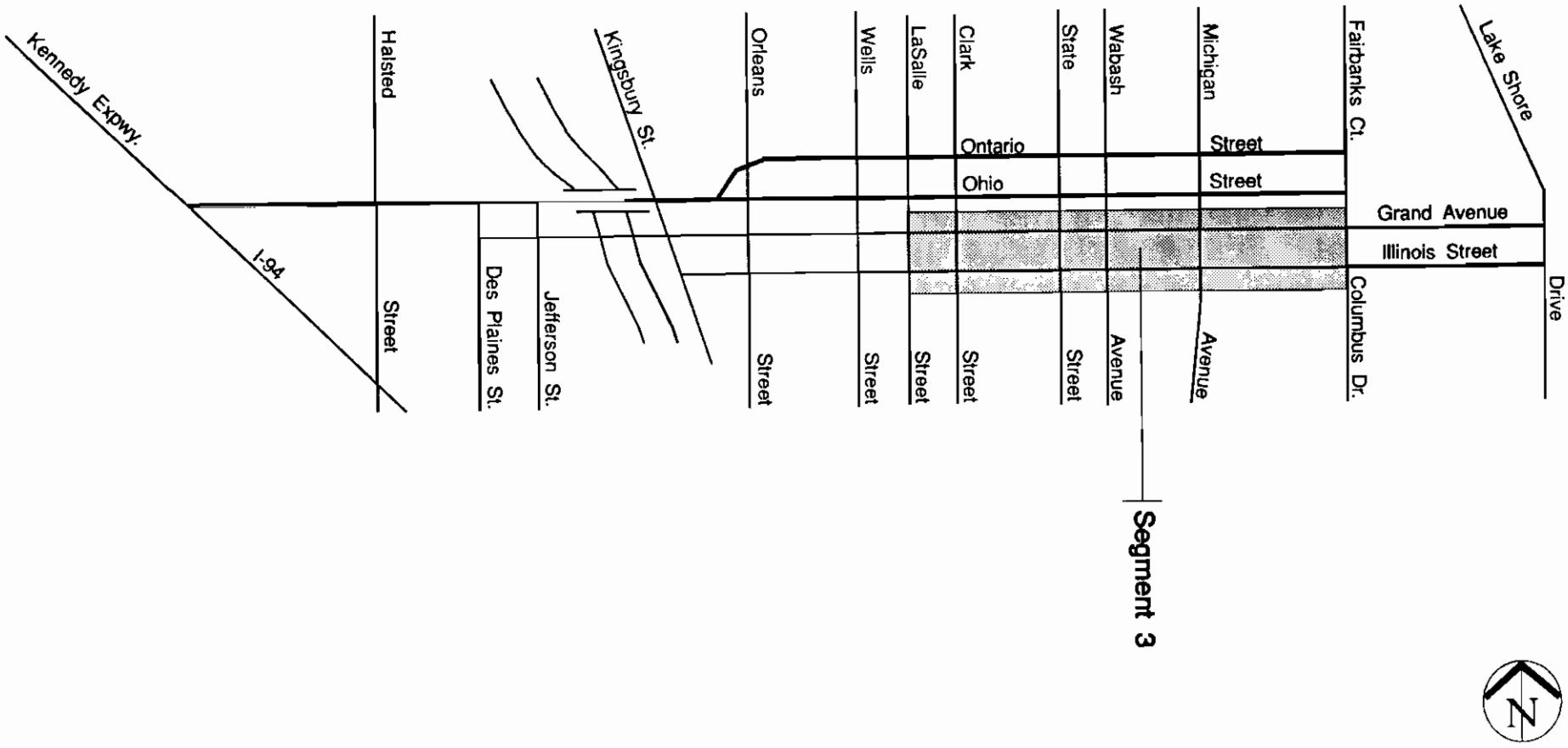
Grand and Illinois presently operate as a one-way pair between St. Clair Street and Columbus Drive. Illinois also operates as one way eastbound between Michigan and St. Clair, while Grand operates as a two-way street. Both Grand and Illinois presently operate as two-way streets west of Michigan Avenue.

The existing roadway configuration between LaSalle and Michigan provides one through lane in each direction on both Grand and Illinois, except on Grand between Michigan and Wabash, where there are two through lanes westbound. Parking in the curb lanes on Grand Avenue is prohibited in the peak direction during rush hour (7 to 9 am eastbound and 4 to 6 pm westbound) providing an additional through lane between LaSalle and Wabash.

East of Michigan, the existing roadway configuration provides three through lanes on Illinois Street. On Grand Avenue, there are two through lanes westbound between Columbus and St. Clair; between St. Clair and Michigan, the configuration provides two lanes eastbound and one through lane westbound. However, parking on the north side of Grand Avenue is prohibited in morning rush hour (7 to 9 am) providing an additional through lane.

Traffic Signals

In Segment 3 there are eight signalized intersections on Grand Avenue and three on Illinois Street. They are listed in *Table 3.8* and *Table 3.9.* All signals are pretimed with a 65-second cycle length.



Ohio/Ontario Streets (Grand/Illinois)
prepared by Harland Bartholomew & Associates, Inc.

Location Map
Figure 3.5

Table 3.8
Signalized Intersections/Grand Avenue

Intersection	No.of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
LaSalle Street	1	1	YES	NO	
Clark Street	1	1	WB	NO	
Dearborn Street	1	1	EB	NO	
State Street	1	1	YES	NO	
Wabash Street	1	2	NO	NO	
Rush Street	1	2	NO	NO	
St. Clair Street	—	2	YES	NO	One-way east of St. Clair
Columbus Drive	—	2	YES	NO	

Note: EB = eastbound only; WB = westbound only

Table 3.9
Signalized Intersections/Illinois Street

Intersection	No.of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
LaSalle Street	1	1	NO	NO	
Lower Michigan	1	—	NO	NO	One-way east of Michigan
Columbus Drive	3	—	NO	NO	

Note: EB = eastbound only; WB = westbound only

Parking and Sidewalks

No parking is permitted on Grand between Michigan and Rush. Otherwise, between Michigan and LaSalle, on-street parking is permitted on both sides of Grand and Illinois, except in the peak direction during rush hour on Grand (7 to 9 am eastbound and 4 to 6 pm westbound). All parking is metered.

On-street parking is permitted on both sides of Grand between Columbus and St. Clair, and on the south side of Grand between St. Clair and Michigan. However, except on the south side of Grand between Columbus and St. Clair, parking is prohibited during the morning rush hour (7 to 9am). All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically 10 to 15 feet.

Transit

Four CTA bus routes operate on Grand and Illinois east of Michigan Avenue. The #65 Grand and the #29 State routes provide local service, while the #120 NW/Wacker Express and the #121 Union Wacker Express provide rush-hour only express service. West of Michigan, the #65 Grand and #33 Magnificent Mile Express operate on Grand Avenue, but only the #65 Grand makes local stops. Bus stops are located at every block in both directions throughout the segment. According to the CTA's "Operating Facts, Winter 1989-90", 53 buses operate on Grand/Illinois east of Michigan during the peak one-hour period in the morning, carrying an average of 1793 riders on the two express routes and 765 riders on the other two routes. West of Michigan, eight buses operate on Grand in the morning peak hour, carrying an average of 400 passengers. There are no other existing transit facilities located on this segment.

Structures

There are three structures located in this segment, as shown in *Table 3.10*.

Table 3.10
Existing Structures

Structure	Structure No. (SN)	Location	Clearance Vert.	Clearance Horiz.	Remarks
Wabash Street	——	Illinois Street	——	——	Illinois under
Michigan Avenue	016-6120	Grand Avenue	12'-9"	36'-3"	Grand under
Michigan Avenue	016-6120	Illinois Street	12'-9"	36'-3"	Illinois under

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 3 of the route include historic structures and character of the street.

Historical Significance

There are four historic structures on this segment. They are shown in *Table 3.11*.

Table 3.11
Historical Significance

Name	Location	Type
Industrial Building	114 West Illinois Street	Ill. Hist. Struc. Surv.
Commercial Building	520 North Clark Street	Ill. Hist. Struc. Surv.
Commercial Building	540 North Michigan Avenue	Ill. Hist. Struc. Surv.
Tribune Building	435 North Michigan Avenue	Ill. Hist. Struc. Surv.

Character of the Street

Most urban streets evoke an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, type of use, level of pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street.

Grand Avenue and Illinois Street have not been traditionally associated with a specific image, as has, for example, Michigan Avenue. However, as for comparable segments of Ohio and Ontario Streets, there are factors which contribute to an emerging street character.

- The historic and architectural values presented by different building types from the late 19th and early 20th centuries.
- Scale of building relationships and maintenance of the building streetwall.
- Moderate to high levels of pedestrian activity related to street level building activity, especially restaurants, hotels and shops; and increased residential development.

Specific considerations relating the roadway environment to the street character include the following.

- Confine staging for valet parking to off-street areas, with a minimum space of 10 percent of the total on-site parking capacity provided for stacking.
- Plan ancillary lot circulation routes for valet parking to minimize conflicts with existing street patterns and pedestrian and vehicular traffic flows.
- Encourage the development of outdoor retail uses on small vacant parcels which are visible to the public right-of-way.
- Provide clearly-defined pedestrian crossings through focused streetscape design and landscaping to insure pedestrian safety.
- Direct deliveries to alleys and other service-oriented streets where feasible.

3.3.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Maps B-1 and B-2.

Type and Intensity of Development

Development between LaSalle and Michigan is characterized by a transition in use from more industrial and loft types of use to more commercial and service uses. Generally, between LaSalle and State Streets, the development is Commercial-Manufacturing in character,

similar to that west of LaSalle, with a variety of uses including retail, office and business services as well as loft warehouse, wholesale and some industrial uses. Between State and Michigan, the character of development is more typically that of the General Business District, with retail, office, hotel and entertainment uses predominating. The existing intensity of use also is markedly higher east of State Street, with significantly larger buildings. Recent development has included the new American Medical Association (AMA) building at Grand and State. Additional development of the AMA properties will increase the intensity of use along this segment.

Development east of Michigan has a mixture of retail, office, hotel, restaurant and entertainment uses, although south of Illinois, there are more "loft-type" uses typical of a Commercial-Manufacturing district. In the past five years, relatively little development has occurred in this area. However, the Cityfront Center Planned Development, which encompasses most of the land available for development in this segment, will significantly increase the diversity and intensity of use. This will also increase the intensity of pedestrian activity.

Development Access and Setback

In this segment driveway curb cuts are relatively frequent west of State Street and east of St. Clair Street, typically providing access to surface off-street parking lots. In most cases, access to the lot could be provided from an alley or cross street without having direct access to the SRA route, although alleys are not available for service and parking access in all blocks along this segment.

As is typical in older commercial and industrial districts, buildings are not set back from the right-of-way, and, except for off-street parking lots, there is virtually continuous development along the right-of-way lines.

Future Development

A significant amount of the land is available for redevelopment west of Michigan Avenue, much of which is in the AMA land holdings. In addition to new construction, continued renovation and adaptive reuse of older loft industrial/warehouse structures west of State Street will also have the effect of intensifying activity. Land available for redevelopment east of Michigan consists primarily of sites within the Cityfront Center Planned Development. Much of the initial development has occurred south of Illinois Street, including the NBC Tower, and projects now underway south of Illinois between Columbus Drive and McClurg Court include the Sheraton Hotel and two residential towers. Future phases are to involve additional office development west of Columbus adjacent to the NBC Tower, as well east of Columbus Drive.

3.3.5 RECOMMENDED IMPROVEMENTS

Improvements to this segment of Grand Avenue and Illinois Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing

roadway characteristics and character of development. While widening the roadway to provide additional lanes is not required, a variety of improvements are recommended to improve the flow of traffic on the route. The improvements are divided into those related to the roadway, intersections, parking and access, traffic signalization, structures, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Maps C-1 and C-2.

Roadway

The recommended roadway configuration extends the one-way operation of Grand and Illinois to LaSalle Street, providing three 11-foot wide through lanes, and one 11-foot wide parking lane on both Grand and Illinois. (See *Figure 3.6* and *Figure 3.7* and Route Maps C-1 and C-2.) The curb lanes would also be used for turning movements, with all parking prohibited at intersections. The parking lanes also would provide an opportunity in the post-2010 time period to develop future HOV or transit lanes if justified by future travel demand.

Intersections

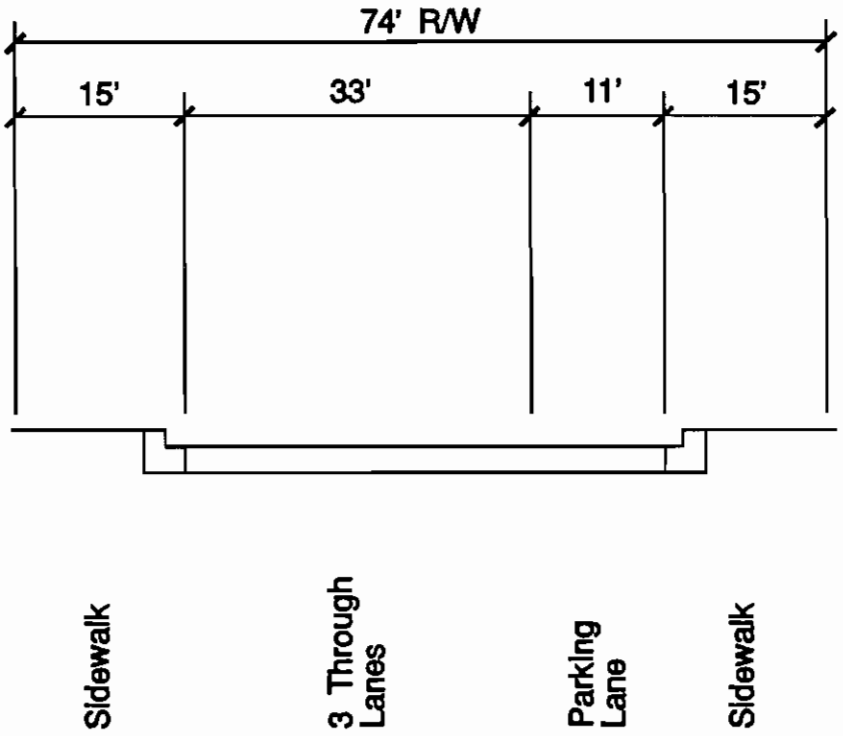
The recommended roadway configuration allows turn lanes to be developed in the curb lanes on both Grand and Illinois at all intersections. Signalization is recommended for all intersections in this segment which do not have traffic signals. On Illinois, these are at Clark, Dearborn, State, Rush and St. Clair. On Grand, only lower Michigan Avenue is not signalized; this intersection is proposed to be signalized as part of the programmed renovation of the Michigan Avenue viaduct. Wabash Street is carried over Illinois Street on a viaduct, and no signal is required.

Parking and Access

On-street parking would continue to be permitted on one side of the street in this segment of Grand and Illinois. It is recommended that no new curb cuts providing direct access to Grand or Illinois be allowed where vehicular access can be provided from the side streets or alleys.

Traffic Signalization

A synchronized signal system is recommended for the entire length of the Grand and Illinois SRA including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRAs, such as LaSalle Street and Columbus Drive, integration of the systems into an overall network should be considered. The Grand/Illinois system should also be coordinated with the Ohio/Ontario system.

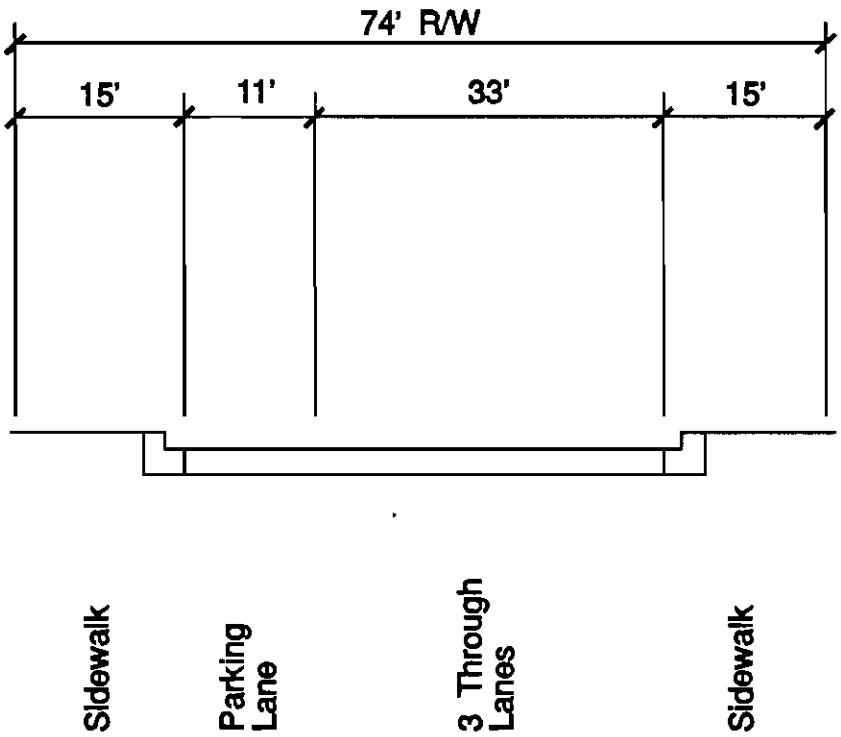


Illinois Street

Recommended Roadway Typical Section
LaSalle Street to Columbus Drive

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.6



Recommended Roadway Typical Section
LaSalle Street to Columbus Drive

Grand Avenue

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.7

Structures

No structural improvements are proposed for the existing structure carrying Wabash Street over Illinois Street. Renovation of the viaduct carrying upper Michigan Avenue over Grand and Illinois is part of a currently programmed project, and no other structural improvements are recommended.

Transit Facilities

Recommended locations for bus stops for the proposed operation of Grand and Illinois as a one-way pair are shown on Route Maps C-1 and C-2. Shelters should be provided at all bus stops. These shelters should be of a design consistent with the street character and related to the design of shelters on other SRA routes in the Near North/Streeterville area.

Other Improvements

It is recommended that a formal consistent street tree and landscape planting be implemented for this segment. This should be consistent with the Ohio/Ontario segments of the route.

3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concern in this segment is the impact on historic structures, and the maintenance of the character and function of the River North area, as recommended in the River North Design Guidelines. Because no widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.4 SRA SEGMENT 4: GRAND/ILLINOIS FROM COLUMBUS DRIVE TO LAKE SHORE DRIVE

3.4.1 LOCATION

Segment 4 extends from Columbus Drive to Lake Shore Drive. This segment is 0.2 miles in length. (See *Figure 3.8.*) On this segment, Columbus Drive and Lake Shore Drive are intersecting urban SRA routes.

3.4.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-2.

Right-of-Way

The right-of-way width throughout this segment is 74 feet on Grand Avenue and 74 feet on Illinois Street.

Pavement Widths and Number of Lanes

Typically, the pavement width on Grand Avenue and Illinois Street in this segment is between 40 and 45 feet. In this route segment, Grand and Illinois presently operate as a one-way pair between Columbus Drive and Lake Shore Drive.

The existing roadway configuration in the segment provides three through lanes on Illinois Street. On Grand Avenue, there are three through lanes between Lake Shore Drive and McClurg Court; between McClurg and Columbus, the configuration provides two through lanes westbound. However, parking on the north side of Illinois is prohibited in evening rush hour (4 to 6 pm) providing an additional through lane.

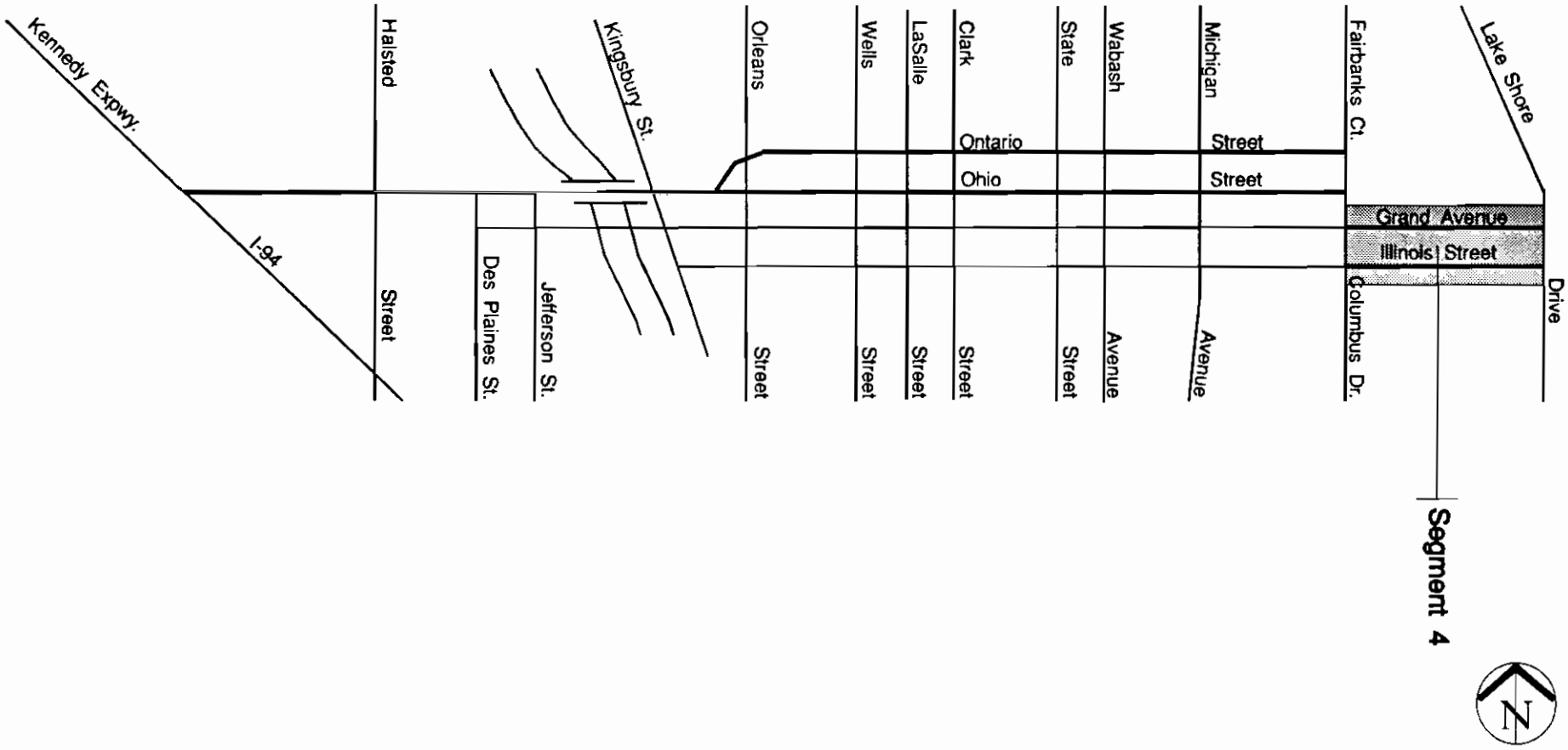
Traffic Signals

In Segment 4 there are two signalized intersections on Grand Avenue and two on Illinois Street. They are listed in *Tables 3.12* and *3.13*. All signals are pretimed with a 65-second cycle length.

Table 3.12
Signalized Intersections/Grand Avenue

Intersection	No.of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Columbus Drive	—	2	YES	NO	
Lake Shore Drive	—	3	NO	NO	

Note: EB = eastbound only; WB = westbound only



Ohio/Ontario Streets (Grand/Illinois)

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.8

Table 3.13
Signalized Intersections/Illinois Street

Intersection	No.of Through Lanes EB	WB	Turn Bays Left	Right	Remarks
Columbus Drive	3	—	NO	NO	
Lake Shore Drive	3	—	NO	NO	
Note: EB = eastbound only; WB = westbound only					

Parking and Sidewalks

On-street parking is permitted on both sides of Grand between McClurg Court and Columbus Drive but only on the south side between Lake Shore Drive and McClurg Court. Parking is allowed on the north side of Illinois Street except in the evening rush hour (4 to 6 pm). All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically 10 to 15 feet.

Transit

Four CTA bus routes operate on this segment. The #65 Grand and the #29 State routes provide local service, while the #120 NW/Wacker Express and the #121 Union Wacker Express provide rush-hour only express service. Bus stops are located at every block in both directions. According to the CTA's "Operating Facts, Winter 1989-90", 53 buses operate on this segment of Grand/Illinois during the peak one-hour period in the morning, carrying an average of 1793 riders on the two express routes and 765 riders on the other two routes. There are no other existing transit facilities located on this segment. The #56 Milwaukee and #66 Chicago routes also use Grand/Illinois for turning at the end of their runs. In the morning peak period, there are a total of 23 buses on these routes, carrying an average of 1405 passengers.

Structures

There are two structures located in this segment, as shown in *Table 3.14*.

Table 3.14
Existing Structures

Structure	Structure No. (SN)	Location	Clearance Vert.	Horiz.	Remarks
Lake Shore Drive	——	Grand Avenue	——	——	Grand under
Lake Shore Drive	——	Illinois Street	——	——	Illinois under

3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 4 of Grand Avenue and Illinois Street include historic structures and character of the street.

Historical Significance

There are two historic structures on this segment. They are shown in *Table 3.15.*

Table 3.15
Historical Significance

Name	Location	Type
Warehouse	365-509 East Illinois Street	Ill. Hist. Struc. Surv.
Commercial Building	500 North Peshtigo	Ill. Hist. Struc. Surv.

Character of the Street

Most urban streets evoke an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, type of use, level of pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street.

Grand Avenue and Illinois Street have not been traditionally associated with a specific image, as has, for example, Michigan Avenue. However, as for comparable segments of Ohio and Ontario Streets, there are factors which contribute to an emerging street character.

- The historic and architectural values represented by different building types from the late 19th and early 20th centuries.
- Scale of building relationships and maintenance of the building streetwall.
- Moderate to high levels of pedestrian activity related to street level building activity, especially restaurants, hotels and shops; and increased residential development.

Specific considerations relating the roadway environment to the street character include the following.

- Confine staging for valet parking to off-street areas, with a minimum space of 10 percent of the total on-site parking capacity provided for stacking.
- Plan ancillary lot circulation routes for valet parking to minimize conflicts with existing street patterns and pedestrian and vehicular traffic flows.
- Encourage the development of outdoor retail uses on small vacant parcels which are visible to the public right-of-way.

- Provide clearly-defined pedestrian crossings through focused streetscape design and landscaping to insure pedestrian safety.

- Direct deliveries to alleys and other service-oriented streets where feasible.

3.4.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-2.

Type and Intensity of Development

Development along this segment is in transition, from a Commercial-Manufacturing district with predominantly loft-type uses, to a more mixed character with additional retail, office, hotel, restaurant and entertainment uses. McClurg Court Center and the Time-Life Building were the earliest of these new types of uses. More recent developments north of Grand have been the 401 East Ontario and 420 East Ohio residential projects with a total of 670 units. All of these developments have contributed to an increased diversity of use and increased pedestrian activity along this segment. The Cityfront Center Planned Development, which encompasses most of the land available for development in this segment, will significantly increase the diversity and intensity of use. The recent adaptive reuse of the North Pier Terminal for retail, restaurant and entertainment uses is indicative of the magnitude of change which is possible in this area.

Development Access and Setback

In this segment, driveway curb cuts for development as parking access are relatively frequent and provide access to surface off-street parking lots and to building garages as well. Because of the lack of alleys and infrequent cross streets, other opportunities for access are limited.

As is typical in older commercial and industrial districts, buildings are not set back from the right-of-way, and except for off-street parking lots, there is virtually continuous development along the right-of-way lines.

Future Development

Land available for redevelopment east of Michigan consists primarily of sites within the Cityfront Center Planned Development. Much of the initial development has occurred south of Illinois Street, including the NBC Tower, and projects now underway south of Illinois between Columbus Drive and McClurg Court include the Sheraton Hotel and two residential towers. Future phases are to involve additional office development west of Columbus adjacent to the NBC Tower, as well east of Columbus Drive. No other new projects are planned for this area.

3.4.5 RECOMMENDED IMPROVEMENTS

Improvements to this segment of Grand Avenue and Illinois Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development. While widening the roadway to provide additional lanes is not required, a variety of improvements are recommended to improve the flow of traffic on the route. The improvements are divided into those related to the roadway, intersections, parking and access, traffic signalization, structures, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-2.

Roadway

The recommended roadway configuration extends the one-way operation of Grand and Illinois to LaSalle Street, providing three 11-foot wide through lanes, and one 11-foot wide parking lane on both Grand and Illinois. (See *Figure 3.9* and *Figure 3.10* and Route Map C-2.) The curb lanes would also be used for turning movements, with all parking prohibited at intersections. The parking lanes also would provide an opportunity in the post-2010 time period to develop future HOV or transit lanes if justified by future travel demand.

Intersections

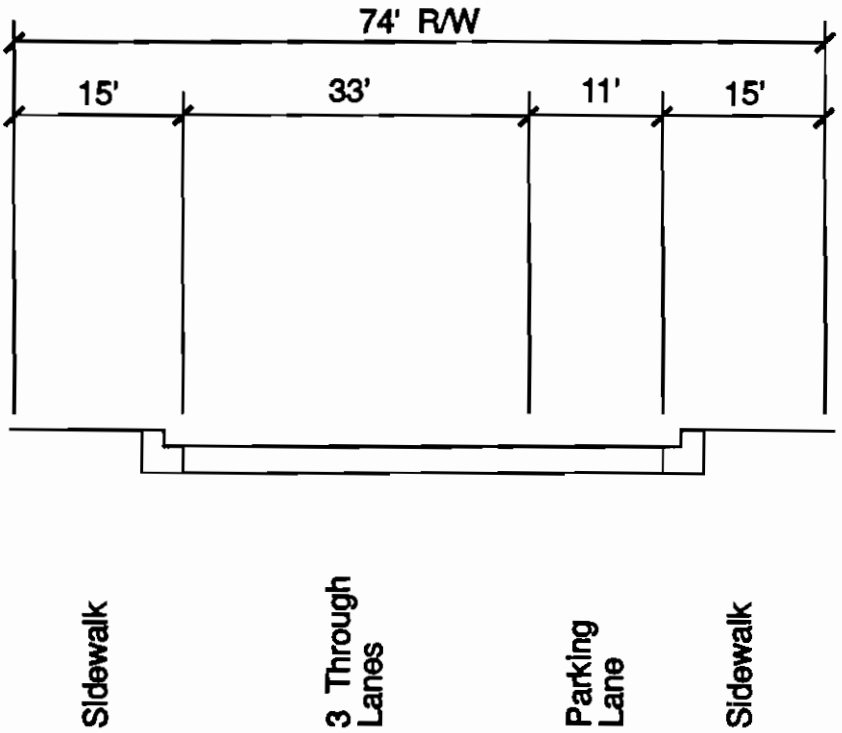
Between Columbus and Lake Shore Drive, the recommended roadway configuration allows turn lanes to be developed in the curb lanes on both Grand and Illinois at all intersections. Signalization is recommended for the intersections at McClurg Court which do not now have traffic signals. No signals are recommended for the intersections with Peshtigo Court; however, the stop signs on Grand and Illinois should be removed to give priority to through traffic.

Parking and Access

On-street parking would continue to be permitted in this segment of Grand and Illinois. It is recommended that no new curb cuts providing direct access to Grand or Illinois be allowed where vehicular access can be provided from the side streets or alleys.

Traffic Signalization

A synchronized signal system is recommended for the entire length of the Grand/Illinois SRA, including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRAs, such as Columbus Drive, integration of the systems into an overall network should be considered. The Grand/Illinois system should also be coordinated with the Ohio/Ontario system.

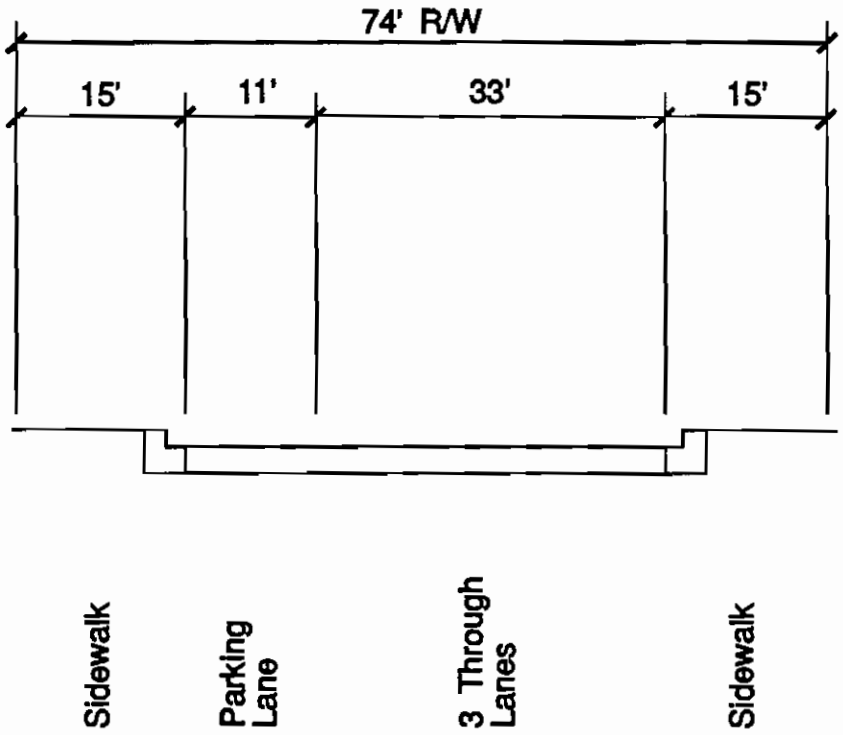


Recommended Roadway Typical Section
Columbus Drive to Lake Shore Drive

Illinois Street

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.9



Grand Avenue

Recommended Roadway Typical Section
Columbus Drive to Lake Shore Drive

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.10

Structures

No structural improvements are recommended in this segment.

Transit Facilities

Recommended locations for bus stops for the proposed operation of Grand and Illinois as a one-way pair are shown on Route Map C-2. Shelters should be provided at all bus stops. These shelters should be of a design consistent with the street character and related to the design of shelters on other SRA routes in the Near North/Streeterville area.

Other Improvements

It is recommended that a formal consistent street tree and landscape planting be implemented for this segment. This should be consistent with the River North Design Guidelines.

3.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.4.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concern in this segment is the impact on the character of the street and the historic structures along the route. Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

FACILITY CHARACTERISTICS

Existing R/W

Existing Signal

Existing Structure

Bus Stop

Bus Shelter

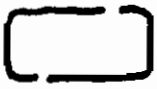
Taxi Stand

ENVIRONMENTAL CHARACTERISTICS

Wetlands

Floodplain

Historic Site



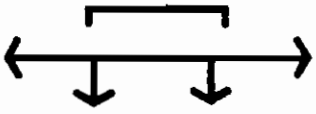
Sensitive Land Use

RECOMMENDED IMPROVEMENTS

Proposed R/W

Proposed Signal

Modify Structure



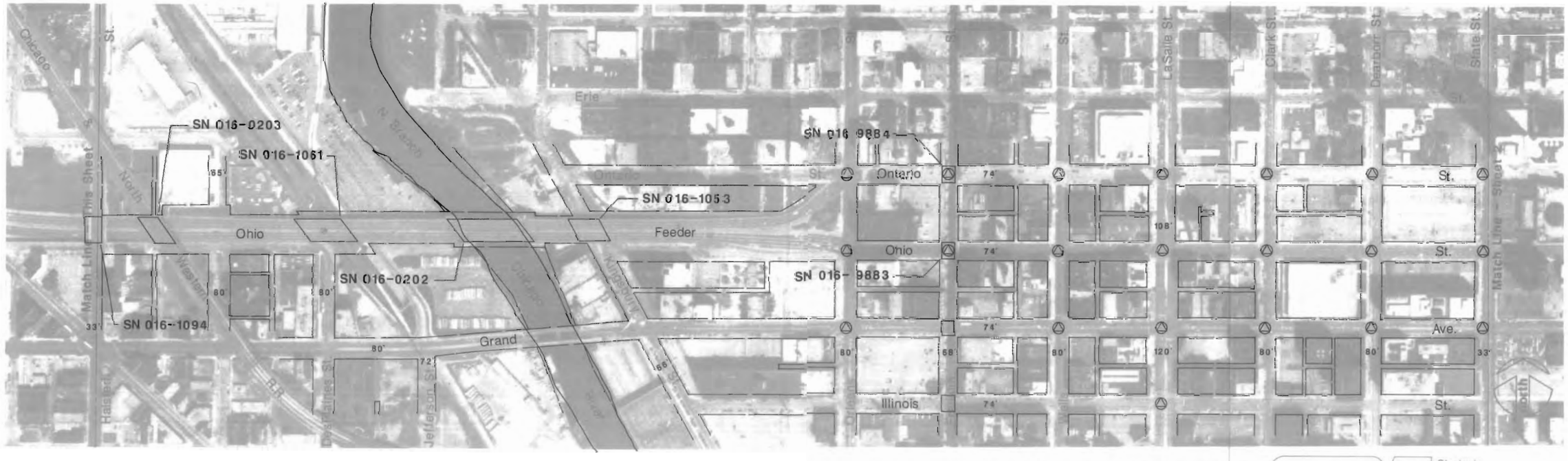
Consolidate Access

Maintain Access

Mid-Mile Collector

Michigan Avenue **Route Map Legend**

prepared by Harland Bartholomew & Associates, Inc.



Ontario–Ohio Streets (Grand/Illinois)

Existing Facility Characteristics

SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map A-1

Ontario-Ohio Streets (Grand/Illinois)

Existing Facility Characteristics

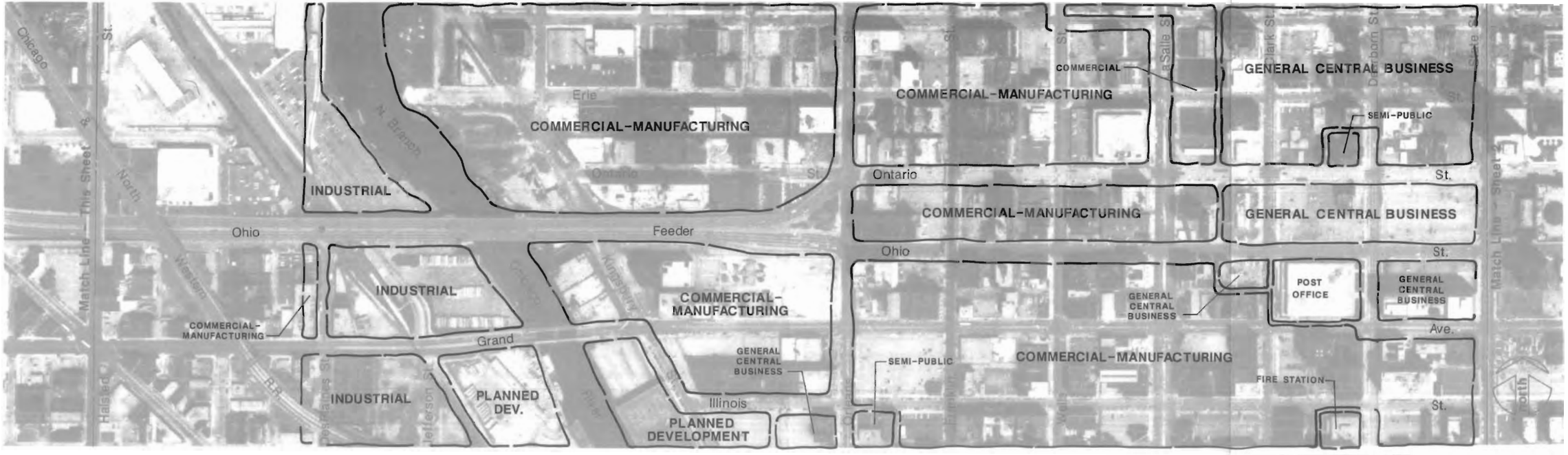
SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map A-2



Ontario–Ohio Streets (Grand/Illinois)

Development Characteristics

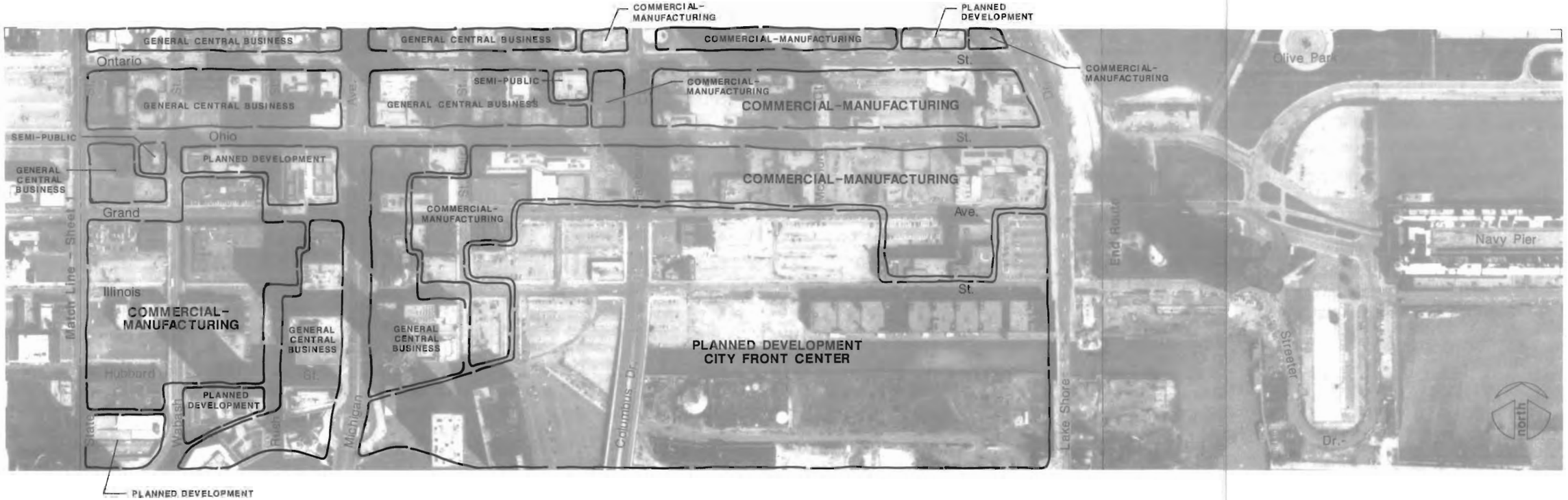
SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map B-1



Ontario–Ohio Streets (Grand/Illinois)

Development Characteristics

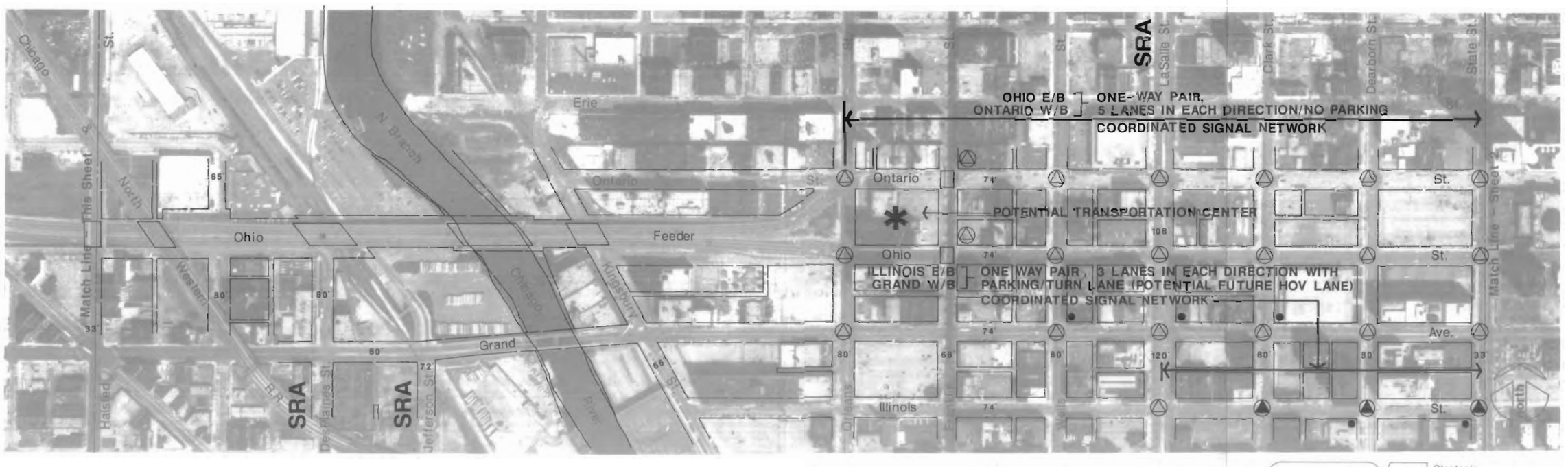
SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map B–2



Ontario–Ohio Streets (Grand/Illinois)

Recommended Improvements

SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map C-1

Ontario–Ohio Streets (Grand/Illinois)

Recommended Improvements

SRA Strategic Regional Arterial Planning Study

prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

Route Map C–2

SECTION FOUR
PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel meetings, a public hearing, and newsletters to the Panel members and coordinator. The Panel Meetings were held on March 13 and 22, 1990; November 29, 1990; and June 12, 1991. The public hearing was held July 18, 1991. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

Copies of the meetings minutes, public hearing minutes and comments, and newsletters are included in Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETINGS

Meetings of the Ohio Street/Ontario Street SRA Advisory Panel were held on March 13, 1991; March 22, 1990; November 30, 1990; and June 14, 1991. At the first two Panel meetings, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation Greenlight, and the SRA study process. At the November 1990 meeting, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Ohio Street, Ontario Street, Grand Avenue and Illinois Street. At the final Panel meeting, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel meetings, opportunity was provided for those attending the meetings to ask questions, make comments, and discuss the presentations and recommendations. In addition to the Panel members, representatives of the City of Chicago Departments of Planning and Public Works as well as various organizations including the Chicago Transit Authority and the Streeterville Organization of Active Residents attended these meetings.

Copies of the minutes of the Panel meetings are contained in the following pages.

HBA
Established in 1919

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

MEETING MINUTES

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

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

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

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation GreenLight and the SRA System.

2. Rich Starr (IDOT) provided the introduction to the SRA Study.

3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

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

1. Concern was expressed about the investigation into the toughening of traffic signal warrants. Accident warrant is a troubling factor.

2. Concern was expressed about potential right-of-way acquisition on Michigan Ave. Ans: Right-of-way acquisition on Michigan Ave. has been ruled out.

3. Concern was expressed that a major opportunity for improvement to arterial street system was lost when Crosstown Expressway plans were cancelled.

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

Respectfully Submitted,

Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

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

Meeting Location: CHICAGO CITY HALL

Date: MARCH 22, 1990

Name	Representing
BOB GRADY	C.T.A.
TOM CONKLIN	42nd Ward Alderman
Queenie Pennington	6th Ward Alderman's John Stelle Office
Tony Blanco	26th Ward
Susan Mea	Chicago DPW
George Brown	HOA
Tom Williams	CATS
Joe Vocci	IDOT-DPT
A. F. Mal	Alderman 42nd Ward
Rich Stan	IDOT
BOB HULL	HARLAND BARTHOLOMEW & ASSOC.

Sheet 1 Of 1

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MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVENUE/OHIO STREET/ONTARIO STREET

10:00 AM - MARCH 13, 1990
CHICAGO CITY HALL ANNEX
320 NORTH CLARK, ROOM 411
CHICAGO, IL

==========

The SRA Advisory Panel Meeting for Michigan Avenue and Ohio Street/Ontario Street was held between representatives of the **Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA),** and the **Study Advisory Panel Members** on March 13, 1990 at the Chicago City Hall Annex. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.

2. Richard Starr (IDOT) provided the Introduction to the SRA Study.

3. Robert Duchek (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

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

1. What are the duties of the Advisory Panel and when during the study is it scheduled to meet? Ans: The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel is scheduled to meet with the consultants two additional times during the study: once when alternates are developed for the routes and once prior to the public meeting.

2. Who should be on the Panel? Ans: In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

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

Respectfully Submitted,

Paulette M Carolin

Paulette M. Carolin, AICP

PMC:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: MICHIGAN AVE/OHIO ST/ONTARIO ST

Meeting Location: CITY OF CHICAGO DEPT OF TRANSPORTATION

Date: MARCH 13, 1990

Name	Representing
	121 NO LASALLE RM 209 OFF 15
Hubert Stuyjs	1ST WARD ALD Roti
Rich Stan	IDOT - Dist 1
Dean B. Englund	CATS
Phil Byron	DPW
Robert G. Dudek	HPA

Sheet 1 Of 1

Established in 1919

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

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
OHIO STREET/ONTARIO STREET

10:00 AM - NOVEMBER 30, 1990
CHICAGO CITY HALL 11th FLOOR

The SRA Advisory Panel Meeting for Ohio Street/Ontario Street in the City of Chicago was held among representatives of the **Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA)** and the **Study Advisory Panel Members** on November 30, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA System and its role in the 2010 Transportation System Development Plan.

2. Robert Duchek (HBA) provided a brief review of the SRA study process, discussed the relationship of Ohio/Ontario to the intersecting major transportation corridors, displayed the existing and desirable conditions for the route and discussed strategies for bring Ohio/Ontario to the desired level of improvement.

During the presentations the Advisory Panel Members had these questions and comments:

1. Concern was expressed about lengthy conceptual studies, funding and priority of funding to get project recommendations implemented.

2. Concern was expressed about Ohio/Ontario route discontinuity and realignment to Illinois/Grand at Columbus Drive. Columbus Drive is being strongly considered for Central Area Circulator and the suggestion was that there would not be excess capacity to handle additional SRA traffic.

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3. Concern was expressed over the desire to extend the proposed one-way Illinois/Grand alternate pair west of Wells Street.

4. Suggestion was made to consider termination of the Ohio/Ontario SRA at LaSalle Street or Michigan Ave.

5. Comment was made about the need to study Dearborn Street, Clark Street and LaSalle Street as a system. Suggestion was made that improvements needed to LaSalle Street would include the planting of grass and trees in the median and elimination of all on-street parking.

6. Concern was expressed about the current traffic bottleneck at Illinois/Grand and McClurg Court. Suggestion was made to construct a traffic signal at the Grand Ave viaduct, remove the existing barrier at McClurg Court, designate Illinois/Grand as a one-way pair and then study resultant traffic flow on Illinois/Grand.

7. Question was posed about what improvements would be required to Illinois/Grand at the Michigan Avenue viaduct. Response: Not yet been studied but is slated for evaluation.

8. Suggestion was made to construct a wood model of the proposed Circulator on Fairbanks Ave for 6 months and study dispersal of traffic through the area.

Following the Ohio/Ontario presentation, Robert Duchek (HBA) made a presentation on the alternatives under consideration for Michigan Avenue for the benefit of those Advisory Panel Members unable to attend the Michigan Avenue Advisory Panel Meeting.

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

Respectfully submitted,

Robert F. Hull

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: OHIO/ONTARIO - GRAND/ILLINOIS

Meeting Location: RM 1103 CITY HALL

Date: 11/30/90

Name	Representing
[illegible]	HARLAND BARTHOLOMEW [illegible]
[illegible]	" "
ED ZAK	IDOT
GEORGE SIKOKIS	STREETERVILLE ORG. OF ACTIVE RESIDENTS
BURT NATARUS	Alderman 42d Ward
Linda Fuller	Dept. of Planning
Martin Berkenberg	
Connie Goddard	Skyline Newspaper
Carl R. Byrd	DPW - BTEO
Susan Mead	Chicago DPD
TOM Willman	CATS
Eugene Ryan	CATS

Sheet 1 Of 1

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Planning • Engineering • Landscape Architecture

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
OHIO/ONTARIO (GRAND/ILLINOIS)

9:30 AM - JUNE 14, 1991
CHICAGO CITY HALL
121 N. LaSALLE
CHICAGO, IL

The SRA Advisory Panel Meeting for Ohio/Ontario (Grand/Illinois) in the City of Chicago was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on June 14, 1991. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

Robert Duchek (HBA) provided an Overview of the Study Process, Discussion of the SRA Design Concept Development, and review of specific draft recommendations for Ohio/Ontario which include expansion of the corridor to Grand and Illinois.

During the presentation, the Advisory Panel Members and their guests had these questions and comments:

1. The topic of valet parking was raised with particular emphasis on Ditka's impact on the availability of through traffic lanes. Ans: The River North Plan calls for removal of valet parking. The SRA study has included most of its recommendations. Enforcement of existing parking ordinances is expected to resolve the problem.

2. Will there be signals on Lower Illinois and Grand for bicycles? Ans: It is recommended that bicycle traffic be handled as part of regular signalization.

3. Will be there specific recommendations about how signals, such as those at Grand and Columbus, be timed? Ans: The report will recommend that signals be coordinated, but specific recommendations can only be made after detailed technical study which is not part of this project.

4. HBA reported that consideration of the circulator resulted in the conclusion that its placement within this SRA would displace either vehicle or pedestrian right-

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of-way. This result would be contrary to the goal of the SRA designation, so will not be recommended.

5. Do the recommendations relate to the demand for travel on segments within the SRA? Ans: Yes.

6. Are there plans for that part of Ohio and Ontario extending east of Lake Shore Drive? Ans: No, they are not on the system.

7. Why are plans not the same as in one of the SRA Spotlight newsletters? Ans: The newsletter was issued very early in the planning process and presented the desirable design for a urban SRA route. As the typical design was applied to the specific route, changes were made to suit its particular situation. One of the changes was to most the connection between Ohio and Ontario, and Grand and Illinois from Fairbanks to LaSalle.

8. The City is proceeding with improvements to the SRA route. Should it have waited? Ans: The needs which these improvements are intended to fill were identified before the SRA study was begun. There is no desire to defer needed improvements until these studies are complete, and every attempt is being made to see that they are incorporated into the SRA plans.

9. Does the SRA designation bring with it any IDOT commitment of funding for recommended improvements? Ans: Not at present. Funding may become available in the future.

10. Does the SRA designation create a de facto cross town expressway? Ans: Improvements to an SRA are designed to accommodate the projected traffic, not to create more capacity for traffic that might have taken a different route. If Ohio/Illinois becomes more heavily traveled, it is not intended that the SRA designation would have encouraged the demand.

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

Respectfully submitted,

Paulette M. Carolin

Paulette M. Carolin, AICP

cc: Nancy Magnus, with attachments
Attendees

SRA **ADVISORY PANEL MEETING**

Route: Ohio/Ontario, Illinois/Grand

Meeting Location: Chicago City Hall Rm 1100

Date: June 14, 1991

Name	Representing
Martin Becklenberg	Chgo Public Works - BTPP
Robert Duchek	Harland Bartholomew & Assoc
NANCY MAGNUS	IDOT - DISTRICT 1
NEIL D. FERRARI	IDOT - DIV. OF PUBLIC TRANS.
GEORGE P. SIKOKIS	SOAR - STREETERVILLE ORG. OF ACTIVE RESIDENTS
WALTER G. LARKIN	SOAR 600 N. McCLURG CT APT 2012A 60611
Joshua Flowers	DOP
ALLAN LEE	CTA
TOM WALKER	GNMAA 401 N. MICH. # 3145 60611
Russ Salzman	GNMAA
Eugene RYAN	CATS
ANN S. PETERSON 505N. LSD	SOAR - Streeterville Org. of Active Residents

Sheet 1 of 1

4.3 PUBLIC HEARING

A public hearing was held on July 18, 1991 to present recommended improvements to Ohio Street, Ontario Street, Grand Avenue and Illinois Street as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements on aerial photographs and in more detailed two-block segments for the portions of each street which comprise the SRA route from Orleans Street to Lake Shore Drive. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of the route to the overall system; and the scope of recommended improvements for the route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter also was present during the hearing to take oral comments, and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices.

Copies of the public hearing minutes, recorded comments and statements are contained in the following pages.

Illinois Department of Transportation

INVITES YOU TO ATTEND
A PUBLIC HEARING

CONCERNING:

MICHIGAN AVENUE
from LAKE SHORE DRIVE
to ROOSEVELT ROAD

OHIO STREET and ONTARIO STREET
from INTERSTATE 90/94 (Kennedy Expressway) to FAIRBANKS COURT

GRAND AVENUE and ILLINOIS STREET
from LASALLE STREET
to LAKE SHORE DRIVE

THURSDAY, JULY 18, 1991
1:00 p.m. - 8:00 p.m.
CHICAGO MARRIOTT
540 N. MICHIGAN AVENUE
(use Rush Street entrance)
6th FLOOR
Chicago, IL 60611

PURPOSE OF HEARING:

* To present recommended concept designs for the above routes as part of the Strategic Regional Arterial (SRA) system
* To obtain public input

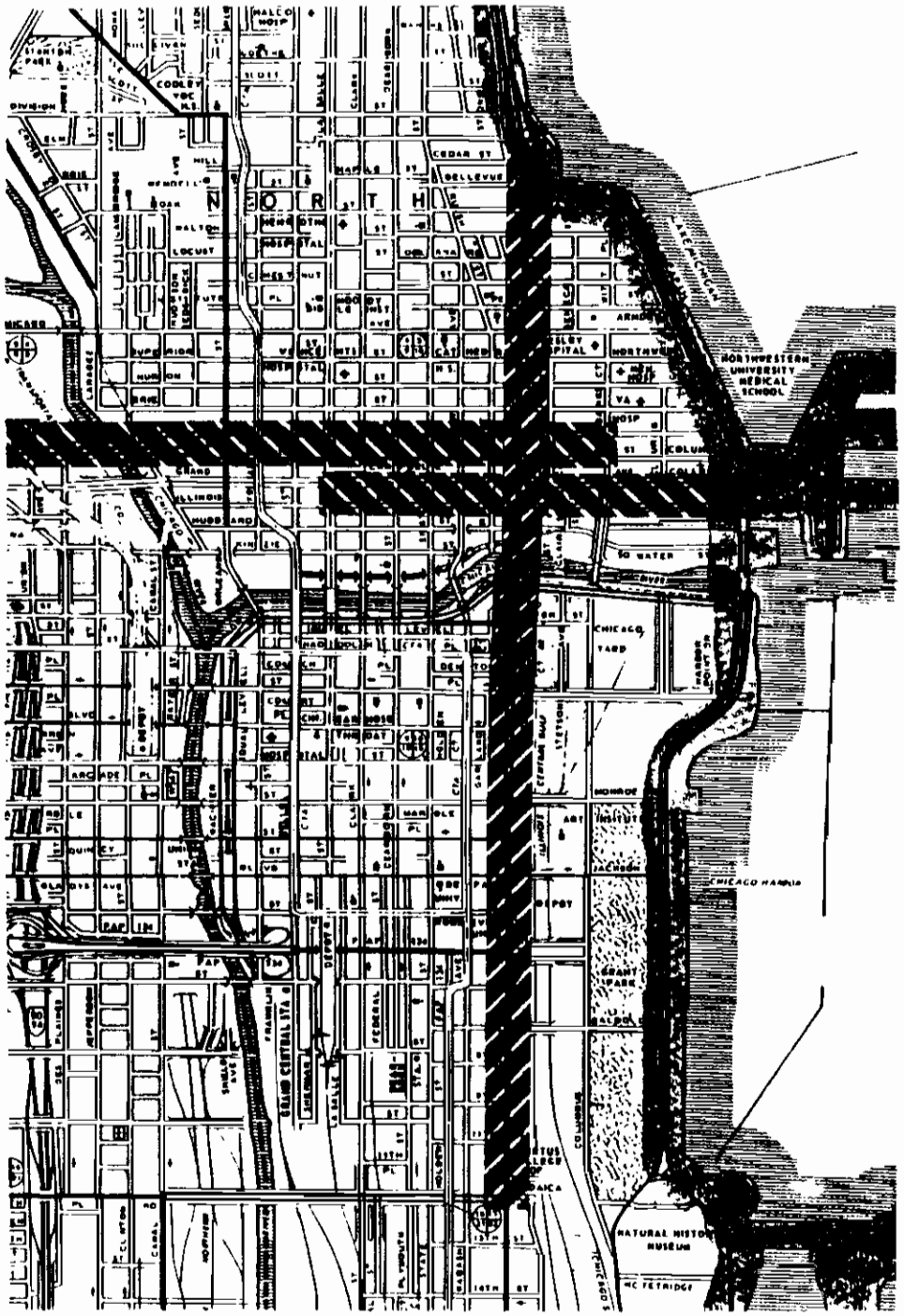
A slide presentation will be shown every half hour starting at 1:00 p.m. with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions.

Reports concerning the recommended improvements will be available for inspection at the hearing and prior to the hearing at the District One office (address below).

This hearing will be handicapped accessible. Those persons planning to attend and in need of special accommodations should contact Richard Starr (708) 705-4095 at the District One office.

DISTRICT ONE OFFICE

Illinois Department of Transportation
District 1
Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096



Location Map

Strategic Regional Arterial

Michigan Avenue
Ohio/Ontario Streets
Grand Avenue/Illinois Street

Public Hearing
July 18, 1991

Operation GreenLight

Illinois Department of Transportation

PURPOSE OF HEARING

* To present the recommended improvements for Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street as part of the Strategic Regional Arterial System
* To obtain public input

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

* Includes 1,340 miles of existing roads in northeastern Illinois
* Intended to supplement the expressway system and provide for long distance travel across the region

SUMMARY OF RECOMMENDED IMPROVEMENTS

* MICHIGAN AVENUE - Three traffic lanes in each direction with continuous median, left-turn lanes and coordinated traffic signals
* OHIO AND ONTARIO STREETS - Continued operation as a one-way pair with coordinated traffic signals; five lanes in each direction between Orleans Street and Michigan Avenue; and three lanes in each direction between Michigan Avenue and Fairbanks Court
* GRAND AVENUE AND ILLINOIS STREET - Operation of Grand Avenue and Illinois Street as a one-way pair between LaSalle Street and Lake Shore Drive with four lanes in each direction and coordinated traffic signals

PROJECT SCHEDULE

* The Department will consider comments received from this public hearing in the refinement of the recommended improvements
* A final report concerning the recommended improvements will be prepared. Scheduled completion of this report is fall 1991.

QUESTIONS, COMMENTS AND INFORMATION

Written comments and recommendations may be submitted during the public hearing or may be sent to:

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material from the public hearing including any engineering data, as well as written comments from interested individuals, may be reviewed and copied (at the requestor's expense) at the above address. Questions regarding the project should be directed to Rich Starr
(708) 705-4095.

Summary of Public Hearing
Michigan Avenue Strategic Regional Arterial
Ohio and Ontario Streets/Grand Avenue and Illinois Street
Strategic Regional Arterial

Thursday, July 18, 1991
1 pm to 8 pm
Chicago Marriott Hotel
540 North Michigan Avenue
Chicago, Illinois

A public hearing was held by the Illinois Department of Transportation to present recommendations for improvements to two routes as part of the Strategic Regional Arterial System and to obtain public input. The routes are: Michigan Avenue from Roosevelt Road on the south to Lake Shore Drive on the north; and a route consisting of portions of Ohio Street, Ontario Street, Grand Avenue and Illinois Street from the Kennedy Expressway (Interstate 90/94) to Lake Shore Drive. The recommended improvements include the following:

- **MICHIGAN AVENUE** - Three traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.

- **OHIO AND ONTARIO STREETS** - Continued operation as a one-way pair with coordinated traffic signals; five lanes in each direction between Orleans Street and Michigan Avenue; and three lanes in each direction between Michigan Avenue and Fairbanks Court.

- **GRAND AVENUE AND ILLINOIS STREET** - Operation of Grand Avenue and Illinois Street as a one-way pair between LaSalle Street and Lake Shore Drive, with four lanes in each direction and coordinated traffic signals.

Designation of Grand Avenue and Illinois Street between LaSalle Street and Columbus Drive as part of the Strategic Regional Arterial System is recommended. All improvements for both SRA routes can be accomplished within the existing right-of-way and no acquisition of additional right-of-way is recommended.

The public hearing was conducted in an open house format. A copy of the attendance register for the hearing is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing. During the hearing, a narrated slide presentation was given every 30 minutes. This presentation included general information about the Strategic Regional Arterial System and Operation GreenLight, as well as identifying the scope of improvements recommended for each of the two Strategic Regional

Arterial Routes. A copy of the narrative for the slide presentation is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearing to answer questions and discuss the project recommendations. Also, a court reporter was present during the hearing to take oral comments, and provision was made for submission of written comments at the hearing and for a period of 30 days following the hearing. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of the received written comments are provided as Attachment D. An IDOT response letter to the City of Chicago is included as Attachment E. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearing:

Michigan Avenue

The timing of removal of on-street parking between Roosevelt Road and Van Buren Street was questioned, on the basis that the existing traffic volumes in this area did not require removal of parking to provide adequate capacity outside peak hours, and parking is now restricted during peak hours.

The need to revise the egress from the Grant Park North parking garage at Monroe Street and Randolph Street, prohibiting through movement to Michigan Avenue, was supported.

Ohio and Ontario Streets/Grand Avenue and Illinois Streets

Concern was expressed about the timing of removal of on-street parking from Ohio Street.

Concern was expressed about the potential for additional traffic using Grand Avenue and Illinois Street to travel between the Kennedy Expressway and Lake Shore Drive.

MICHIGAN AVENUE - OHIO/ONTARIO (GRAND/ILLINOIS)
PUBLIC MEETING SLIDE PRESENTATION

Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for two routes designated as part of the Strategic Regional Arterial System. These routes are:

- Michigan Avenue from Roosevelt Road to Lake Shore Drive;

- Ohio Street and Ontario Street from Interstate 90/94 (Kennedy Expressway) to Fairbanks Court; and

- Grand Avenue and Illinois Street from LaSalle Street to Lake Shore Drive

The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois.

The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system.

As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips.

However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system.

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
Marlin Becklenberg	Chicago - Dept of Public Works	
+ Lists pages of statement →	525 N. Lake Shore Dr Chgo IL 60611 - #4411	Lake Point Tower Resident
Anne Burman	North Coop News 1332 W. Halsted	→
Liz McLean	EJM Engineering 411 S. Wells	EJM
Anne Marie Obala	City News	
Ann Peterson	505 N. LAKE SHORE CHICAGO IL 60611	SOAR
George Sakkis	777 N. Michigan Chicago IL	SOAR
John Mahoney	303 E. WACKER Chicago, IL 60601	C,T&A
Bob Israel	Tomorrow, Campbell 105 Riverside Chicago IL	
Dino GEORGAS	111 E. ERIE STR CHI ILL. 60611	MWRD.
Alice Cerny	14 Cambridge Oak Brook	
Bruce Sasse	260 E Chestnut Chgo IL 60611	Self
Joseph J. McCarthy	330 N. Clark Chicago IL. 60601	City of Chicago Bureau of Forestry

Attachment A

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
MIKE VALVERDE	819 S. WABASH AVE Suite 800 Ch. Il.	Louis Berger & Assoc.
MARIA MENDEZ	819 S. Wabash Av. Suite 800 Ch. Il.	Louis Berger & Assoc.
Wants cy + his statement → JOE CHICLEWSKI Apt. 612	505 N. Lake Shore Dr. Chi. 60611	L.P.T CONDO, ASSOC.
Brian Mixon	4032 N Sheridan 60602	Dept of Planning
EUGENE O. SCHMITZ	1322 W WALTON Chicago	ARROW MESSENGER
SAMUEL DANENBERGER IV LANDSCAPE ARCHITECT	46 S. MICHIGAN AVE CHICAGO, IL. 60605	DECKER & KEMP
RAYMOND H. NARAS. BUR. OF ENGRG., CITY OF CHICAGO	320 N. CLARK ST CHICAGO, IL. ~~60~~ 60610	CITY OF CHICAGO
BOB ROBERTS	WIND RADIO CHICAGO, IL 60611	WIND
RICHARD LUB. 2	7673 N. Ashland Chicago Ill. 60626	Self
~~Boile~~ BELLE ALLEN	111 East Chestnut CHGO 60611	William Kerr Consulting Company
ROBERT A. KUBICEK	MID AMERICA BANK 1 PRUDENTIAL PLAZA CHICAGO	MID-AMERICA NATIONAL BANK of CHICAGO
Robert Swarski Left copy of Report	4710 N. Lincoln Chicago IL 60625	Inside Gold Coast Newspaper
Susan Aaron	600 S. Michigan Chi 60605	GPCC

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
A J Cohen	990 N Lake Shore	
Ralf Klaus	1 East Schiller	
Jim Brozek	55 6. Monroe	
GEORGE T. KOTNOUR, JR	5405 S- Cornell	
Scott Amdur	600 Central #142 Highland Pk 60035	Steven Amdur Realty Co.
Sander Allen	990 N. Lake Shore	990 N. Lake Shore condo
Russ Salzman	GNMAA 645 N. Michigan Suite 610	CHGO IL 60611
Walter G. Lackow	SOAR	
Phil Dunne	Wessels Martin Walsh 160 N. Wacker	
Raymond Minkus	"	
Steven Amdur	8852 Pingree Morton Gr 60148	Self
TED MAZOLA	400 S Green	1st Ward ald.
Joshua Flowers	Dept of Planning 121 N. LaSalle St	City

Attachment A

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
wants a copy of statement		
LEOCA PERKINS	505 N. LAKE SHORE DR CHICAGO 60611	Lake Point Tower
Jeanne V Schneider	525 N. Michigan Chicago IL	EJM
would like copy of report		
[illegible] Sargis	60631	[illegible]
Bart Mabee	Bur. of Trans. City of Chgo 320 N. Clark	DPPA City of Chicago
Jane DeVA	4921 N Seeley Chicago IL 60625	ANA
Jim Morton	303 E. Wacker Dr. Suite 600 Chicago IL 60601	Cooper Townsend & Assoc
Warren Rebke	5815 N Sheridan Chicago 60660	
ANN K. ZINGHEIM	505 N LAKE SHORE DR. CHICAGO, IL 60611	
Barbara Lewke	505 N. Lake Shore Dr Chicago IL 60611	
JAMES MURRY	333 E. ONTARIO #901 60611	
MARK THOMAS	8700 W BRYN MAWR 60631	CRSS
Robert L Goodman	400 E RANDOLPH Chicago IL 60601	

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
Joel Kanter	3544 N. Lyndon Chicago, IL	Gifford
Paul A. Lys	307 N. Michigan Ave Chicago, Ill. 60601	Central Mich Dev. Assoc. – Pres.
IVORMAN FISHMAN	134 N. LA SALLE CHICAGO 60602	SELF
CHUCK SIKARAS	200 N. LaSalle ST CHICAGO, IL 60601	CACI
Phil Byron	320 N. Clark Chicago Ill	Chicago DPD
FRANK R ZINGALE	205 N. LAKE ST DR CHICAGO, IL 60611	US
Dave ZAWADA	20 N. Wacker Dr. Chicago, Il. 60606	H. W. Lochner, Inc
Robert Benjamin	Rm 302 320 N. Clark Chicago, IL 60610	Chicago Forestry
MELVYN A. SKVARLA	CHICAGO, ILLINOIS	AFA
STEWART B SMITH	535 N Michigan 1109 Chicago 60611	Medinah Temple

Attachment A

Sheet 5 of 5

Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route types are designated as rural, suburban and urban.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs.

Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system.

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including the Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street routes.

Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.

- Identify and protect needed right-of-way.

- Examine ways to enhance public transportation.

- Manage access to Strategic Regional Arterial 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 Strategic Regional Arterial route corridors.

- Identify potential environmental concerns.

For the past twelve months, the Michigan Avenue and Ohio/Ontario route studies have been carried out . This began with the collection and analysis of information about conditions along both routes. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

Michigan Avenue is a Strategic Regional Arterial route between Roosevelt Road and Lake Shore Drive, a distance of 2.5 miles.

Michigan Avenue is one of Chicago's grand streets. It parallels Grant Park, has a number of landmark buildings and crosses the Chicago River on a unique double-decked bridge. North Michigan Avenue is the heart of the Magnificent Mile, where many of the City's newest developments are located. These developments typically included more than one type of use and may combine a hotel, shops, offices and residences. Physically, Michigan Avenue has broad sidewalks and a wide roadway that are necessary to accommodate the heavy volumes of pedestrian and vehicular traffic. Abundant landscape planting is another important feature of Michigan Avenue.

As part of the SRA System, Michigan Avenue is connected to other regional transportation facilities by five intersecting Strategic Arterial Routes: Roosevelt Road, Congress Parkway, Wacker Drive, the Ohio/Ontario Street one-way pair and Lake Shore Drive.

Transit operations are also important on Michigan Avenue, where thirty-one bus routes carry over 16,000 riders in the morning peak-hour. CTA rapid transit lines which operate parallel to Michigan Avenue on State and Wabash Streets carry almost 70,000 passengers each day. Also, some 27,000 passengers each day board Metra Electric and South Shore commuter trains through three stations along Michigan Avenue.

Michigan Avenue is classified as an Urban Strategic Regional Arterial route, for which a minimum of two through traffic lanes in each direction with at least a 72-foot wide right-of-way are desirable. At present, Michigan Avenue has at least three through traffic lanes in each direction and a right-of-way which is at least 116 feet wide.

The projected travel demand for Michigan Avenue in the year 2010 is over 50,000 vehicles per day, south of the Chicago River, and over 40,000 vehicles per day north of the river. In comparison, the most recent recorded daily traffic volumes on Michigan Avenue range from 19,000 at Roosevelt Road to nearly 40,000 north of Chicago Avenue.

The recommended roadway improvement for Michigan Avenue maintains a consistent three through traffic lanes in each direction between Roosevelt Road and Oak Street. With a 14-foot wide center median, the roadway would be 80 feet in width. For most of the length of Michigan Avenue this width would allow sidewalks of between 16 and 28 feet in width on each side of the street.

Between Monroe and Randolph Street, a total roadway width between 92 and 118 feet is required to maintain the existing entrance and exits for the Grant Park North Underground Garage. To reduce conflicts with through

traffic on Michigan Avenue, it is recommended that traffic from these exits not be allowed direct access to Michigan Avenue. Traffic from the south-bound exit would be required to turn left onto Monroe Drive while traffic from the northbound exit would be required to turn right onto Randolph.

Left-turn lanes would continue to be provided within the center median wherever left-turns are permitted. Where left-turn lanes are not required the median could be landscaped to be consistent with the "boulevard" character of Michigan Avenue.

Coordination of traffic signal in a single system between Roosevelt and Oak is recommended as a way to improve traffic flow at a relatively low cost. Design of this system is now underway, and in the future could be connected into a single network with signal systems on intersecting routes to further improve traffic flow.

Other measures to improve traffic flow are removal of on-street parking and relocation of loading and service access. As the recommended roadway cross-section is implemented, removal of on-street parking would be necessary to maintain adequate capacity for through traffic. Also, it is recommended that no new driveways onto Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys. Lower Michigan Avenue also should be used to provide service access.

Because Michigan Avenue carries as many as 143 buses in a one-hour peak period, transit facilities are an important consideration. The existing system of staggered block locations for bus stops appears to work well. However, conversion of near-side stops (located before the intersection) to far-sided stops (located beyond the intersection) should be considered in selected locations to improve traffic flow.

It is recommended that all stops be provided with shelters of a standard architectural design compatible with the "boulevard" character of Michigan Avenue.

A final recommendation is that formal, consistent street tree and land-scape planting be implemented to reinforce the special character of Michi-gan Avenue.

The Strategic Regional Arterial route using portions of Ohio and Ontario Streets, as well as portions of Grand Avenue and Illinois Street, extends between the Kennedy Expressway and Lake Shore Drive, a distance of 1.2 miles.

As designated in the 2010 Regional Transportation Plan, the route includes Ohio and Ontario Streets opening as a one-way pair between Orleans Street and Fairbanks Court. It also includes Grand Avenue and Illinois Street operating as a one-way pair between Columbus Drive and Lake Shore Drive, with Fairbanks Court/Columbus drive as the connecting link between the Ohio/Ontario and Grand/Illinois one-way pairs. However, Fairbanks Court has a narrow right-of-way and pavement and is also part of a corridor now under study for a light rail transit route as part of the Central Area Circulator System. By extending the Grand/Illinois Strategic Regional Arterial designation west to LaSalle Street, multiple links for traffic between the Ohio/Ontario and Grand/Illinois one-way pairs can be provided. Together, the two one-way pairs would operate as complementary routes in the overall system, with Ohio/Ontario providing access to and from the Kennedy Expressway and upper Michigan Avenue, while Grand/Illinois would provide access to and from lower Michigan Avenue, Columbus Drive and Lake Shore Drive. Therefore, it is recommended that Grand Avenue and Illinois Street be designated as an Strategic Regional Arterial route between LaSalle Street and Columbus Drive, as well as between Columbus Drive and Lake Shore Drive.

Although the Ohio/Ontario/Grand/Illinois route includes some of the most rapidly developing portions of the Chicago Central area, existing transit service along the route is relatively limited. The CTA provides bus service along the route, primarily on Grand Avenue and Illinois Street carrying about 3,500 passengers in the morning peak hour. This is about 20 percent of the number for the same period on the Michigan Avenue bus routes. The CTA's Howard and Ravenswood rapid transit lines cross the route at State Street and Franklin Street respectively, although the only station is on the Howard line at Grand Avenue.

For an Urban Strategic Regional Arterial route, a minimum of two through traffic lanes in each direction with at least a 72-foot wide right-of-way are desirable. At present, Ohio and Ontario Streets have at least three through traffic lanes in each direction west of Michigan Avenue and at least two through lanes in each direction east of Michigan Avenue. Together Grand Avenue and Illinois Street also have at least two through lanes in each direction. Each of the streets on the route has a 74-foot wide right-of-way.

The projected combined travel demand for Ohio and Ontario Streets by the year 2010 ranges from over 50,000 vehicles a day west of Clark Street to less than 30,000 vehicles a day east of Michigan Avenue. For Grand Avenue and Illinois Street, the combined projected travel demand is in the range of 30,000 to 40,000 vehicles per day.

West of Orleans Street, the route would continue to operate as a grade separated roadway providing access to and from the Kennedy Expressway. Work is now underway to provide direct connections to and from the Kennedy express lanes. There are no other improvements recommended for this portion of the route.

The recommended roadway improvement for Ohio and Ontario Street maintains a consistent five lanes in each direction between Orleans Street and Michigan Avenue and three lanes in each direction between Michigan Avenue and Fairbanks Court. Within the existing 74-foot wide right-of-way, the roadway width on both Ohio and Ontario would be 55 feet between Orleans and Michigan Avenue and 33 feet between Michigan Avenue and Fairbanks Court. The recommended roadway improvement for Grand Avenue and Illinois Street is based upon the operation of the streets as a one-way pair between LaSalle Street and Lake Shore Drive. Grand Avenue and Illinois Street would have a consistent four lanes in each direction and a 44-foot wide roadway pavement on each street within the existing 74-foot wide right-of-way.

Existing on-street parking could be accommodated on all segments of the route, except at intersections, where the curb lanes would be used as turn lanes. In the future, travel demand increases, removal of on-street parking should be considered where necessary to maintain adequate capacity for through traffic.

It is recommended that no new driveways providing access to the Strategic Regional Arterial route be allowed; all service, parking and other vehicular access should be from the side streets or alleys. Also, valet parking should be limited to off-street locations.

A coordinated traffic signal system is recommended for the entire length of the route to improve traffic flow. This system should also be coordinated with the system to be installed on Michigan Avenue as well as with future systems on intersecting routes.

With the recommended operation of Grand and Illinois as a one-way pair west of Michigan Avenue, relocation of eastbound bus stops from Grand Avenue to Illinois Street is necessary. The new locations should provide adequate spacing and allow efficient transfer to intersecting routes, and where possible, should be far-side stops (located beyond the intersection) to improve traffic flow. To accommodate waiting passengers, consideration should be given to installing curbside shelters at all bus stops.

A final recommendation for this route, as for Michigan Avenue, is that formal, consistent street tree and landscape planting be implemented.

Additional information concerning the Strategic Regional Arterial program, as well as the studies and recommended improvements from Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street as part of the Strategic Regional Arterial system may be viewed in the adjoining room, and representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

Sander Allen: I am president of the 900 Lake Shore Drive Condominium Association. I do not think it is physically feasible to put a circulator up Fairbanks Drive, nor to have a circulator add to the traffic problems of Streeterville. No one will have access to the hospital on an emergency basis; traffic is at a standstill now without it, without the circulator.

You will not be bringing customers to the shops on Michigan avenue, if that is the objective, nor will you be reducing traffic congestion.

My name is Ciczewski and I am a homeowner and resident of Lake Point Towers Condominium Association; I am also a Board Member of Lake Point Towers Association.

And the residents of Lake Point Towers are very concerned about the traffic planning and we would request that the Illinois Department of Transportation would allow our Navy Pier Committee to meet with them and have input on the planning of this most significant traffic study as it relates to our property and surrounding area. Thank you very much.

I am Vivian Roviaro and I am a homeowner and

resident of Lake Point Towers. And I would like the Illinois Department of Transportation to consider Lake Point Towers' traffic problems as they relate to the planned proposals, and I would like them to have an input from the residents and the Lake Point Towers Condo Association when they are making their final decisions.

I am Leola Perkins and I live at Lake Point Towers. We at Lake Point Towers are very concerned about Illinois/Grand going SRA streets, and that with the implementation of the circulator that will be there will not be enough room for cars to get into our building and for us to get into our building.

I understand the circulator will take about one and a half lanes, and that reduces dramatically the lanes available for traffic. We want, we think, it is imperative that we retain our eastbound lane on Grand Avenue east of Lake shore Drive so that we have access to our building, and so that emergency vehicles have access to our building.

The safety factor is our concern about emergency vehicles getting to our building is of the utmost importance to us.

Designating Fairbanks as a connecting link and

Fairbanks also being designated as a circulator street will reduce the lanes to fit on Fairbanks to almost nothing. The area east of Michigan Avenue is becoming more and more residential and these SRA plans do not take into account that this will be a residential neighborhood.

In my opinion in many of us who are long-time business and resident citizens in this area want to let you know that the pedestrian traffic has been totally ignored in the past few years, and it seems to be continually ignored by recommendations SRA is making for public transportation to stop at every other block.

It does not serve the pedestrian citizen either able or walking on crutches who have to use transportation in the area to walk two blocks in order to ride one block. In order to have good flow of traffic, pedestrian traffic should be considered a priority secondary to the traffic that is vehicular.

There seems to be a lack of protection for the pedestrian and the business people in the area who depend upon pedestrian traffic to come into their places of business, and if it makes it difficult for somebody to get from one point to another because they relegated to the end of the considerations for traffic, then the whole thing is a

farce.

And since it is citizen taxpayers that pay for this projected plan which has some merit, that should be paramount in any consideration of a program. The projected treed median portions of Michigan Avenue seem to be a version of Park Avenue in New York City.

Our concern is that the pedestrian and the public transportation service stops seem to have been lost in the shuffle, if not totally ignored; and the stops should be resumed at each block again between Oak and Roosevelt. The bus stop should be across the corners and not across the intersections.

In any event, the bus stop at each corner should be at least between Oak and the River. If they want to go beyond the river to Roosevelt Road that is perfectly fine because there are business establishments along the entire artery.

It would have been thoughtful had the SRA proponents invited citizens in when they were developing their concept so that would have been considered in their development and not as an afterthought. Thank you.

Heart of America Challenge
11 South LaSalle Street • Chicago, Illinois 60603 • (312) 287-7223

22 Mar 91

Mr.John LaPlante
Commissioner of Public Works

Dear John;

We have not communicated since I testified at the public hearing at the Merchandise Mart in December. But there are a few things I wanted to summarize about our conversation after the meeting.

1. There must be 4 thru lanes of traffic from Columbus Dr. east to Lake Shore Dr. This means truck deliveries must be eliminated and the Circulator must be routed along the N. Water St. Corridor.
2. The Pier Columns at Mich & Grand must be moved back. This includes the ones at Mich & Ill, although the roadway clearence is slightly wider here.
3. Right of way must be taken on the east side of Kingsbury NOW, to provide an extra lane for the future.
4. Extend New St. thru to Grand to prevent cross over of traffic turning onto Illinois who want to go west. I know John,it would require the taking of some land and the installation of some more lights.
5. Widen McClurg between Grand & Ohio

Sorry about the frequent use of the word MUST, but the City of Chicago is noted for applying band aids at a later date.

Sincerely yours;

Walter G. Larkin
Psuedo Traffic Expert

600 N. McClurg Ct.
Apt 2012A
60611

w

Attachment D

ity of Chicago
Richard M. Daley, Mayor

epartment of Public Works
David S. Williams, Jr.
Commissioner
ichard G. Hankett
eputy Commissioner

Bureau of Transportation
lanning and Programming
oom 411
320 North Clark Street
Chicago, Illinois 60610
312) 744-7767
AX (312) 744-3958

cc: LaPlante, Smith, Kaeser, Byrd, Koncza, Martin, Dowell - DOP, Cook - DOP, Hankett, Byron, Krueger, Kunze, Byron, Becklenberg, Meyer, Mea

August 8, 1991

James Silfer, District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Re: Illinois/Grand SRA pair

Dear Mr. Silfer:

This letter is a formal response to the recent public hearing presentation of IDOT recommendations for Strategic Regional Arterial(s) (SRAs) along Illinois Street and Grand Avenue in Chicago; the hearing was held July 18, 1991.

In its presentation, IDOT recommended that the Illinois/Grand pair be extended as SRA routes from intersections with Columbus Drive, westward to LaSalle Drive. We agree with the extension, but prefer that IDOT extend the routing further west.

We recommend extending the SRA designation on Illinois Street an additional block to Wells Street, and extending the SRA designation on Grand Avenue westward to Orleans St. We further recommend that the two-block Wells St. segment connecting Illinois and Ohio be desinated a new SRA route; and that the two-block Orleans segment between Grand and Ontario also be designated an SRA facility.

As you know, the City is completing preliminary engineering for rehabilitation of Illinois and Grand between Kingsbury Street and Lake Shore Drive, incorporating many urban SRA design features in the project. Extending both Illinois and Grand SRA routes to the Wells/Orleans one-way pair connecting to Ohio and Ontario Streets is likely to reduce Kennedy Expressway-oriented travel times incurred when traffic would otherwise turn to and from LaSalle St. and other streets which have two-way traffic operation; we expect that the use of one-way streets in this SRA route system will also reduce accidents and accident rates.

We hope you will consider and adopt the above recommendation for your final report on this SRA route system. If you have any questions, please contact Martin Becklenberg at (312) 744-7843.

Sincerely,

David S. Williams, Jr.
Commissioner

MB

Attachment D

BUREAU OF PROGRAMMING	Init.	Inf.	Act
[illegible] def			
[illegible]. Studies			
[illegible]g. Dev.			
	RS		
[illegible]draulics			
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[illegible]lic [illegible]nfo.			

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
District One	Init.	Inf.	Act
Dist. Engr.			
Asst. D. E.			
Engr. Mgr.			
Construction			
Local Roads			
Materials			
Prog. Mgr.			
Design			
Land. Acq.			
Programming			
Oper. Mgr.			
Elect. Oper.			
Maintenance			
Traffic			
Traf. Sys. Cen.			
Administration			
To:			
To:			

Sent 1/31/92

January 29, 1992

Mr. John LaPlante, Acting Commissioner
City of Chicago
Department of Transportation
121 North LaSalle - Room 406
Chicago, Illinois 60602

Dear Mr. LaPlante:

This letter is in response to the letter from the City of Chicago of August 8, 1991 requesting Strategic Regional Arterial designation on additional segments of Illinois Street, Grand Avenue, Wells Street and Orleans Street to better facilitate traffic flow for Kennedy Expressway-oriented traffic.

Upon evaluation of the City's request, we have decided to retain the SRA proposal, contained in the draft report which extended the SRA routing to include Illinois/Grand as far west as LaSalle Street. Additional SRA designations to better accommodate traffic flow through this segment of the City will be addressed during the detailed SRA study of the Jefferson/DesPlaines SRA pair.

We thank you very much for your input in the development of the SRA plan.

Very truly yours,

James C. Slifer, P.E.
District Engineer

Prepared by Rich Starr/la/7204d
Program Development, Ext. 4095

Attachment E

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Ohio Street/Ontario Street SRA Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Ohio/Ontario study. In addition, a Question and Answer section addressed specific concerns about the route in relation to the SRA study.

Copies of all seven issues of the **Spotlight** prepared for the Ohio Street/Ontario Street SRA Advisory Panel are contained in the following pages.

NO. 1 AUGUST, 1990

SRA SPOTLIGHT

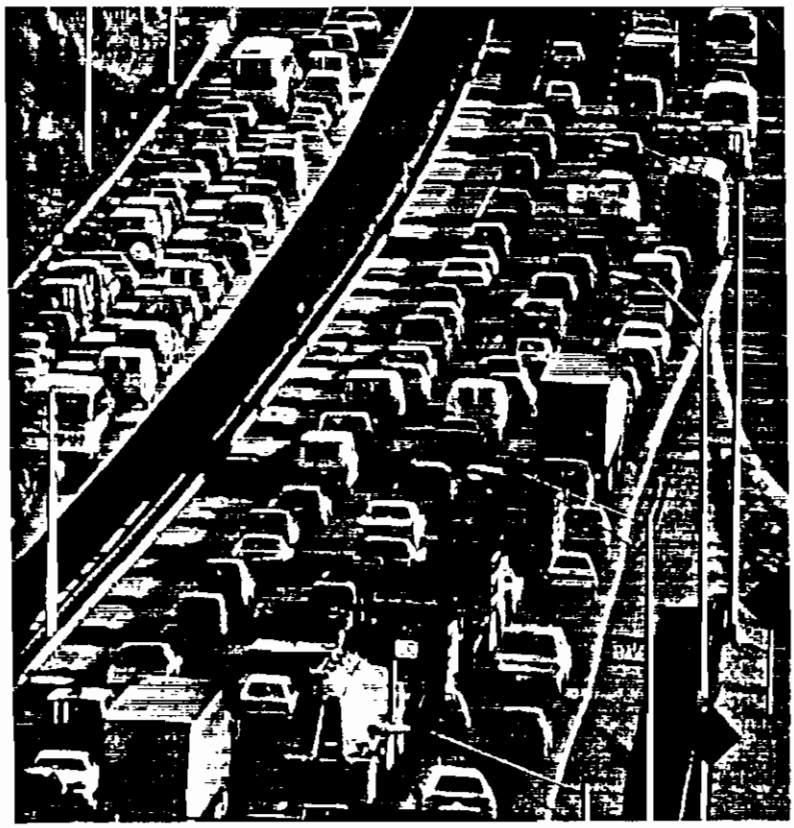
OHIO/ONTARIO ADVISORY PANEL

THE SRA PROJECT

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

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

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



Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

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

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

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

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

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

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

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

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

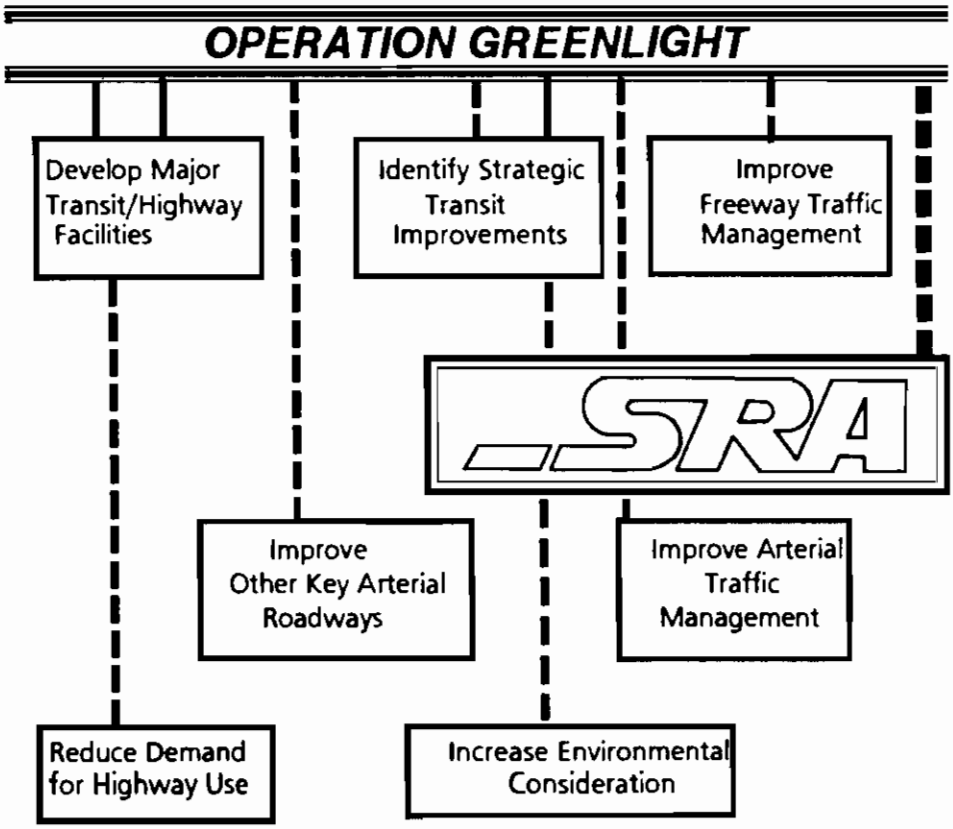
Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

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

Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strategies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

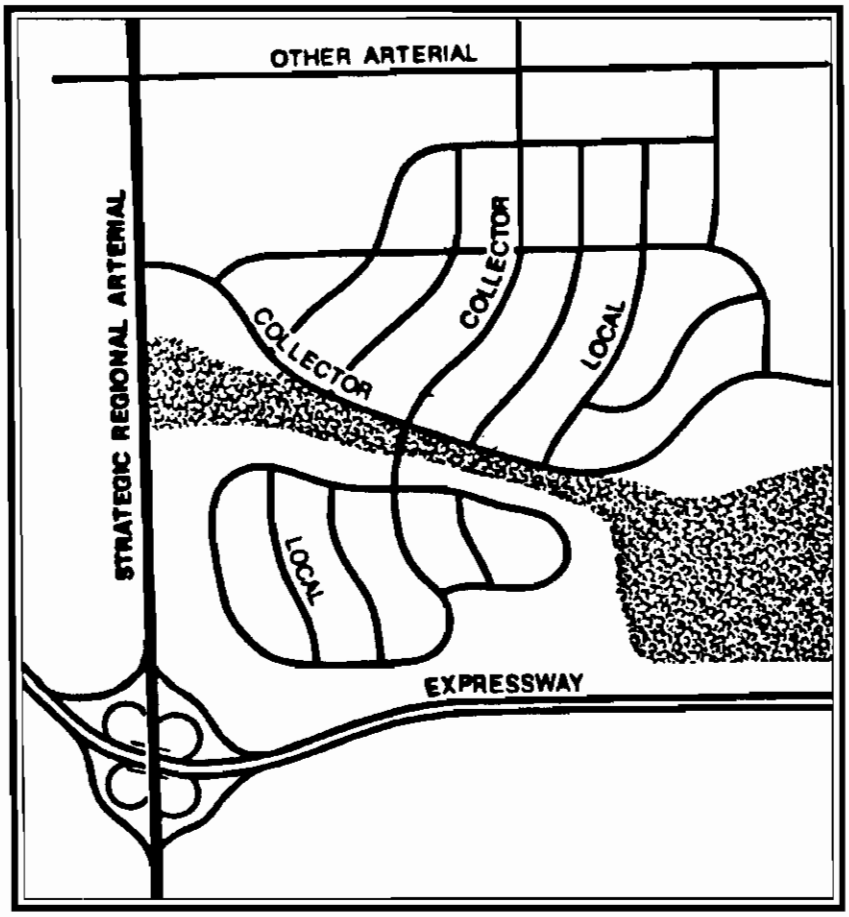
Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

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

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



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

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

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

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

THE SRA PROJECT

(CONTINUED FROM PAGE 1)

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

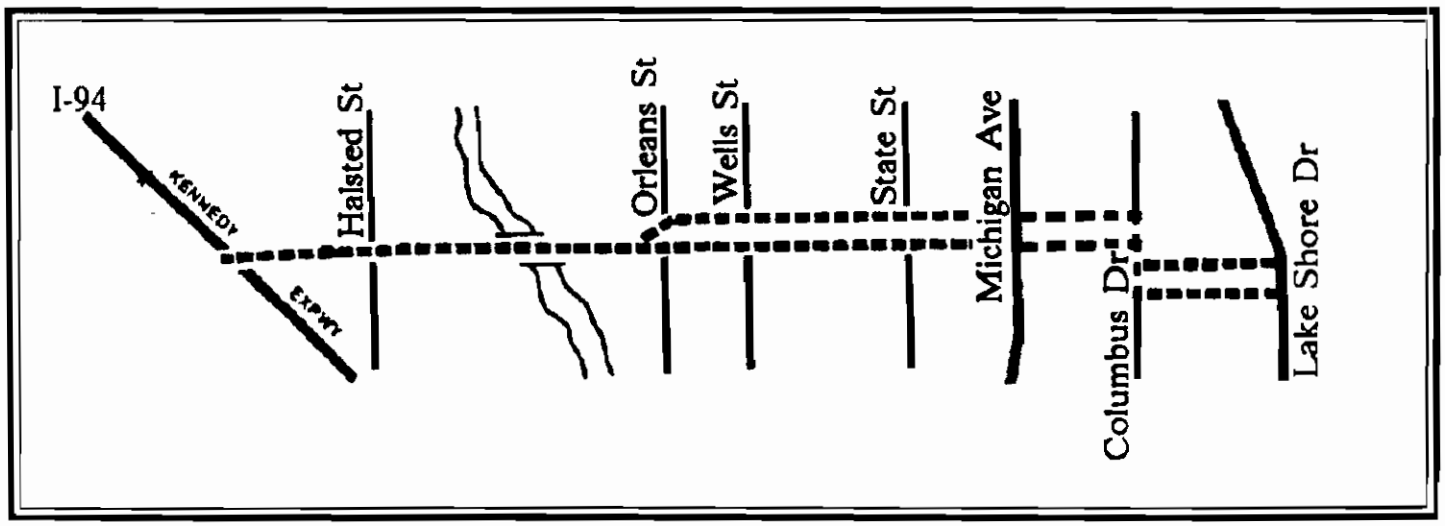
There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two,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

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

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

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

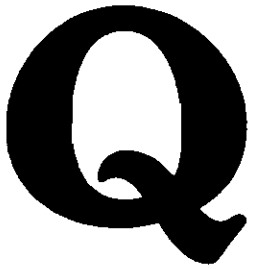
OHIO/ONTARIO SRA ROUTE



ARTERIAL ANSWERS

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

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



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

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

Who should be on the Panel?

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

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

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

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

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

Will the study address the timing of traffic lights?

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

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

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

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

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

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

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

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

Are city goals important to the study?

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

MILESTONES

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

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

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Name

Please send to:

Marty Becklenberg
320 N. Clark St., Rm. 411
Chicago, IL 60610
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Advisory Panel Member

Ald. Burton F. Natarus
Ward 42

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A LOOK AT THE SPOTLIGHT

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

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

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

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SRA SPOTLIGHT
STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

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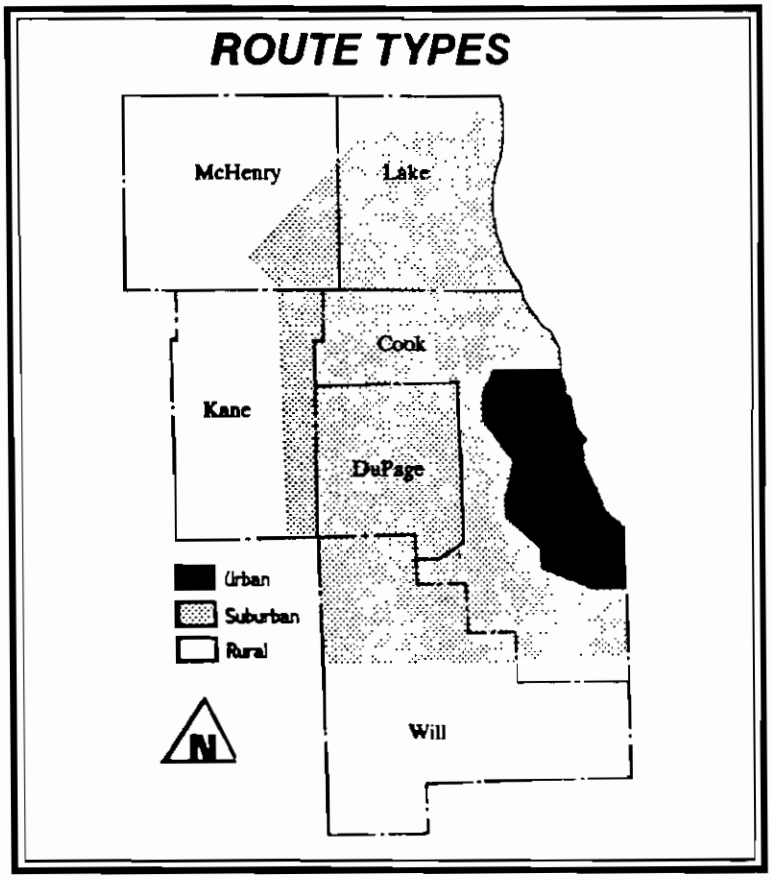
NO. 2 OCTOBER, 1990

SRA SPOTLIGHT

OHIO/ONTARIO ADVISORY PANEL

ROUTE TYPES DESIGNATED

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



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

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

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

Ohio and Ontario have been designated as Urban routes. The ultimate 2010 desirable characteristics for an Urban route could include:

- Two lanes for through traffic in each direction,
- Curbs, gutters and sidewalks,

(Continued on page 3)

ARTERIAL ANSWERS

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

What is the right-of-way?

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

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

No. Often, more land is available than is needed for the existing pavement.

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

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

About how wide are most ROW's on Ohio and Ontario?

The ROW's on both streets are 74 feet wide even through major intersections.

Are there any segments where the ROW is more or less than 74 feet wide?

Only west of Orleans Street on the connector to the Kennedy Expressway. This ROW is over 100 feet wide.

Q AND A

SIGNAL TIMING AND COORDINATION

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

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

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

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

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

(Continued on page 3)

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ROUTES

(Con't from page 1)

- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Left turn lanes at traffic signals.

Because Ohio and Ontario Streets operate as a one-way pair, the total right-of-way width of 148 feet (74 feet on each street) will be considered as the equivalent of a single route. Alternatives for these streets will be presented at the Advisory Committee Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

Happy Halloween

SIGNALS

(Con't from page 2)

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

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

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MILESTONES

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

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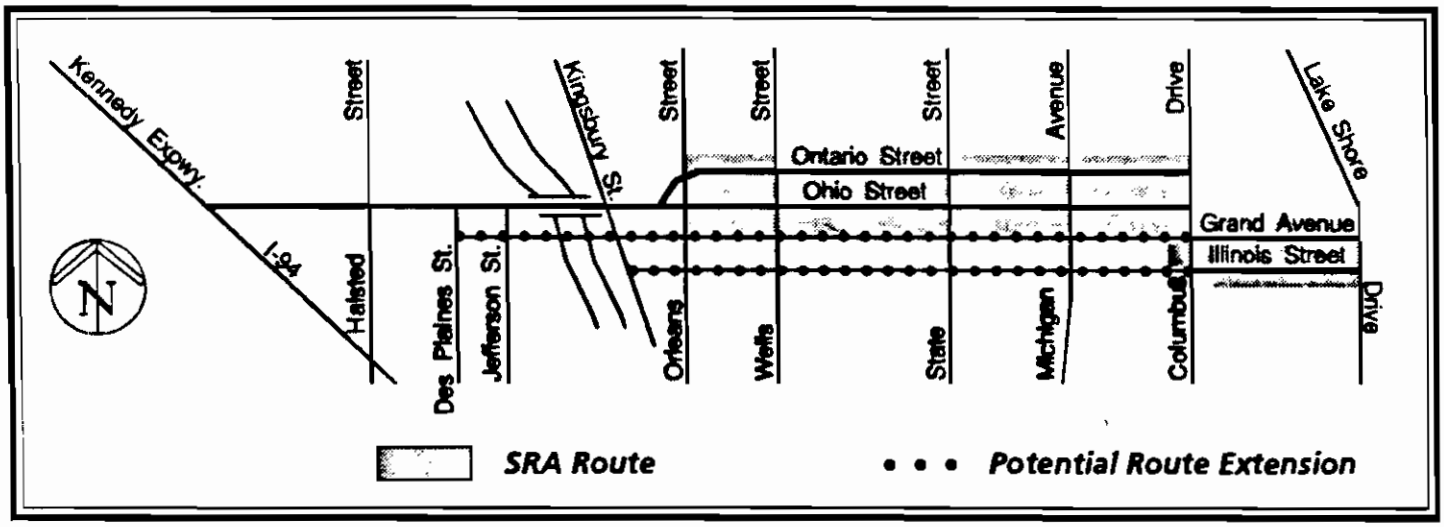
NO. 3 JANUARY, 1991

SRA SPOTLIGHT

OHIO/ONTARIO ROAD ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS



The second Ohio/Ontario Corridor-Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 30, 1990 at Chicago City Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for the Ohio/Ontario Corridor. Preliminary analysis included applying the desirable urban SRA route characteristics to Ohio Street and Ontario Street, and identifying other potential improvements in the corridor.

The figure displays the routing of the Ohio/Ontario/Grand/Illinois corridor, Ohio/Ontario and Grand/Illinois operate as one-way pairs where they are designated as an SRA route (Ohio/Ontario between Orleans Street and Columbus Drive; and Grand/Illinois between Columbus Drive and Lake Shore Drive). As one-way pairs, each of these streets carry heavy volumes of traffic to and from interchanges with other major facilities - Ohio/Ontario to and from the Kennedy Expressway, and Grand/Illinois to and from Lake Shore Drive.

To provide for continuity in the SRA system between Lake Shore Drive and the SRA route using Jefferson/Des Plaines west of the Chicago River, consideration of Grand/Illinois west from Columbus Drive to Jefferson/Des Plaines as part of the SRA route corridor is recommended. To provide for total movement in this corridor the following preliminary long-range design concepts are being considered:

- For Ohio/Ontario west of Michigan Avenue: four traffic lanes in each direction with turning movements from the curb lanes and widened sidewalk areas;
- For Ohio/Ontario east of Michigan Avenue: three traffic lanes in each direction, maintaining existing sidewalk areas;
- For Grand/Illinois east of the Chi-

(Continued on page 3)

ARTERIAL ANSWERS

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

What is the priority of funding for projects identified in this plan?

Improvements and acquisitions will first be prioritized by when they will be needed. As appropriate, they will be included in the normal five year capital improvements planning process. It is also possible that SRA projects could receive a special designation and funding category with a higher priority than similar projects on other routes.

Is Fairbanks Court wide enough to accommodate both the connection of the Ohio/Ontario and Grand/Illinois sections of the identified route, and the Central Area Circulator?

Fairbanks Court has very limited right-of-way. Pairing of Grand Avenue and Illinois Street along the entire route and the operation of Orleans Street and Franklin Street as a one-way pair are intended to improve north-south movement across the corridor. Please see the first page of this newsletter for a more complete explanation of the preliminary concepts.

Is improvement of the Illinois/Grand viaduct at Michigan Avenue being considered?

It is slated for evaluation as part of the current project for Michigan Avenue.

Could Dearborn, Clark and LaSalle Streets be studied as a system?

Each of these streets will be studied as they intersect Ohio and Ontario. LaSalle Street is the only one among them which is an SRA, and it is not being studied in this first group. It would be logical to review Dearborn and Clark in their relationship to LaSalle when LaSalle is studied.

Would it be possible to try some of these recommendations without permanently changing the route?

Yes. Such strategies as relocation of parking and one way streets are

(Con't on page 3)

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CONCEPTS

(Con't from page 1)

cago River: Operation as a one way pair, using Kingsbury Street as a connector, and providing two traffic lanes in each direction with parking on both sides of the street or one of the parking lanes on each street could be used as a transit lane; and

- For Grand/Illinois west of the Chicago River: Two-way operation on Grand Avenue with two traffic lanes in each direction and dual left turn lanes from westbound Grand to southbound DesPlaines.

In addition, consideration is being given to possible operation of Orleans Street and Franklin Street as a one-way pair to improve circulation between Ohio/Ontario and Grand/Illinois at the west end of the corridor.

Q & A

(Con't from page 2)

Yes. Such strategies as relocation of parking and one way streets are often tried on a temporary basis before major construction is undertaken.

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

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

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MILESTONES

- *January 29, 1990*
  SRA Project Began
- *March 9, 1990*
  First Advisory Panel Meeting
- *November 30, 1990*
  Second Advisory Panel Meeting
- *January 1991*
  Final SRA Design Concept Report

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NO. 4 MARCH, 1991

SRA SPOTLIGHT

OHIO/ONTARIO ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENT

A key element in the success of the SRA program goals is the active participation of local government in implementation in its own community and in cooperation with other jurisdictions. Once the recommended improvements have been determined, local government can support the SRA program in the following ways:

- **Right-of-way protection**
- **Access Management**
- **Demand Management**
- **Signal Networks**
- **Intersection Redesign**
- **Accommodation of Selected Uses in Parallel Routes**
- **Changes in Traffic Regulations and Enforcement**

Local government can support the SRA in all these ways. The companion article details which of these are most relevant to Ohio and Ontario.

... TO IMPROVE OHIO/ONTARIO

In an intensely urban area such as the Ohio/Ontario corridor, the right-of-way and building lines define the area for potential route improvements. Given these existing conditions, the following types of improvements provide the best opportunities to improve the function of the Ohio/Ontario corridor as an SRA.

- Access management,
- Demand management,
- Signal coordination,
- Accommodation of selected uses in parallel routes, and
- Enforcement of traffic and parking regulations.

Each of these types of improvements are discussed in this article.

Traffic counts show Ohio and Ontario together carry about 40,000 vehicles per day which is their effective capacity. As planned development progresses and the interchange with the Kennedy Expressway is improved, the streets will be expected to carry substantially more vehicles. Improved signal coordination on these streets can help accommodate these volumes, but additional capacity will be needed.

One alternative is to improve overall capacity in the corridor by converting Grand Avenue and Illinois Street to a pair of one-way streets. These would supplement Ohio and Ontario, providing for circulation in and through the Near North area and connecting to other SRA routes. Also, the Grand/Illinois pair could be an important transit corridor offering bus service from the west side to Navy Pier.

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

It is recommended that mid-block access be limited in new developments and redevelopments. Within each block, it is recommended that the access be consolidated into single mid-block points. Properties can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for access. Owners

(Continued on page 2)

ARTERIAL ANSWERS

If Grand Avenue and Illinois Street were converted into a pair of one-way streets, how would they be connected to the Ohio/Illinois corridor and to the remainder of the SRA system?

The Jefferson Street/DesPlaines Street corridor is an SRA and intersects Grand Avenue west of the North Branch of the Chicago River. Illinois would be the east bound roadway of the pair. When operated as a one-way pair east of the Chicago River, traffic would split via Kingsbury Street, just east of the River. Orleans and Franklin could be operated as a north-south one-way pair to improve circulation between the Ohio/Ontario and the Grand/Illinois pairs. Additional circulation between the pairs would be provided by Columbus Drive and LaSalle Street – also SRAs.

Are there other SRA routes that intersect Grand/Illinois?

Yes. In addition to the Jefferson Street/DesPlaines Street corridor, Columbus Drive and LaSalle Street; Michigan Avenue and Lake Shore Drive are also part of the SRA system.

Would there be new traffic signals installed on Grand and Illinois if they were to become a supplementary one-way pair?

Yes. There would be new signals at the Des Plaines/Jefferson corridor. Kingsbury would need to be signalized at both Grand and Illinois. Grand would be signalized at Franklin, Michigan, and McClurg. There are now only three signals on Illinois between Orleans and Lake Shore Drive. New signals would be needed at all unsignalized intersections.

Wouldn't that many new signals actually slow down traffic and make congestion worse?

Not if the signals are timed to accommodate the progression of traffic through a network. The network would include all four east-west streets and their intersecting streets. Traffic could actually flow more smoothly, because vehicles would be more likely to travel in bunches that reach each signal during its green phase. Thus, having stopped at one signal in the network, a vehicle could well stop for another signal in the network only after having made a turn.

Has the River North Urban Design Plan been considered in the SRA plan for Ohio/Ontario?

Yes. The River North Urban Design Plan, prepared by the City of Chicago in 1989, includes several recommendations for streetscape, transportation and parking in the Ohio/Ontario District:

- *Consider the development of a new transit station on the Ravenswood line between Ohio and Ontario to support future growth.*
- *Explore the feasibility of developing a centrally located public parking facility in the district.*
- *Confine staging for valet parking to off-street areas, with a minimum space of 10% of the total on-site parking capacity provided for stacking.*
- *Plan ancillary...circulation routes for valet parking to minimize conflicts with existing street patterns and pedestrian and vehicular traffic flows.*
- *Direct deliveries to alleys and other service-oriented streets where feasible.*

These recommendations are fully consistent with improving the corridor's function as an SRA.

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

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

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

... TO IMPROVE OHIO/ONTARIO

(Con't from page 1)

of property served by alleyways should be entouraged to make use of the alleyways.

Demand Management - Local government can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. Transportation Management Associations (TMAs) which include employers as well as transit and local government officials, can be an effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local government and employers to form TMAs.

Signal Networks - Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them.

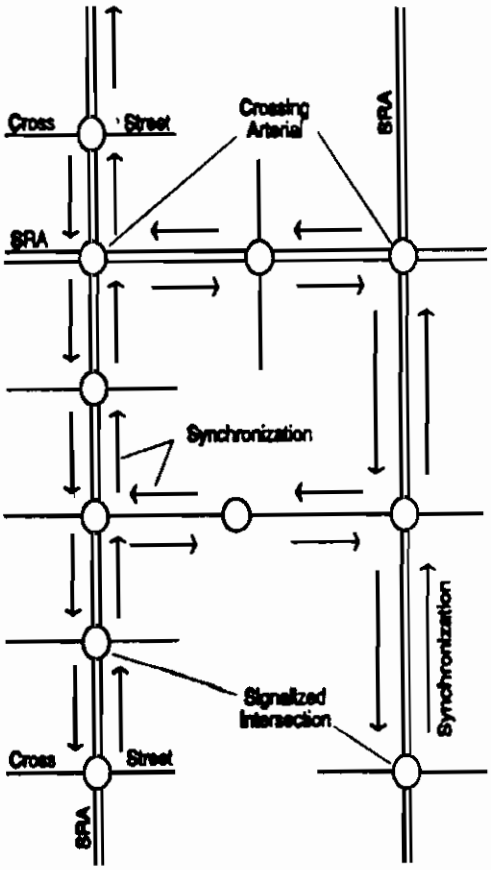
Circulation through and among the streets of the Ohio/Ontario and Grand/Illinois corridors can be significantly improved by coordinating all traffic signals into a network that also includes other SRA routes such as Michigan Avenue. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

All traffic signals in the City of Chicago are the responsibility of the City. Traffic signals can be coordinated in a network which includes signals on intersecting streets. Signal coordination projects could greatly improve the flow of traffic in the area by reducing the amount of time the average car is delayed at intersections.

Accommodation of Selected Uses in Parallel Routes - Improvements of parallel routes to accommodate uses such as truck loading and unloading, pedestrian paths, transit, and bicycles can also help.

Changes in Traffic Regulations and Enforcement - Changing the way a route operates can increase the number of vehicles it can handle without extensive construction. Such changes may include prohibition of parking, loading, and left turns.

Usually changes made in the traffic regulations can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic. Preventing lane blockage insures the right-of-way that is available is used efficiently. Such tools as the "Denver Boot," active collection of fines, and more traffic enforcement personnel are effective ways to increase the number of vehicles that can be accommodated in the Loop without creating more lanes of traffic.



Traffic Signal Network

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- *February 1991*
  Design Concept Report Published

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

_____

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OHIO/ONTARIO ADVISORY PANEL

YEAR 2010 SRA TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

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

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

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

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and about 70 percent of the roadways designated as minor arterials or collectors.

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

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

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

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

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

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

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

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

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This9is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/ implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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ARTERIAL ANSWERS

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

How will the Year 2010 SRA system travel demand projections for the Ohio/Ontario corridor affect proposed improvements? Are there other factors that will go into the improvement plans for the Ohio/Ontario corridor?

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

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

What is the benefit of having Ohio Street and Ontario Street remain a pair of one-way streets?

One-way streets can accommodate substantially more vehicles than can two-way streets.

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OHIO/ONTARIO ADVISORY PANEL

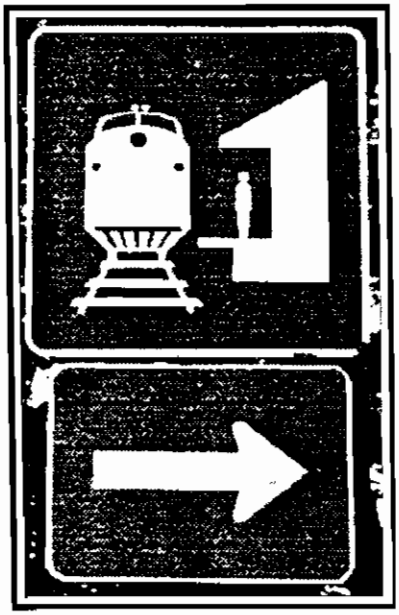
TRANSIT AND THE SRA SYSTEM

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

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

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;
- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and
- Transit information systems visible from the roadway.



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

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

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

ARTERIAL ANSWERS

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

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

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

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

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

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

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program; workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

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

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

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

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

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

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

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Milwaukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfork Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

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

Parking Facility - A parking lot or garage.

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

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

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

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

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

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

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

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a relatively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

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

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

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OHIO/ONTARIO ADVISORY PANEL

RECOMMENDATIONS PRESENTED AT PUBLIC HEARING

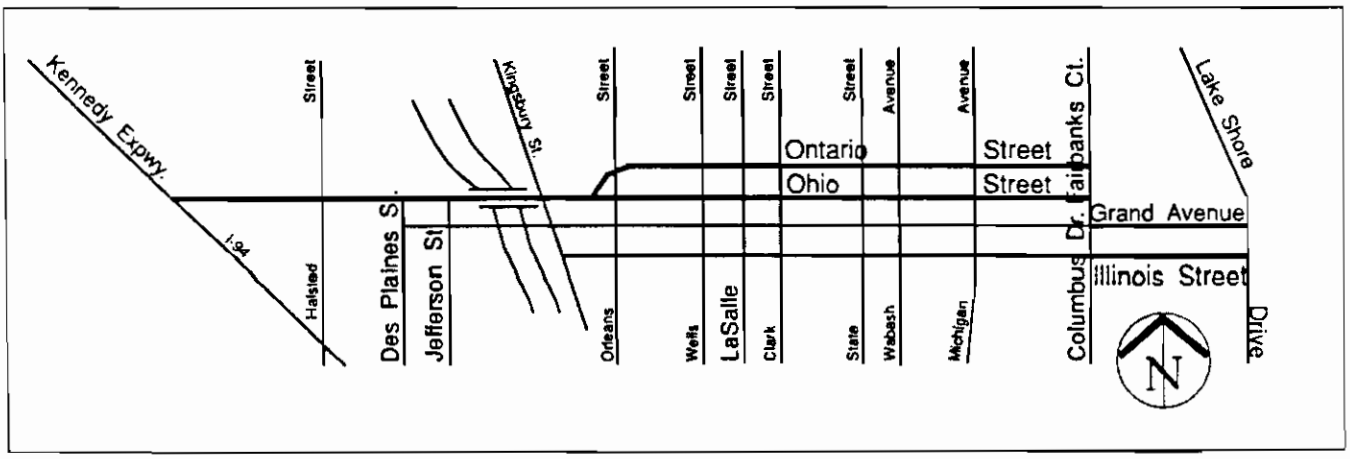
On July 16, 1991 a public hearing to review and comment on recommended improvements to the Ohio/Ontario/Grand/Illinois SRA was held from 1:00 to 8:00 p.m. at the Marriott Hotel on the corner of Michigan Avenue and Ontario Street. The hearing was held in an open house format. There were exhibits and a slide presentation for public review. Representatives from IDOT and the project consultant, Harland Bartholomew and Associates, Inc., were present to answer questions. Written responses were accepted and a court reporter was available.

Between the Kennedy Expressway ramps to Lake Shore Drive at Navy Pier, the Ohio/Ontario/Grand/Illinois SRA route travels through the River North Area and includes some of the most rapidly developing portions of the Chicago central area. Over the next twenty years, it is expected that planned major developments will be built out including Cityfront Center, the AMA complex, and Illinois Center air rights. Continued renovation and adaptive reuse of older loft industrial/warehouse structures is expected to continue as well. These major developments will have significant impact on area roadways.

As designated in the Chicago Area Transportation Study 2010 Regional Transportation Plan, the SRA route includes Ohio and Ontario Streets operating as a one-way pair between Orleans Street and Fairbanks Court; and Grand Avenue and Illinois Street operating as a one-way pair between Columbus Drive and Lake Shore Drive. Fairbanks Court and Columbus Drive are designated in the plan to connect the Ohio/Ontario pair with the Grand/Illinois pair.

However, because Fairbanks Court has a narrow right-of-way and pavements and is also part of a corridor now under study for a light rail transit route as part of the Central Area Circulator System, it is recommended that Grand Avenue and Illinois Street between LaSalle Street and Fairbanks

(Continued on Page 2)



RECOMMENDATIONS

(Continued from page 1)

Court also be designated as part of the SRA route. By extending the Grand/Illinois SRA designation west to LaSalle Street, there will be several links between the two pairs.

The projected combined travel demand for Ohio and Ontario Streets by the year 2010 ranges from over 50,000 vehicles a day west of Clark Street to less than 30,000 vehicles a day east of Michigan Avenue. For Grand Avenue and Illinois Street, the combined projected travel demand is in the range of 30,000 to 40,000 vehicles per day.

Existing transit service along the route is relatively limited. Most of the CTA bus service is provided on Grand Avenue and Illinois Street. It carries only about 3,500 people in the morning peak hour. This is about 20 percent of the number for the same period on the Michigan Avenue bus routes. The only CTA rail line station on any of the four streets is the Howard line station at Grand Avenue.

The recommended roadway for Ohio and Ontario Streets maintains a consistent five lanes in each direction between Orleans Street and Michigan Avenue and three lanes in each direction between Michigan Avenue and Fairbanks Court. Within the existing 74-foot wide right-of-way, the roadway width on both Ohio and Ontario would be 55 feet between Orleans and Michigan Avenue and 33 feet between Michigan Avenue and Fairbanks Court.

The recommended roadway improvement for Grand Avenue and Illinois Street is based upon the operation of the streets as a one-way pair between LaSalle Street and Lake Shore Drive. Grand Avenue and Illinois Street would have a consistent four lanes in each direction and a 44-foot wide roadway on each street within the existing 74-foot wide right-of-way.

Existing on-street parking could be accommodated on all segments of the route, except at intersections, where the curb lanes would be used as turn lanes. In the future, as travel demand increases, it may be necessary to prohibit on-street parking.

It is recommended that no new driveways providing access to the SRA route be allowed; all service, parking and other vehicular access should be from the alleys and side streets. Valet parking should be limited to off-street locations.

A coordinated traffic signal system is recommended for the entire length of the route to improve traffic flow. This system should also be coordinated with the system to be installed on Michigan Avenue as well as with future systems on intersecting routes.

Buses now running eastbound on Grand Avenue would be rerouted to Illinois Street and shelters are recommended at all bus stops.

Lastly, a formal consistent street tree and landscaping plan should be implemented.

Improvements specific to particular segments of the route are identified in the Final Report. Improvements will be made over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

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ARTERIAL ANSWERS

What recommendations did the study make about the Central Area Circulator?

None. Separate studies of route alternatives and station locations for the circulator are still underway and not scheduled to be completed until 1992. For both the Riverbank and North Michigan/Streeterville Circulator corridors, alternative alignments are under study. The SRA study for Grand Avenue/Illinois Street concluded that placement of the circulator on these streets could require significant changes in the SRA recommendations.

Does the SRA route designation extend east of Lake Shore Drive?

No. The Ohio/Ontario pair ends at Fairbanks Court and the Grand/Illinois pair ends at Lake Shore Drive.

Thank you

To all those who contributed to the Advisory Panel for Ohio/Ontario our heartfelt gratitude. In addition to Alderman Natarus and his staff, members of the Chicago Public Works and Planning Departments, and the C.T.A.; and representatives from many civic and cultural groups contributed to the planning process for the Ohio/Ontario SRA. A special thanks for **Martin Becklenberg** for serving as coordinator for the Panel.

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