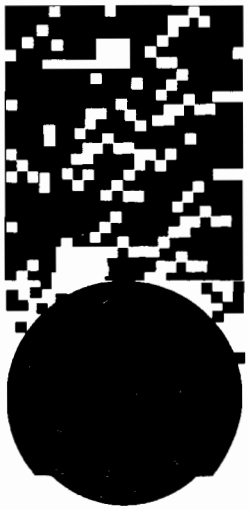
Strategic Regional Arterial

Western Avenue/Dixie Highway
U.S. 30 to Peterson Avenue

Volume II of II



Operation GreenLight

Illinois Department of Transportation

September 1993

Western Avenue SRA

Chapter IV
Recommended Western Avenue SRA Plan

Chapter IV

Recommended Plan for the Western Avenue/Dixie Highway SRA Corridor

This chapter describes in detail the recommended plan for the Western Avenue/Dixie Highway SRA corridor. For clarity, the discussion has been divided into the five previously-defined segments noted in Chapter II (see page II-1). Specific geometric and/or operational recommendations, and unique features or special roadway designs, are presented.

The plan is supplemented by an evaluation of the operational characteristics of the plan (i.e., level of service and operating speed under future traffic conditions). In addition, a planning-level opinion of potential construction and right-of-way acquisition costs is presented for each segment of the corridor. All costs are based on unit, generalized costs as furnished by the Illinois Department of Transportation for SRA planning purposes.

Right-of-way costs are based on a general assessment of acreage required based on the proposed typical section, existing right-of-way, and current unit costs of right-of-way acquisition as furnished by the Illinois Department of Transportation. In general, specific building acquisitions and/or damages are not identified. Actual right-of-way acquisition, damages, or both would be determined during Phase I studies.

Construction costs reflect the general magnitude of the proposed SRA relative to the existing roadway. Quantities were estimated on a per-mile basis, with provisions for major items such as new bridges, interchanges, and major intersection improvements.

The exhibits that accompany each segment discussion present the layout of the proposed roadway in relation to the existing roadway. The traveled way (i.e., edge of pavement to edge of pavement) is highlighted in the plan. Additional right-of-way required, lane arrangements at intersections, locations of proposed and existing signals, and the proposed cross sections also are shown.

Segment I——"Southern Cook County" (U.S. 30 to 159th Street)

As noted in Chapter III, it is recommended that this segment of the Western Avenue/Dixie Highway corridor no longer be designated as a SRA because:

- Elimination of this section would not impair the function of the remainder of the Western Avenue/Dixie Highway SRA corridor
- It is not possible to meet SRA minimum standards in the vicinity of the Homewood CBD without unacceptable effects on adjacent properties
- Elsewhere in this segment development of the SRA would result in unacceptable effects on adjacent residential and recreational areas due to the lack of available right-of-way
- Studies of existing traffic patterns show that ending the SRA north of the Homewood CBD would have little effect on the continuity of existing traffic flows

It is outside of the scope of this study to recommend if, or how, this segment of the SRA system is to be replaced. However, it is suggested that if it is replaced that Halsted Street be considered in that capacity. Several reasons that Halsted Street should be considered are:

- It is a divided urban four-lane arterial with adjacent land uses compatible with the function of SRA roadways
- It has an interchange with I-80
- Halsted Street and Dixie Highway end up at the same location in the vicinity of U.S. 30

Segment II——"Suburban South"
(159th Street to 119th Street)

Segment II of the Western Avenue/Dixie Highway corridor is approximately 5 miles long. It extends from 159th Street in Harvey/Markham to 119th Street at the Chicago/Blue Island border. Communities served by this segment include Harvey, Markham, Dixmoor, Posen, and Blue Island.

Cross Section and Geometric Characteristics

The recommended plan between 159th Street and I-57 is a four-lane roadway with an 18-foot median, located within 90 to 95 feet of right-of-way (see Exhibits C-1 to C-3). The proposed plan widens the roadway to the west between 159th and 155th Streets, which results in widening the right-of-way by 6 feet on the west side. Widening about the existing centerline is proposed between 151st Street and Sibley Boulevard, which would require 12 feet of additional right-of-way on the east side. The 18-foot raised median that would be implemented in this section could be crossed only where crossover points are indicated (normally at crossroad intersections). Existing and future driveways that are not located at crossover points would be limited to right-in/right-out movements only.

North of the I-57 interchange to 135th Street (see Exhibits C-3 to C-5) the proposed cross section includes the existing 48-foot four-lane roadway and a new 12-foot median lane. An increase in right-of-way width of 18 feet is proposed to develop proper border areas. Both widening and right-of-way increases are proposed to take place on the west side of the existing roadway. Widening the west will require the relocation of the minimum number of buildings and occupants.

As noted in Chapter II, there are three at-grade rail crossings between I-57 and 135th Street. Consideration was given to grade separating these crossings, but because of the approximately ½-mile spacing between the crossings it would require continuous grade separation of Western Avenue from the surrounding properties and roadways for the entire 1-mile section. Maintaining local access would require frontage roads on both sides of the separation. The expense, effects to adjacent land use, and complexity of providing grade separations was deemed unwarranted at this time.

No widening of the existing roadway is proposed for the remaining portion of this segment, including the four-lane structure over the Calumet-Sag Channel, the existing one-way pair through downtown Blue Island, and the existing 60-foot roadway between 127th and 119th Streets (see Exhibits C-5 and C-6).

Improvements to major intersections within this segment include approach widening at 159th Street, Sibley Boulevard, and 127th Street. At 159th Street, the recommended improvements include the development of a 30-foot median, double left and right turn lanes between the north and east legs of the intersection, and the addition of one through lane on all approaches. All widening would be to the west and would require an additional 18 feet of right-of-way in the vicinity of the intersection (see Exhibit D-1).

At Sibley Boulevard, an additional through lane is proposed on all approaches. All widening with respect to Western Avenue would take place to the west and require an additional 43 feet of right-of-way in the vicinity of the intersection (see Exhibit D-2).

A second right turn lane is proposed on the westbound approach to the intersection of 127th Street and Western Avenue. This lane would require an additional 12 feet of right-of-way on the north side of 127th Street. This lane is proposed to maintain the continuity of two northbound lanes on Western Avenue through the north terminus of the one-way pair in downtown Blue Island. The second right turn lane compliments the two left turn lanes at the intersection of Gregory and 127th Streets.

The plan also recommends a minimum of one left turn lane and one through/right turn lane configuration at any signalized approach to Western Avenue. This would require minor improvement to the approaches at 123rd Street.

Two new signal locations are proposed within this section. As development warrants, a signal should be installed at the "Mall Drive" located south of 151st Street. This was once a signalized intersection serving a now-abandoned shopping mall. The intention of the plan is to continue to limit Western Avenue/Dixie Highway access to this single signalized intersection point as future redevelopment of this property occurs. The second proposed signal is at the intersection of Union and Gregory Streets in downtown Blue Island. This intersection is currently controlled with stop signs, and effects northbound traffic. The current stop signs and the proposed signal facilitate emergency vehicles entering St. Francis Hospital, located in the southeast corner of the intersection. Thus,

the proposed signal, required to meet SRA standards, would be equipped for emergency vehicle pre-emption.

In this segment of Western Avenue/Dixie Highway there are a number of floodplain crossings that will require hydraulic analysis to assess the impact of the proposed roadway improvements. Between 159th and 145th Streets, approximately two-thirds of Western Avenue/Dixie Highway is located within or adjacent to floodplain or floodway. Compensatory storage, in accordance with local ordinances, will be required to replace lost storage due to the floodplain encroachments.

Traffic Control, Operations, and Safety

The diagrams along the top of each SRA plan exhibit indicate locations of existing and proposed signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. The plan itself indicates the locations of median access breaks, which, for the most part are limited in Segment II, to at-grade intersections or major retail entrances. Where no break is shown, it is the intent of the plan that vehicles entering or exiting existing and future access points be restricted to right-in/right-out movements only.

The traffic control and geometric plan for Segment II south of 157 Street responds to the developing character of the area, and should result in significant improvements to safety as well as traffic operations. Existing as well as possible signal locations meet SRA spacing guidelines of ¼-mile or greater.

The addition of a raised median from 159th Street through the Sibley Boulevard intersection should improve safety along this segment of Western Avenue/Dixie Highway. The raised median allows left turns only at selected locations, thereby reducing the number of vehicular conflict points and, consequently, the number of opportunities for the most severe accident types. The addition of through lanes at intersections also reduces the potential for accidents by removing turning vehicles from through traffic lanes, and decreasing the amount of accelerating and braking at intersections (with a consequent improvement in air quality).

To verify the reasonableness of the recommended improvements, a planning-level intersection capacity analysis was performed. Table 21 shows the results of the analysis

for existing and future signalized intersections along Western Avenue/Dixie Highway in this segment. The analysis utilizes CATS year 2010 SRA forecast traffic volumes as a general reference. As noted in the table, assumptions for unavailable minor crossroad traffic volumes were made. Other capacity analysis assumptions are detailed in Appendix A.

The capacity analysis indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios for Segment II, which would result in reasonable levels of service during peak periods. The analysis notes several intersections where the V/C ratio is greater than 1.00. Given the uncertainty of the planning-level analysis and the forecast volumes, an intersection was assumed to operate at an acceptable level of service if the V/C was calculated to be as high as 1.10 or less.

Parking Considerations

As noted in Chapter III, it is the intention of the proposed plan to retain existing on-street parking throughout the Western Avenue/Dixie Highway corridor wherever possible. Within Segment II there is no existing on-street parking south of the Blue Island CBD. All on-street parking within the CBD is retained under the proposed plan because the established one-way pair provides for at least two through lanes in both directions.

North of the CBD, between 127th and 119th Streets, parking is currently allowed on both sides of Western Avenue during off-peak travel hour conditions. Parking is not allowed on the northbound and southbound sides of the roadway during the morning and evening peak travel hours. When parking is allowed on both sides during off-peak periods, traffic is limited to one lane in each direction.

Desirable requirements for an urban area SRA included four traffic lanes and a median. Given the limited existing right-of-way (80 feet) and adjacent land use close to the existing right-of-way, the only way to achieve the desired SRA improvements without numerous building relocations is to eliminate on-street parking.

However, permanent parking restrictions would eliminate more than 200 on-street parking spaces. This reduction in parking would affect adjoining businesses and individual citizens. Therefore, the plan for this section proposes continuation of peak period traffic

Table 21
Evaluation of Signalized Intersection Operations Along Segment II (159th Street to 119th Street) of Western Avenue/Dixie Highway

Intersection of Western Avenue/ Dixie Highway and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Crossroad	SRA	Crossroad	
159th Street*	L-TT-R	L-TT-TR	37,400	28,500	0.92
154th Street[a]	L-T-TR	L-TR	37,500	12,000	1.00
Mall Drive[a]	L-T-TR	L-TR	37,500	5,000	0.77
150th Street[a]	L-T-TR	L-TR	41,000	12,000	1.06
Sibley Boulevard	L-TT-TR	L-TT-TR	41,000	50,000[e]	1.09
139th Street[a]	L-T-TR	L-TR	24,800	12,000	0.79
131st Street	L-TT-R	LT	17,000	12,000	0.58
York Street[a]	L-TT-R	LT	17,000	12,000	0.58
Union Street[a]	LT-TT-R	LT	17,000	5,000	0.32
127th Street (East)*	LL-TT-R	L-TT	29,600	32,000	0.83
127th Street (West)*	L-TT-R	L-TT-R	29,600	50,000[e]	0.96
123rd Street[a]	L-T-TR	L-TR	32,500	5,000	0.70

Note: *Denotes SRA corridor
[a]Assumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways
[b]L = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
[c]ADT = Average Daily Traffic
[d]V/C = Volume to Capacity Ratio
[e]Projected ADT Volume reduced to 50,000 vpd maximum

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restrictions to provide two traffic lanes for peak travel movements (see Table 22). Strict enforcement of peak period restriction would be a necessary part of this plan. Revisions to the plan may be required if effective enforcement is not maintained.

Public Transportation

Metra is currently evaluating the feasibility of improving service to the two existing rail lines that operate in this segment. Both the Metra-Rock Island line and the Metra-Electric line are being evaluated for an upgrade of service. Installation of directional signing is recommended on Western Avenue/Dixie Highway to the Robbins, Blue Island, Burr Oak, Prairie, 123rd Street, and 119th Street train stations (locations are noted in Exhibits C-4 to C-6).

Pace and the CTA operate bus routes that travel along or cross this segment of Western Avenue/Dixie Highway. Preferred bus stop/shelter locations for existing routes are shown in Exhibits C-1 to C-6. These bus stop/shelter should be implemented when development and/or service needs warrant. Far side bus stops are shown in many instances to facilitate coordination of bus passenger transfers with crossing routes. Right turns on red onto the SRA are prohibited to avoid conflicts with these far side bus stops. Any future bus turnouts will require at least 125 to 130 feet of right-of-way (see Appendix A for a bus turnout detail). Consideration also should be given to paved sidewalks for pedestrians, and appropriate design standards for locating and marking bus stops should be followed.

The use of traffic signal pre-emption systems is being evaluated in city and suburban areas. If these evaluations are positive, it is recommended that signal pre-emption equipment be installed at all signals in this segment. Equipping the signal installations along the Western Avenue/Dixie Highway SRA is part of the recommended SRA plan.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment II is $17.2 million, in 1991 dollars, (see Table 23). This total cost includes costs of construction, acquisition of right-of-way, and reconstruction of structures.
The roadway reconstruction cost is estimated at $12.6 million, which includes improving Western Avenue/Dixie Highway to a four-lane divided roadway with closed drainage

Table 22
Western Avenue/Dixie Highway
Summary of Effects on Parking
Segment II (159th Street to 119th Street)

		East Side of Western Ave				West Side of Western Ave				
Location	Total Spaces	Spaces	Adjacent Land Use	Parking Restrictions	Parking Duration	Spaces	Adjacent Land Use	Parking Restrictions	Parking Duration	Replacement Strategies
119th St to127th St	212	112	C/R	AM Peak Period		100	C/R	PM Peak Period		No Replacement Necessary. Plan proposes continuation of Peak Period Parking Restrictions.

C = Commercial
R = Residential
I = Industrial

Table 23
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment II
(159th Street to 119th Street)
of Western Avenue/Dixie Highway
(1991 Dollars)

Roadway Reconstruction (Includes widening to one side north of 136th Street)	12,550,000
Intersections/Interchanges (159th Street, Mall Drive, and Union Street)	1,200,000
Structures and Retaining Walls	500,000
Other (Off-Street parking replacement and installation of roadside transit signal pre-emption equipment)	300,000
Subtotal	$14,550,000
Right-of-Way	2,630,000
TOTAL	**$17,180,000**

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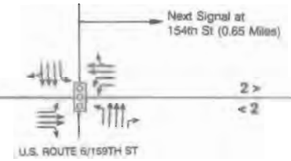
from 159th Street to I-57 and a four-lane roadway with a flush median and closed drainage from I-57 to 135th Street. Intersection approach widening is also included in the construction cost amount. Other construction costs include intersections, structures, and installation of roadside transit signal pre-emption equipment. Costs for reconstructing the bridges are estimated at $500,000. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 5.6 acres of right-of-way would need to be acquired at a cost of $2.6 million.

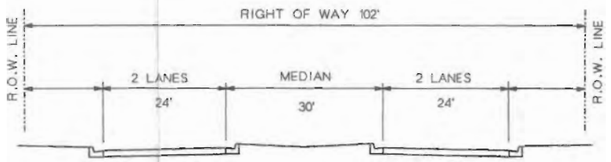
TRAFFIC CONTROL AND LANE ARRANGEMENT



All Crossroads Stop Controlled Unless Otherwise Indicated

Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops



ROADWAY SECTION A-A
159TH ST TO 156TH ST

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS SHELTER ON CONCRETE PAD
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-1

Scale: 0 100 200 feet

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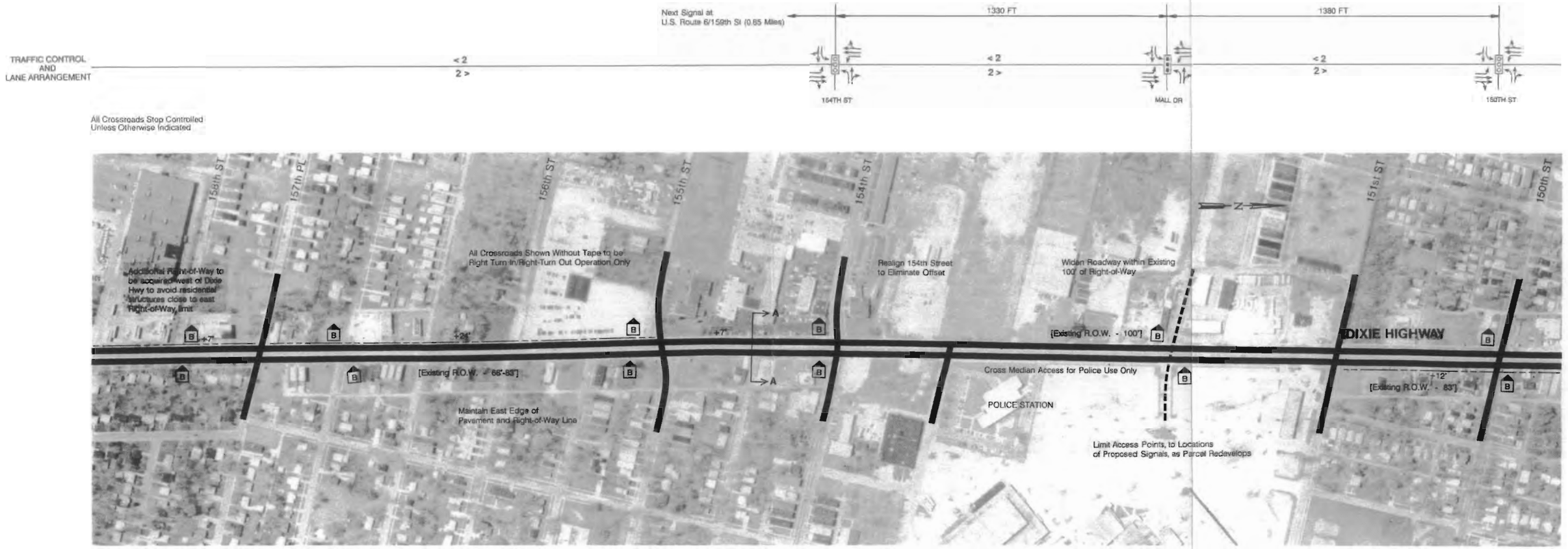
ILLINOIS DEPARTMENT OF TRANSPORTATION

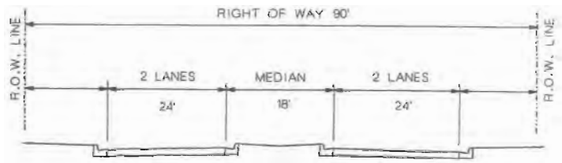


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 — NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B — BUS SHELTER ON CONCRETE PAD
- M — TRAILBLAZING SIGNING TO NEARBY METRA STATIONS (STATION NAME)



ROADWAY SECTION A-A
158TH ST TO 150TH ST

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SRA Strategic Regional Arterial Planning Study

EXHIBIT C-2

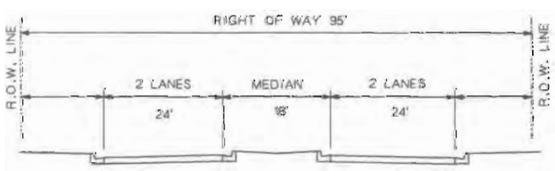
Scale: 0 100 200 feet

Install Signal Preemption Equipment, All Signals this Sheet

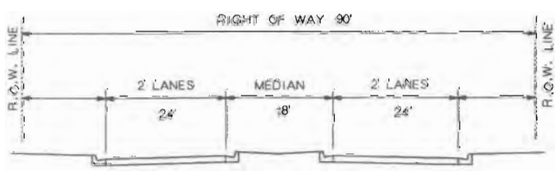
Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

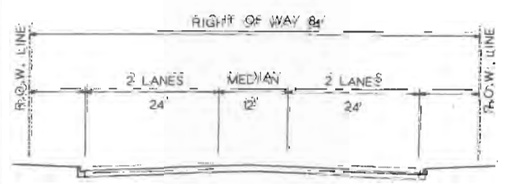
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 — NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B — BUS SHELTER ON CONCRETE PAD
- M STATION NAME — TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
150TH ST TO SIBLEY BLVD



ROADWAY SECTION B-B
SIBLEY BLVD TO I-57



ROADWAY SECTION C-C
I-57 TO 144TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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SRA Strategic Regional Arterial Planning Study

EXHIBIT C-3

Scale: 0 100 200 feet

TRAFFIC CONTROL AND LANE ARRANGEMENT

< 2
2 >

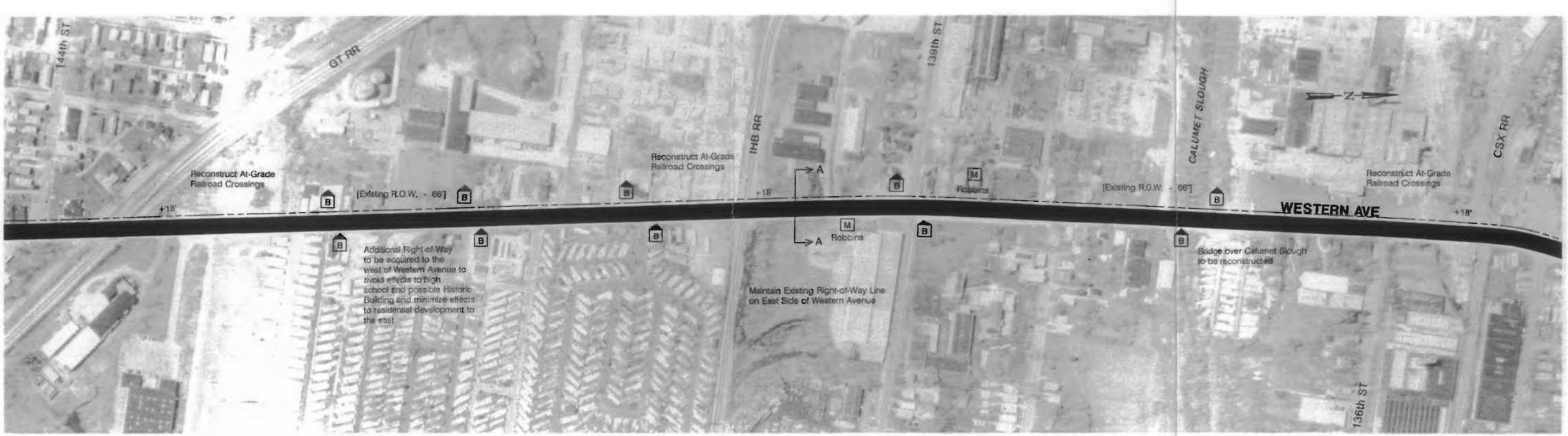
Next Signal at Sibley Blvd (1.28 Miles)

Next Signal at 131st St (1.02 Miles)

139TH ST

< 2
2 >

All Crossroads Stop Controlled Unless Otherwise Indicated

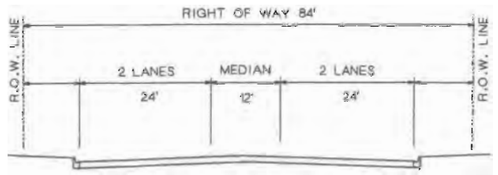


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS SHELTER ON CONCRETE PAD
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
144TH ST TO CSX RAILROAD

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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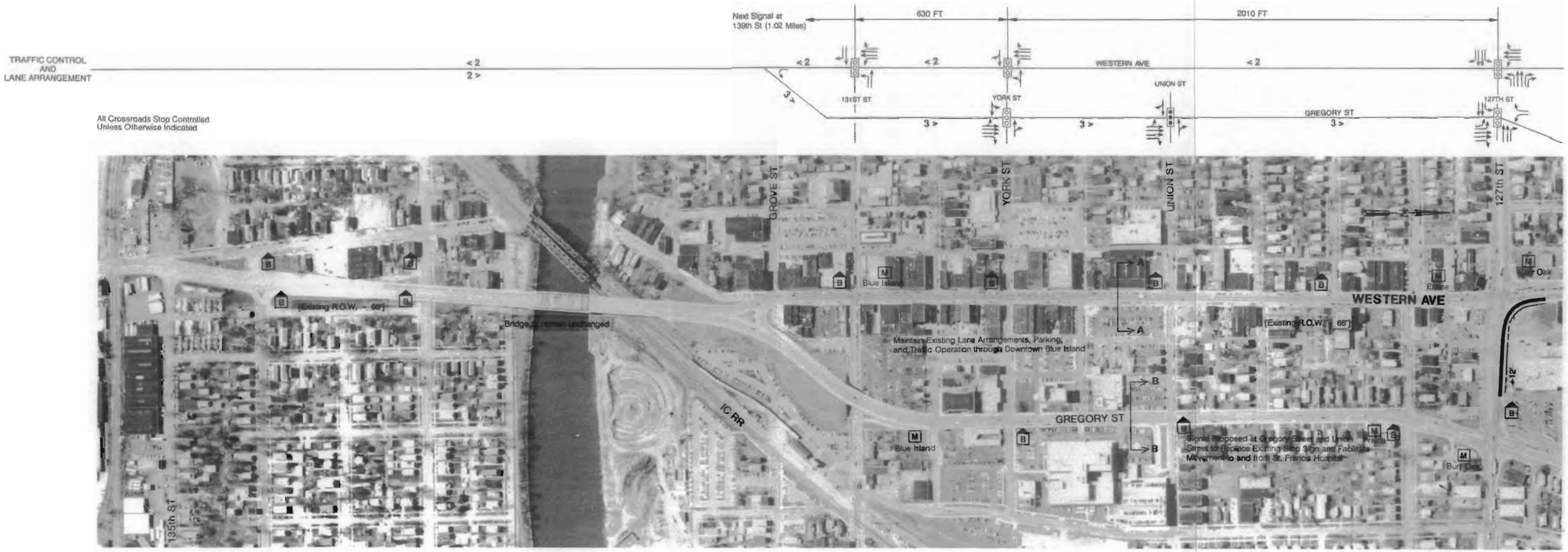
SRA Strategic Regional Arterial Planning Study

EXHIBIT C-4

Scale: 0 100 200 feet

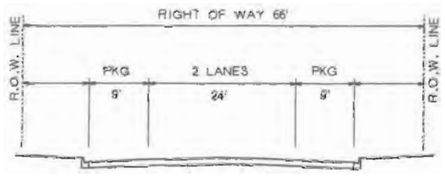


Install Signal Preemption Equipment, All Signals this Sheet

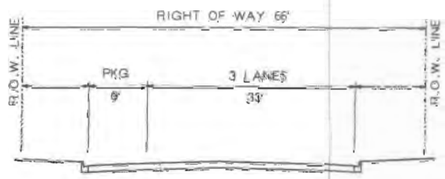
Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS SHELTER ON CONCRETE PAD
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
GROVE ST TO 127TH ST SOUTHBOUND



ROADWAY SECTION B-B
131ST ST TO 127TH ST NORTHBOUND

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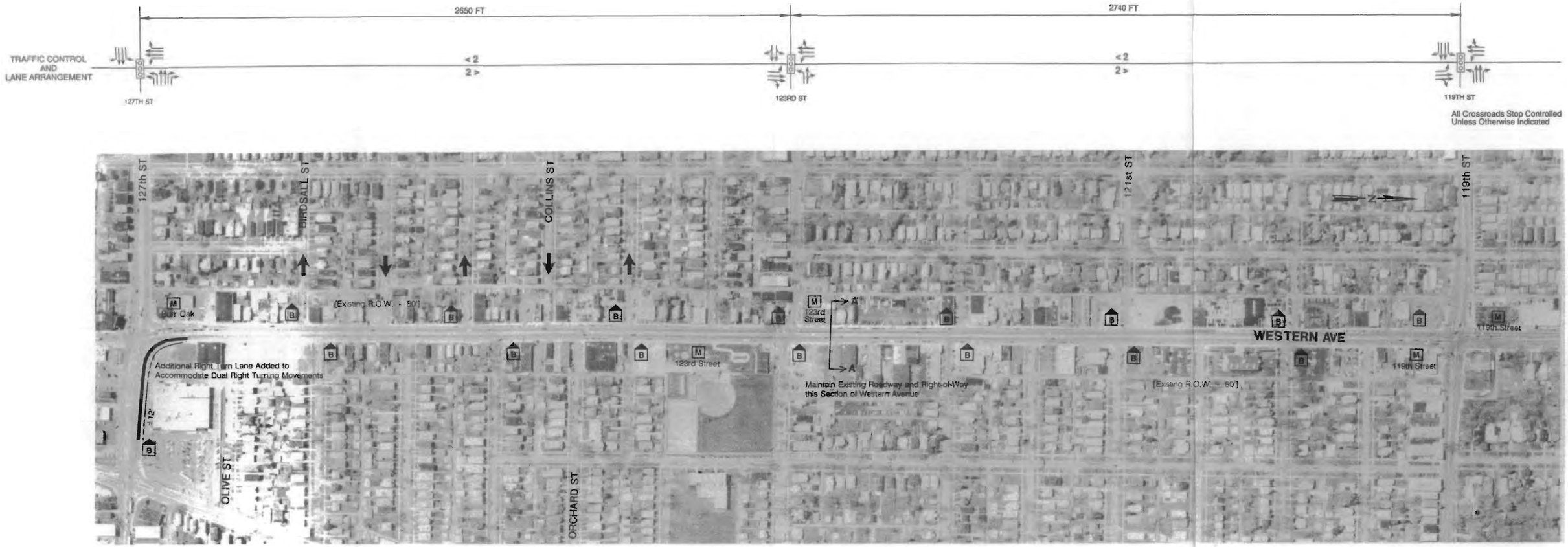
SRA Strategic Regional Arterial Planning Study

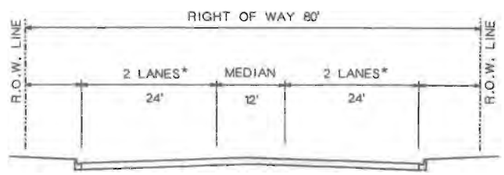
EXHIBIT C-5

Scale 0 100 200 Feet



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 — NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B — BUS SHELTER ON CONCRETE PAD
- M STATION NAME — TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
127TH ST TO 119TH ST

*Cross section reflects operation during peak travel periods. The outside lane would be available for on-street parking during off-peak periods.

Peak period parking restrictions are to be strictly enforced by the City of Blue Island. Revisions to the plan may be required if effective enforcement is not maintained.

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-6

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Scale: 0 100 200 Feet

ALL DIMENSIONED DRIVEWAYS TO OPERATE AS RIGHT-IN / RIGHT-OUT ONLY

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

N

HAMILTON AVE

159TH ST

90 FT

18 FT

700± FT

700± FT

160TH ST

350 ± FT

RIGHT-IN / RIGHT-OUT ACCESS ONLY

200 FT
2 COMMERCIAL DRIVES
RIGHT-IN / RIGHT-OUT
ONLY

WESTERN AVE

WESTERN AVE

48 FT

90 FT

150 FT

78 FT

200 FT

320 FT

66 FT

30 FT

30 FT

450 FT
2 COMMERCIAL DRIVES
RIGHT-IN / RIGHT-OUT
ONLY

200 FT

110 FT

100 FT

200 FT
2 COMMERCIAL DRIVES
RIGHT-IN / RIGHT-OUT
ONLY

350 ± FT

200 FT
2 COMMERCIAL DRIVES
RIGHT IN / RIGHT OUT
ONLY

102 FT

HOYNE AVE

159TH ST

18 FT

90 FT

GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT AND CITY OF CHICAGO DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

RIGHT-OF-WAY TO BE ABOUT 12 FEET OUTSIDE OF FUTURE EDGES OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING. ADDITIONAL RIGHT-OF-WAY PROPOSED TO BE ACQUIRED ON NORTH AND WEST SIDES OF EXISTING ROADWAYS.

WESTERN AVENUE AND 159TH STREET INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

EXHIBIT D-1

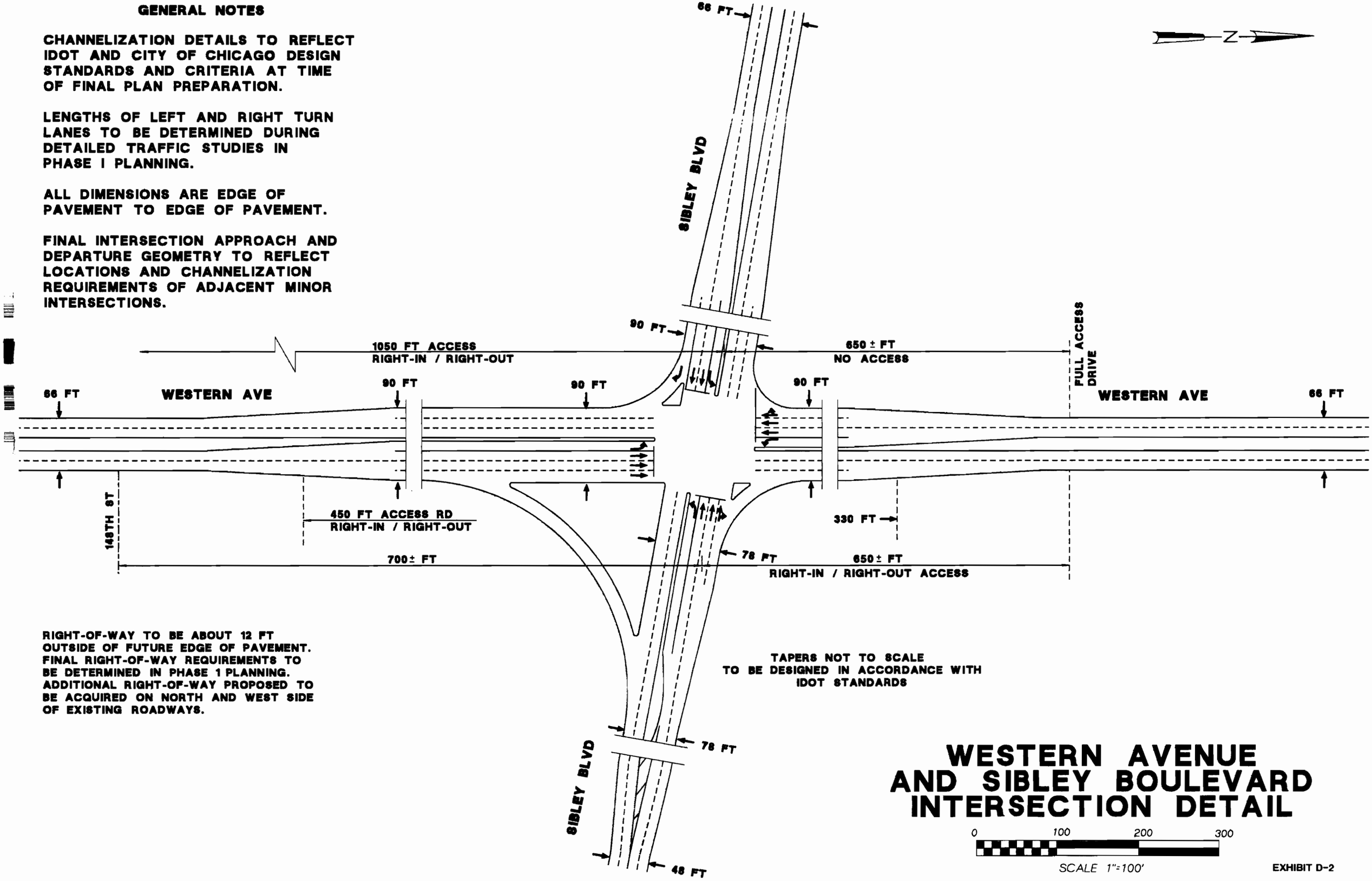
GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT AND CITY OF CHICAGO DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.



RIGHT-OF-WAY TO BE ABOUT 12 FT OUTSIDE OF FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING. ADDITIONAL RIGHT-OF-WAY PROPOSED TO BE ACQUIRED ON NORTH AND WEST SIDE OF EXISTING ROADWAYS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

WESTERN AVENUE AND SIBLEY BOULEVARD INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

EXHIBIT D-2

Segment III——"Chicago South"
(119th Street to I-55)

Segment III of the Western Avenue/Dixie Highway SRA is approximately 11 miles long. It extends from 119th Street at the Blue Island/Chicago border to I-55 (see Exhibits C-7 to C-17). Areas served by this segment are Evergreen Park and the City of Chicago.

Cross Section and Geometric Characteristics

As noted in Chapter III, the basic existing cross section conditions within the City of Chicago are as follows:

- Four traffic lanes, two parking lanes, and a painted flush median, all of which will be retained by the proposed plan

- Right-of-way is 100 feet wide, and because buildings are usually adjacent to the right-of-way line additional right-of-way is essentially unavailable without relocations

- Lane configuration is the same throughout most of Western Avenue, but lane widths vary from section to section

Given the above conditions it is recommended that a standard street width and lane width be established that will optimize traffic operations and fit within the existing 100 feet of right-of-way.

The recommended cross section for Western Avenue within Chicago is shown in the plan exhibits for this segment. It has the following characteristics:

- A total pavement width of 76 feet with 12-foot outside border areas for curb and gutter, sidewalk, utilities, and landscaping.

- Four 11-foot traffic lanes (the minimum acceptable lane width for an urban SRA).

- A 12-foot flush median. A wider median will enable vehicles, especially trucks, the ability to maneuver fully into the median lane, and reduce the tendency for drivers to encroach on other lanes when attempting to position themselves in the median. A 12-foot median also allows additional clearance between stopped median traffic and traffic moving in either direction.

- Two 10-foot parking lanes. Ten-foot parking lanes are recommended to allow greater clearance between parked cars/trucks and moving traffic. These lanes are also intended to shelter buses at numerous bus stops. At critical intersections the parking lane is expected to function as an additional approach lane.

This recommended cross section is proposed between 119th and 55th Streets. Within this area, Western Avenue is currently 72 feet wide. The recommended plan thus calls for widening Western Avenue by 4 feet to achieve the desirable 76-foot-wide pavement.

Between 55th Street and I-55, the existing roadway is only 56 feet wide and lacks a median. The parkway separating Western Avenue from Western Boulevard lies to the east of Western Avenue throughout this section. Several alternatives were considered for this section, which had varying degrees of effect on the parkway and Western Boulevard:

- Creating a one-way pair using Western Boulevard for northbound traffic. This alternative was dropped because trucks are prohibited on the Boulevard system, and removing this restriction would be unlikely to have widespread support.

- Widening 20 feet into the parkway to avoid effects to adjoining property on the west side of Western Avenue, but was dropped because it was deemed to have too great of an effect on parkway open space.

The recommended plan represents a compromise between competing needs and interests. Within this section (55th Street to I-55) it is proposed that Western Avenue be constructed to a width of 66 feet rather than 76 feet. To accomplish the reduced width and maintain desirable lane widths the northbound parking lane would be dropped. The necessary 10-foot widening would take place entirely on the west side of Western Avenue, and would have no effect on the parkway between 55th Street and Pershing

Road. North of Pershing Road, widening would be necessary within the parkway because right-of-way west of Western Avenue is reduced and adjacent buildings limit acquisition of additional width.

As noted earlier, widening approaches to major intersections are not possible within the city without unacceptable relocations. Thus, additional capacity at major intersections is only possible at the expense of parking removal in the vicinity of an intersection. This enables the parking lane to act as an additional approach lane. Within Segment III, this is proposed at five major intersections:

- 95th Street (a SRA)
- 87th Street (a SRA)
- 55th Street (a SRA)
- Pershing Road (a SRA)
- Archer Avenue

The affects on existing parking are discussed later in this section.

In addition to the above noted improvements, the following site-specific improvements are included in the recommended plan:

- A pedestrian-activated signal is proposed at 113th Street to facilitate movement between Kennedy Park on the west side of Western Avenue to a grade school located on the east side of Western Avenue. The signal meets appropriate spacing guidelines and will serve local access needs to the neighborhood northwest of the signal as well.

- At 94th Street, traffic crossing between 94th Street and the Sam's warehouse driveway affects operations on Western Avenue. Median channelization is recommended to restrict this movement. This would result in right-in/right-out operation at 94th Street.

- A bus-actuated signal is proposed at the CTA bus turnaround located north of 79th Street to enable southbound buses to easily exit the facility. This signal should be coordinated with the signal at 79th Street and respond only to requests for traffic pre-emption emanating from the turnaround facility.

- As noted earlier, the Western Avenue/Pershing Road intersection is seriously affected by two railroad overpasses that cover the intersection and result in bridge piers being located within the intersection. It is a challenge for drivers to negotiate the intersection let alone maintain operating speeds and capacity. The ultimate and desirable solution is to reconstruct the rail structures using current design technology to eliminate piers within the intersection. Reconstruction of the railroad overpasses is considered to be part of the plan for the Western Avenue SRA corridor. However, because of the great expense needed to replace these structures, and the time necessary to program funding of this magnitude, two intermediate level improvements are also recommended.

  Traffic operations can be improved immediately by better signing, lighting, and markings to emphasize lane designations ahead of the overpasses. This is intended to enable the motorist to better identify and understand his travel path through the intersection. Increased illumination under the rail structures, and painting all vertical surfaces a light color should further increase the visual clarity of the travel paths.

  The second intermediate improvement would be to simplify operations within the intersection by eliminating as many turn movements as possible. This could be accomplished be constructing an extension of 40th Street to the east across the parkway to connect with Western Boulevard. With this in place, all left turns would be prohibited at the Western Avenue/Pershing Road intersection. These movements would be accomplished at the 40th Street extension. Due to the limited number of left turns involved it is not likely that the newly created 40th Street intersections would require signalization. It would be necessary to enact an ordinance allowing trucks to use a one block section of Western Boulevard between 40th Street and Pershing Road.

- The existing intersection with Columbus Avenue and 74th Street has five legs and presents a congestion point on Western Avenue. The improvement plan includes closing the west leg of 74th Street and making the east leg one-way eastbound to improve the operation of the intersection. This is feasible because 74th Street appears to serve only a

local function, which can be covered by the surrounding network of local streets. An ordinance would be required to effect these changes.

As noted in Chapter II and Table 9, this segment contains 12 structures crossing Western Avenue including those at Pershing Road. Seven of these structures carry railroads and have vertical clearances less than the desirable 14 feet, 6 inches. The plan calls for increasing the vertical clearances at these locations. Four of the above seven structures also lack the horizontal clearance necessary and should be replaced. These include the two rail structures at Pershing Road, a railroad bridge at 49th Street, and another north of Archer Avenue.

Traffic Control, Operations, and Safety

The proposed improvements will enhance traffic operations and safety throughout this segment. Additional capacity at major intersections developed through minimal parking restrictions will reduce congestion, as will the construction of lanes with adequate width and the addition of a median where none currently exist. The addition of a median and wider lanes is particularly important in the roadway section north of 55th Street. It will eliminate encroachment into adjoining lanes and improve operating speeds and safety. The site-specific improvements noted above will eliminate or reduce individual problems that contribute to corridor delay.

Table 24 presents the results of the planning-level intersection capacity analysis for the existing and future signalized intersections along Western Avenue/Dixie Highway in this segment. The analysis utilizes CATS year 2010 SRA forecast traffic volumes as a general reference. As noted in the table, assumptions for unavailable minor crossroad traffic volumes were made. Other capacity analysis assumptions are detailed in Appendix A.

Table 24 notes a number of intersections where the V/C ratio exceeds 1.00, some by a considerable amount. This indicates that although improvements can and should be made at selected locations to enhance traffic movement through major intersections, the forecasted traffic is large enough to require a general increase of capacity throughout the corridor by either adding lanes or complete removal of parking. Neither of these alternatives are considered to be reasonable, and thus it is expected that as traffic

Table 24
Evaluation of Signalized Intersection Operations Along Segment III (119th Street to I-55) of Western Avenue/Dixie Highway

Intersection of Western Avenue/ Dixie Highway and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Crossroad	SRA	Crossroad	
119th Street[a]	L-T-TR	L-TT-R	32,500	12,000	0.73
115th Street[a]	L-T-TR	L-TR	28,100	12,000	0.84
113th Street[a]	L-TT	LR	28,100	5,000	0.56
111th Street[a]	L-T-TR	L-TR	37,100	12,000	0.99
107th Street[a]	L-T-TR	L-TR	39,300	12,000	1.03
103rd Street[a]	L-T-TR	L-T-TR	39,500	12,000	0.86
101st Street[a]	L-TT	L-TR	39,500	5,000	0.73
99th Street[a]	L-T-TR	L-T-R	45,100	5,000	0.89
98th Street[a]	L-TT-R	L-LR-R	45,100	5,000	0.77
95th Street*	L-TT-TR	L-TT-R	48,000	45,300	1.27
91st Street[a]	L-TT	L-R	48,000	5,000	0.95
87th Street*	L-TT-TR	L-TT-TR	45,600	46,600	1.11
83rd Street[a]	L-T-TR	L-T-TR	38,500	12,000	0.84
79th Street[a]	L-T-TR	L-TT-R	35,700	12,000	0.78
Columbus Avenue	L-TT-R	L-LTR	50,000[e]	23,300	1.11
71st Street[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21
69th Street[a]	L-TT	L-TR	49,900	12,000	1.21
67th Street[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21
65th Street[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
63rd Street[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21
62nd Street[a]	L-T-TR	L-TR	49,700	5,000	0.99
61st Street[a]	L-T-TR	L-TR	49,700	5,000	0.99
59th Street[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21
55th Street*/Garfield Boulevard	L-TT-TR	L-TT-TR	50,000[e]	41,900	1.10
54th Street[a]	L-TT-R	L-TR	45,900	5,000	0.86
51st Street[a]	L-T-TR	L-TR	45,900	12,000	1.14
Access Dr.	L-T-TR	L-TR	45,900	12,000	1.14
47th Street[a]	L-T-TR	L-TR	43,500	12,000	1.10
43rd Street[a]	L-T-TR	LT-TR	39,300	20,000	0.95
Pershing Road*	L-TT-TR	L-T-TR	44,100	48,900	1.34
Archer Avenue	L-TT-TR	L-T-TR	50,000[e]	28,900	1.08
35th Street[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21

Note:
*Denotes SRA corridor
[a]Assumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways
[b]L = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
[c]ADT = Average Daily Traffic
[d]V/C = Volume to Capacity Ratio
[e]Projected ADT Volume reduced to 50,000 vpd maximum

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continues to grow, capacity deficiencies at even intermediate crossing roadways will become evident.

Parking Considerations

Table 25 notes on-street parking spaces that would be lost due to recommendations that develop additional capacity at selected high volume intersections in Segment III. In the vicinity of 95th Street, 11 parking spaces would be lost, and 13 would be lost in the vicinity of 87th street. The location of these spaces is noted along the top of the plan. Each of these areas was also studied to identify the need for and location of an off-street parking lot replacement site. Possible candidates are shown in the plan, but none are specifically recommended at this time. At 95th Street, a site could not be identified at this time without displacing a viable activity. In addition, development in the northeast corner will provide its own off-street parking in the future. At 87th Street, the land use is such that replacement parking was considered unnecessary.

A large number of spaces (estimated to be 576 spaces over 2.7 miles) will be lost between 55th and 32nd Streets due to the decision to minimize impact on the parkway by not including an east parking lane on Western Avenue. In this case, replacement parking was considered unnecessary because the parkway itself eliminates half of the normal parking generation for this section. Further study of area parking needs would be completed as part of plan implementation. City ordinances would be required at all locations where parking restrictions are to be changed.

Public Transportation

Metra is currently evaluating the feasibility of improving service to the two existing rail lines that operate in this segment. Both the Metra-Heritage corridor line and the Metra-Norfolk Southern line are being evaluated for an upgrade of service. The CTA Southwest Rapid Transit line, which has a station at Western Avenue, also will be operating in this segment by early 1993. Installation of directional signing is recommended on Western Avenue/Dixie Highway to the 115th Street, 111th Street, 107th Street, 103rd Street, 99th Street, 95th Street, Wrightwood, Ashland, Western, and 35th Street trains stations (locations are noted in Exhibits C-7 to C-17).

Table 25
Western Avenue/Dixie Highway
Summary of Effects on Parking
Segment III (119th Street to I-55)

	East Side of Western Ave					West Side of Western Ave				
Location	Total Spaces Lost	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Replacement Strategies
North of 95th St	11	8	O		Long					Replacement parking not shown because a location
South of 95th St		3	C		Long					is not available without acquistion of viable property and need
										is reduced by inactive adjacent land use (forest preserve).
South of 87th St	13	3	FP		Long	10	FP		Long	Replacement parking not recommended due to inactive
										adjacent land use (forest preserve).
54th St to 55th St	412	10	Parkway		Long					Replacement parking not considered
46th St to 54th ST		154	Parkway		Long					due to inactive adjacent land use.
Archer Ave to 46th St		172	Parkway		Long					
32nd St to Archer Ave		76	Parkway		Long					

C = Commercial
R = Residential
I = Industrial

Pace and CTA operate bus routes that travel along or cross this segment of Western Avenue/Dixie Highway. Preferred bus stop/shelter locations for existing and/or future routes are shown in Exhibits C-7 to C-17. These bus stop/shelters should be implemented when development and/or service needs warrant. Any future bus turnouts will require at least 125 to 130 feet of right-of-way (see turnout detail in Appendix A).

Far side bus stops are shown in many instances to facilitate coordination of bus passenger transfers with crossing routes. Right turns on red on to the SRA should be prohibited to avoid conflicts with these far side bus stops. Consideration also should be given to paved sidewalks for pedestrians, and appropriate design standards for locating and marking bus stops should be followed.

The use of traffic signal pre-emption systems is being evaluated in city and suburban areas. If these evaluations are positive, it is recommended that signal pre-emption equipment be installed at all signals in this segment. Equipping the signal installations along the Western Avenue/Dixie Highway SRA is part of the recommended SRA plan.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment III is $24.6 million, in 1991 dollars, (see Table 26). There are no right-of-way costs in Segment III, as all improvements are to be made within the existing 100-foot right-of-way. Roadway costs reflect the minor 4-foot widening required over most the section, lowering profiles at rail structures to increase vertical clearances, and the resurfacing of the existing roadway. Other costs include $600,000 for installation of roadside transit signal pre-emption equipment. The largest cost category is that for replacing structures to improve lateral clearances, estimated to be $8 million. Right-of-way would not be needed to implement the plan.

Table 26
Opinions of Construction and Right-of-Way Cost for SRA Improvements Along Segment III (119th Street to I-55) of Western Avenue/Dixie Highway (1991 Dollars)

Roadway Reconstruction (Includes Widening and Resurfacing)	15,960,000
Intersections/Interchanges (Proposed Bus Access Near 79th Street)	100,000
Structures and Retaining Walls	7,950,000
Other (Installation of Roadside Transit Signal Pre-emption Equipment)	620,000
Subtotal	$24,630,000
Right-of-Way	0
TOTAL	**$24,630,000**

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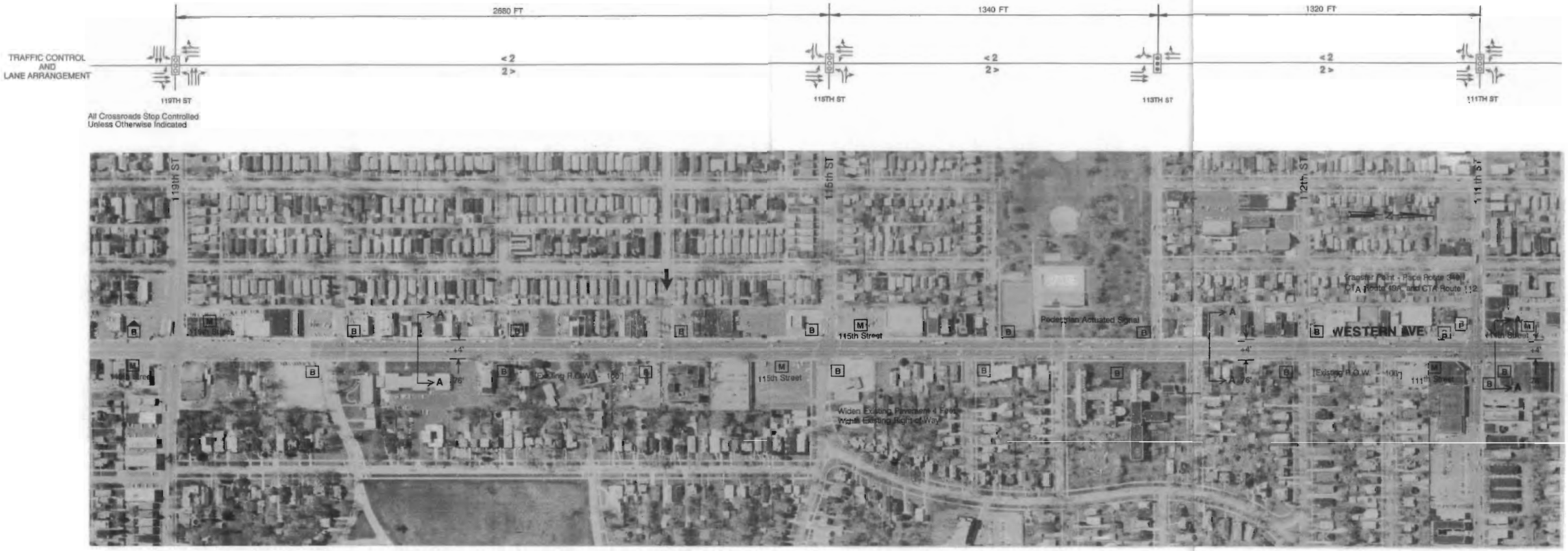
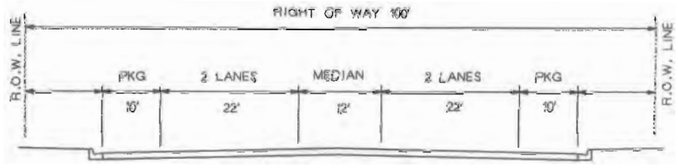


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- B BUS SHELTER ON CONCRETE PAD
- M STATION NAME METRA STATIONS



ROADWAY SECTION A-A
119TH ST TO 111TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-7

Prepared by CH2M HILL in association with
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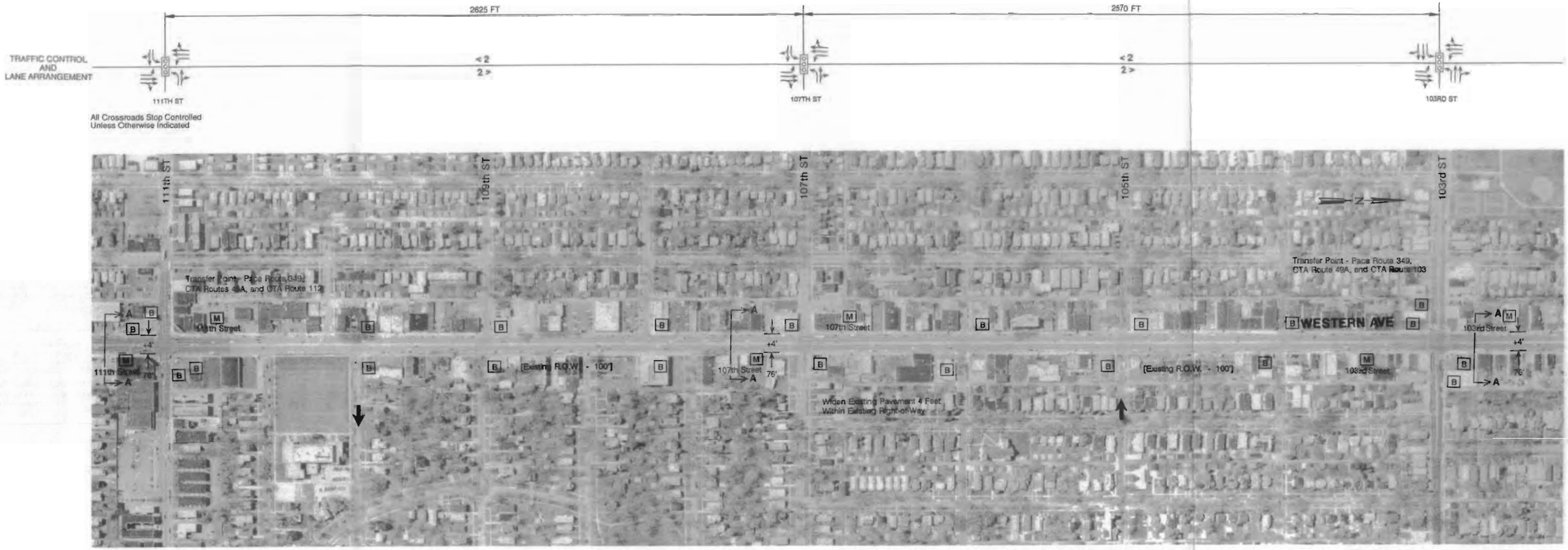
Scale: 0 400 200 feet



LEGEND

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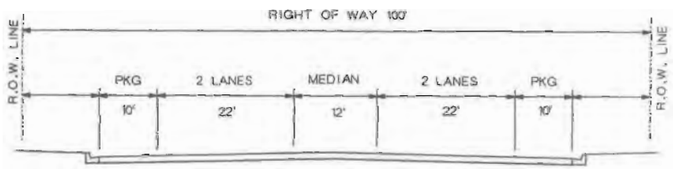
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
111TH ST TO 103RD ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-8

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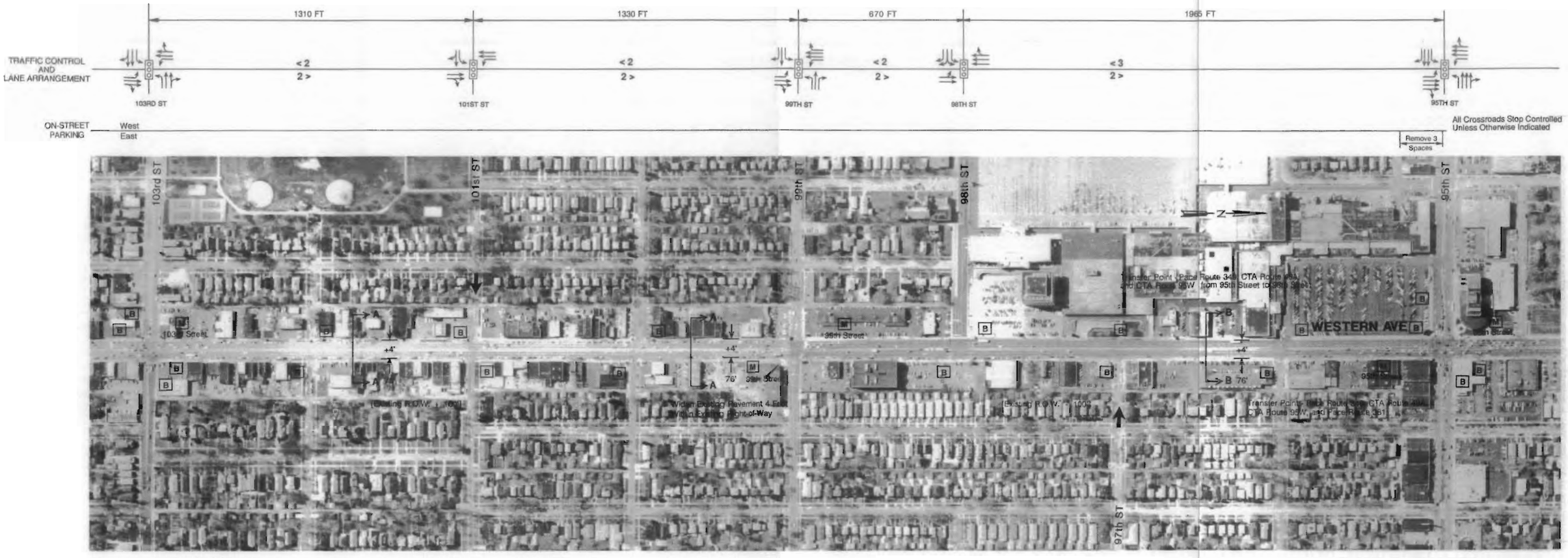
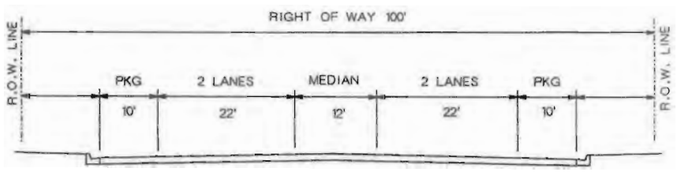
Scale: 0 100 200 feet

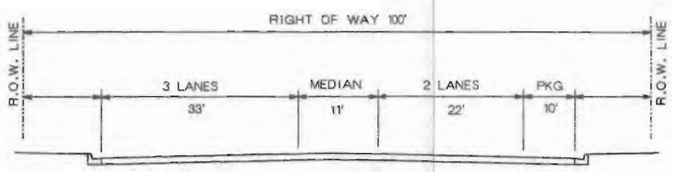


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
103RD ST TO 97TH ST



ROADWAY SECTION B-B
97TH ST TO 95TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-9

Scale: 0 100 200 feet

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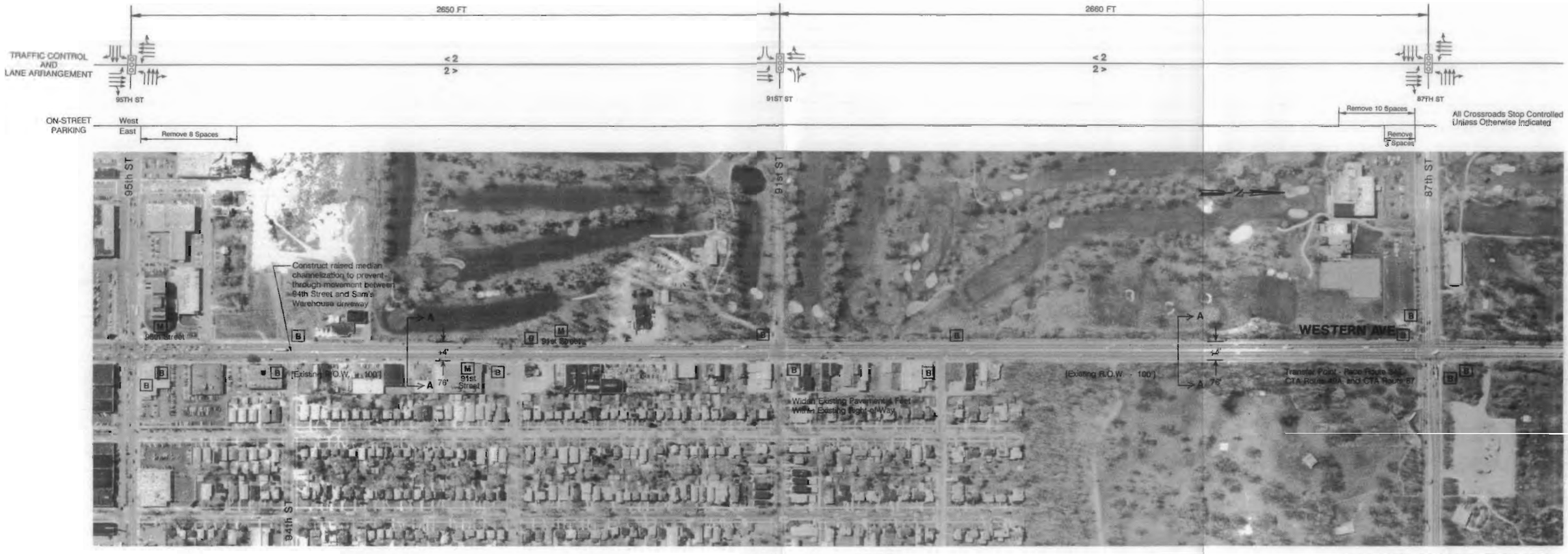
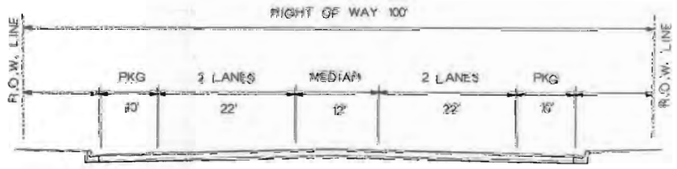


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
95TH ST TO 87TH ST

Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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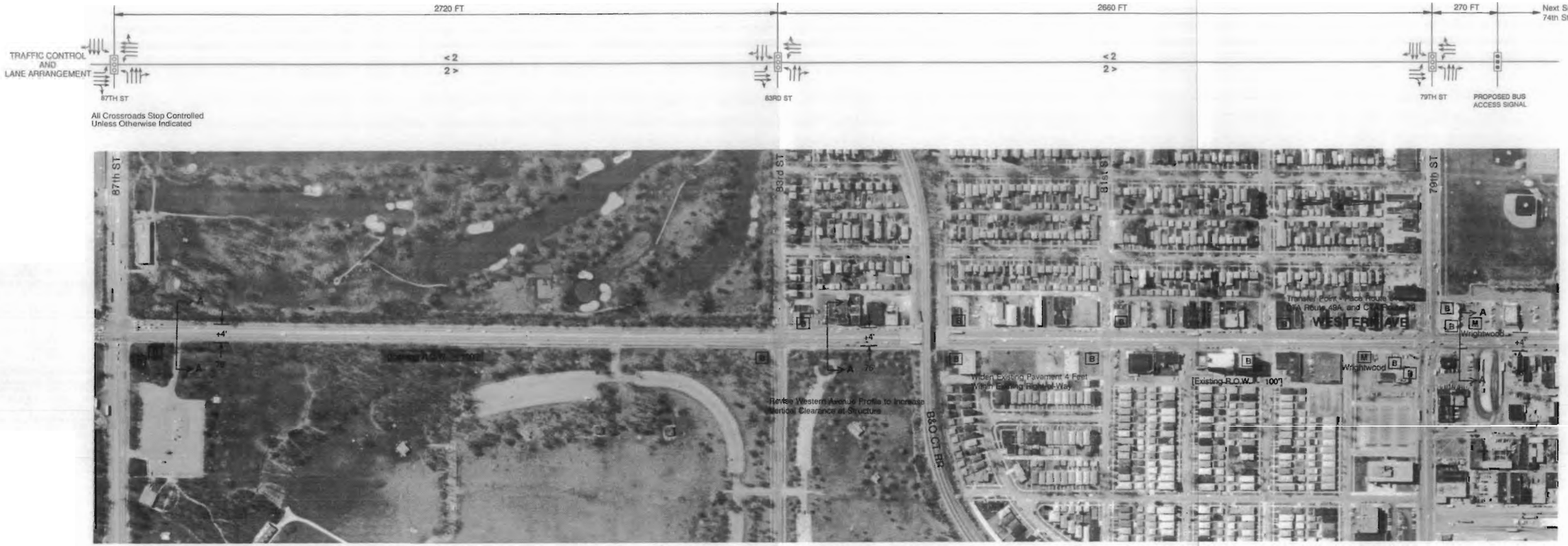
ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

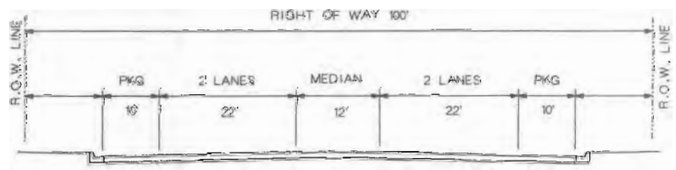
EXHIBIT C-10

Scale: 0 100 200 feet



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
87TH ST TO 79TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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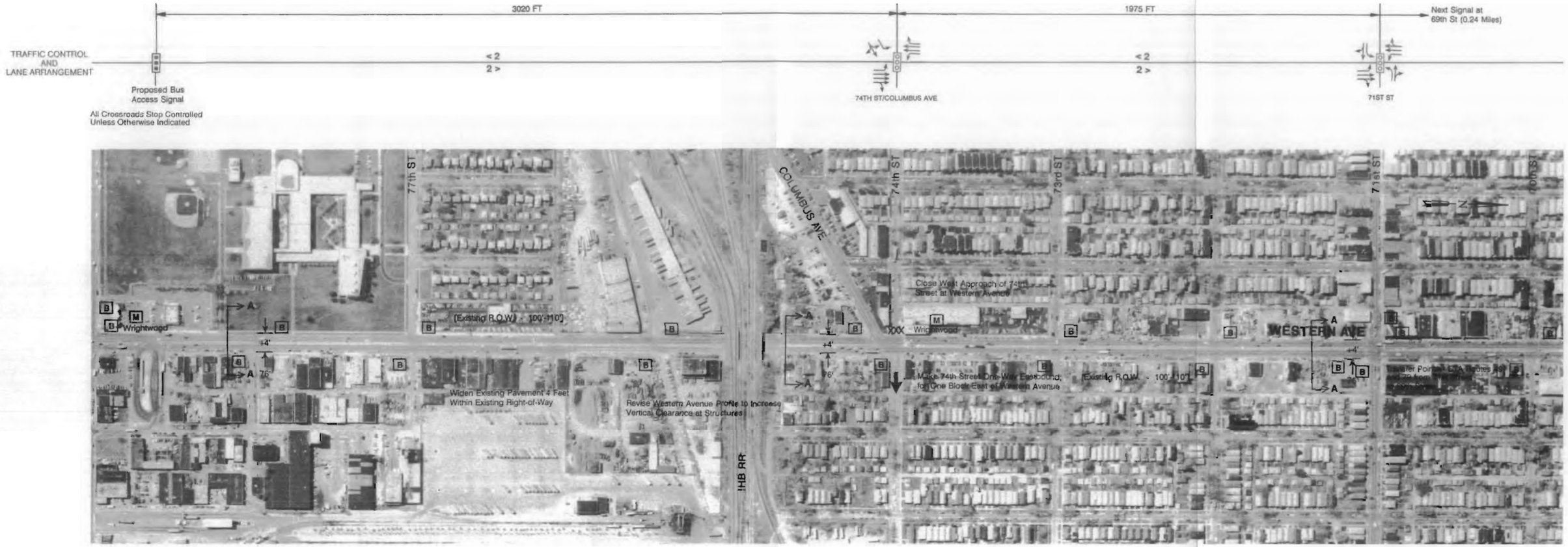
SRA Strategic Regional Arterial Planning Study

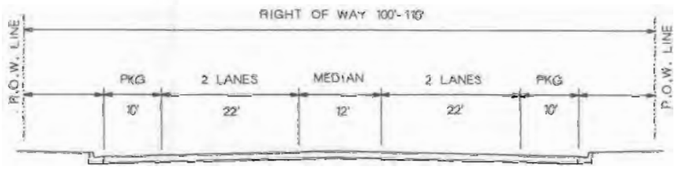
EXHIBIT C-11

Scale: 0 100 200 feet



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
79TH ST TO 70TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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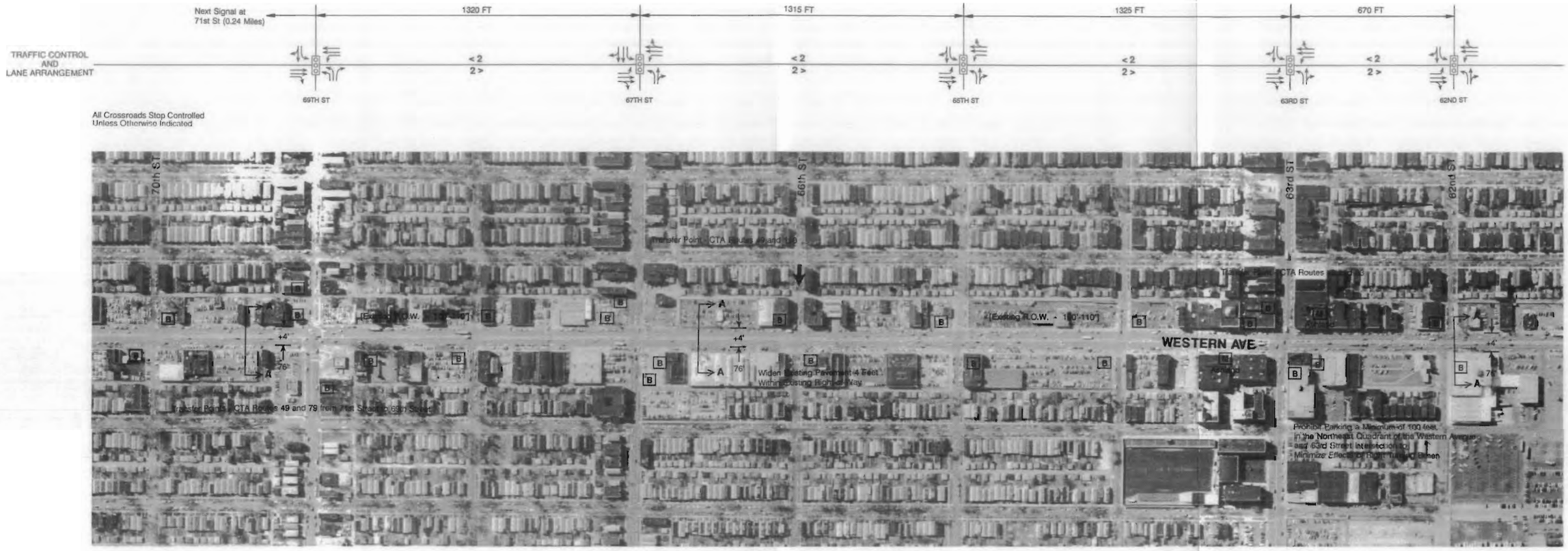
ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

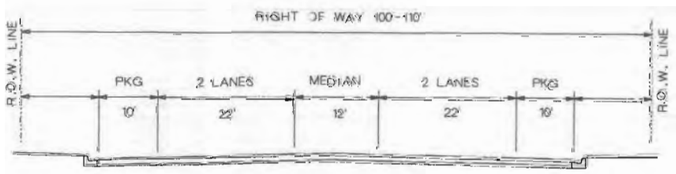
EXHIBIT C-12

Scale: 0 100 200 feet



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
70TH ST TO 62ND ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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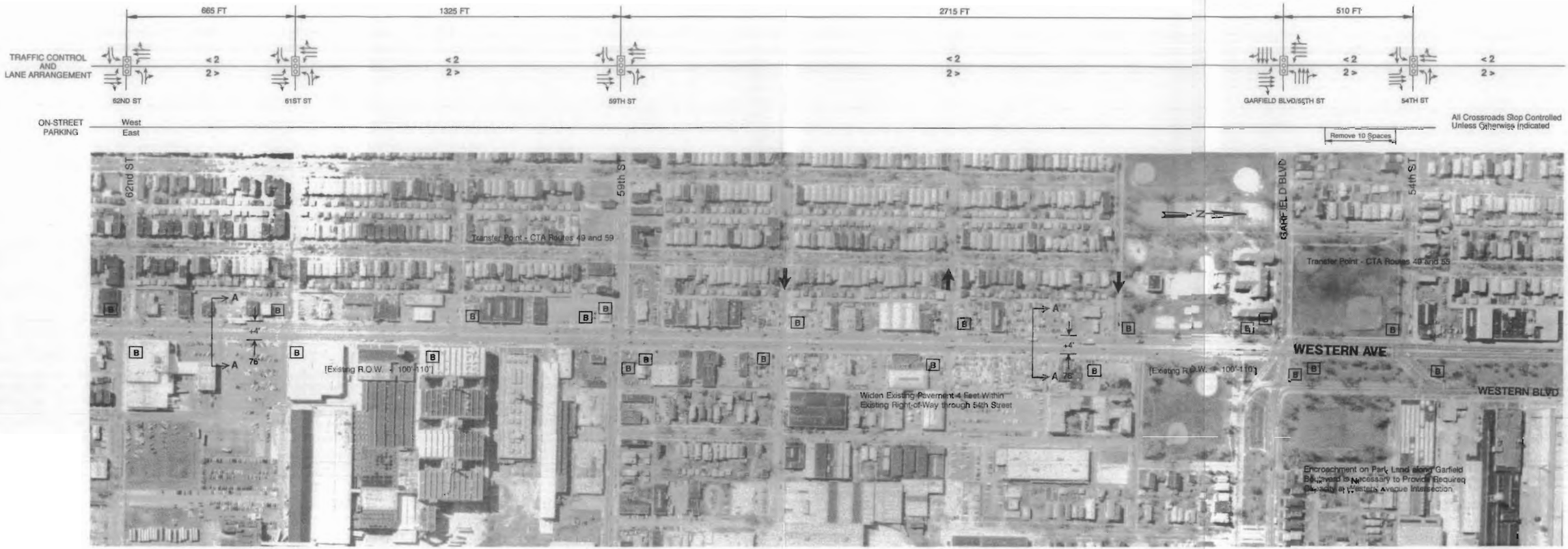
EXHIBIT C-13

Scale: 0 100 200 FEET



LEGEND

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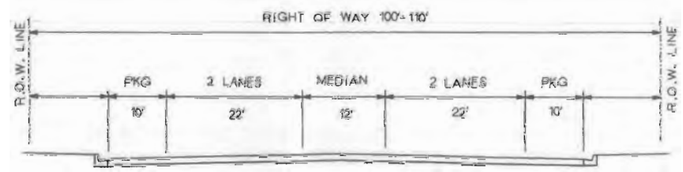
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
62ND ST TO 54TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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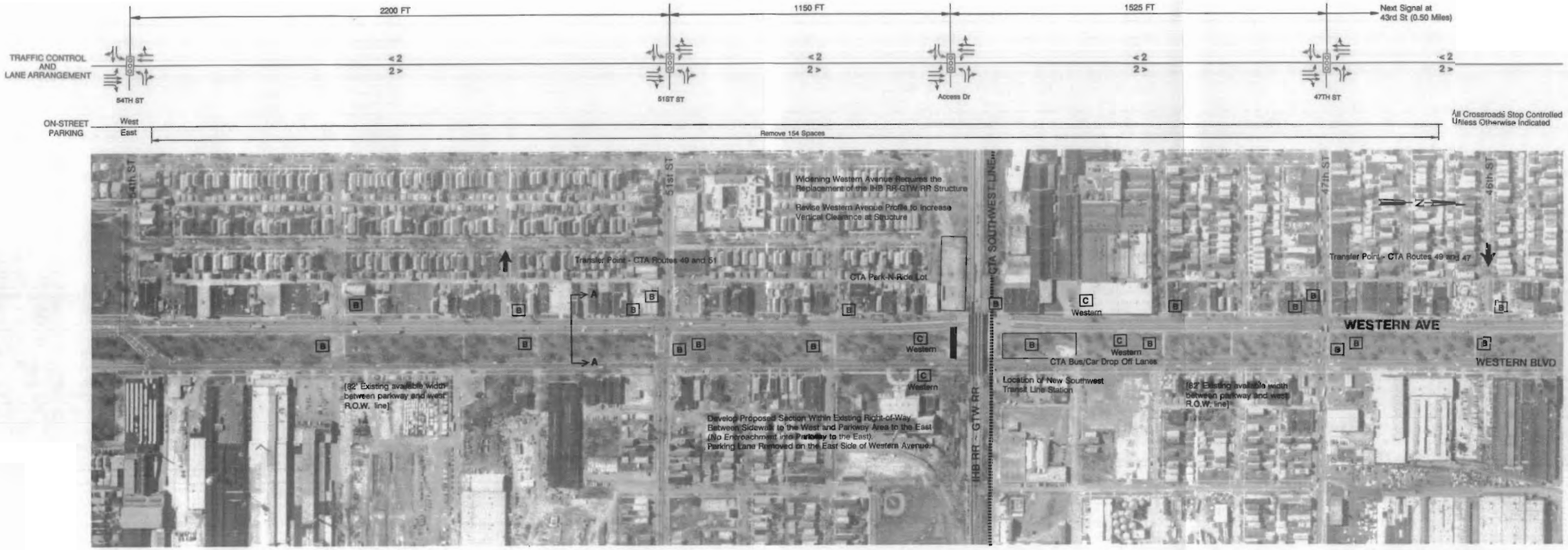
EXHIBIT C-14

Scale: 0 100 200 feet



LEGEND

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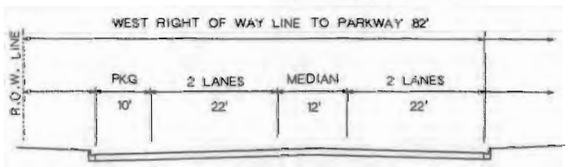
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- [B] BUS STOP
- [C] STATION NAME TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
54TH ST TO 46TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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EXHIBIT C-15

Scale: 0 100 200 feet

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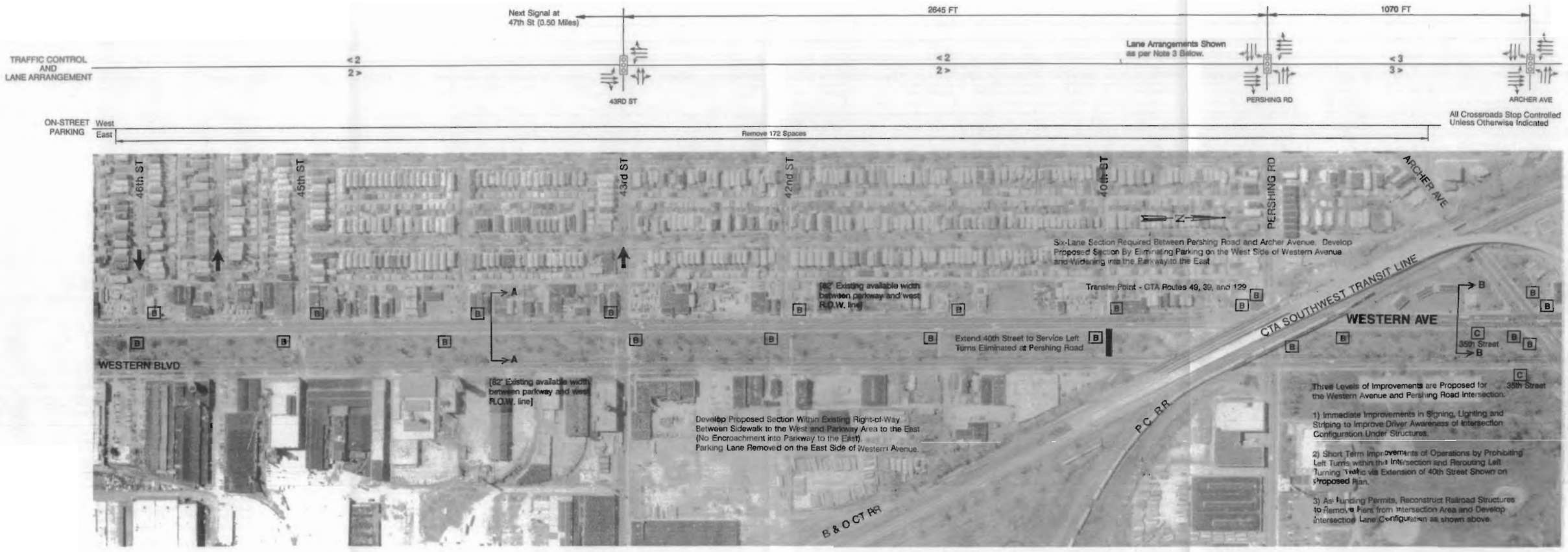

LEGEND

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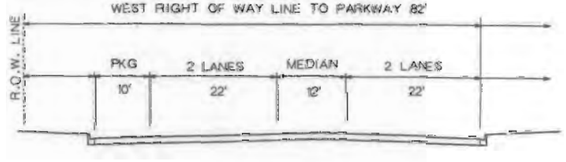
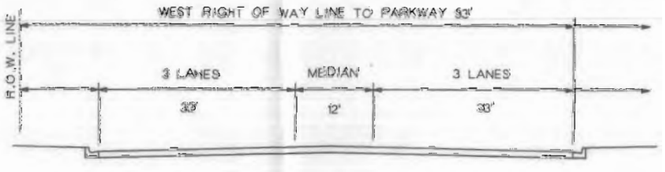
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- C STATION NAME TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
46TH ST TO PERSHING RD



ROADWAY SECTION B-B
PERSHING RD TO ARCHER AVE

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-16

Scale: 0 100 200 feet

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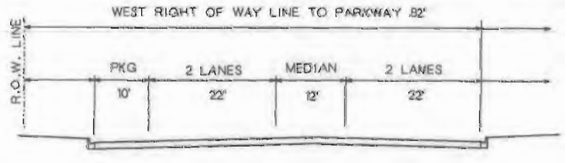
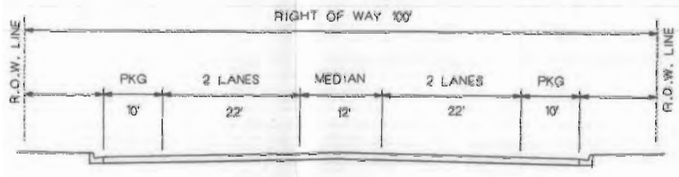
LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- C STATION NAME TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
ARCHER AVE TO I-55



ROADWAY SECTION B-B
CHICAGO SANITARY & SHIP CANAL TO 28TH ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-17

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Scale: 0 100 200 feet

Segment IV——"Chicago Central" (I-55 to I-90/94)

Segment IV of Western Avenue/Dixie Highway is approximately 6 miles long and runs through the central sections of the City of Chicago between I-55 and I-90/94.

Cross Section and Geometric Characteristics

Between I-55 and I-90/94 it is proposed that Western Avenue be developed as a 76- foot four-lane roadway with a median and parking lanes as described in the previous section (119th Street to I-55). Within this segment the current roadway width is 68 feet. Therefore, it will be necessary to widen the existing roadway by 8 feet. This is possible without the acquisition of additional right-of-way. The existing right-of-way continues as 100 feet (see Exhibits C-18 to C-23).

There are 10 grade separations in this segment, nine of which have structures carrying other facilities over Western Avenue (see Table 11). Of these, one is for I-90/94, three are for CTA Rapid Transit lines, and five are for commuter and freight rail lines. Only the CTA structure at 21st Street has adequate horizontal and vertical clearances. None of the other structures meet the desirable vertical clearance of 14 feet, 6 inches. All CTA structures have adequate lateral clearance to allow for at least four lanes of traffic and a median. Columns may preclude extension of parking lanes through the structures once the street is widened as recommended. Four of the five railroad structures warrant replacement based on inadequate lateral clearances. These include all of the crossings except for the Burlington Northern structure near Blue Island Avenue.

Traffic Control, Operations, and Safety

This segment of the Western Avenue/Dixie Highway contains 37 existing signalized intersections. Some of the signals no longer appear to be necessary given existing traffic patterns. The plan encompasses removal of traffic signals where current conditions no longer warrant them.

Based on limited field observations, the plan notes six signal locations that may no longer warrant signals:

- 16th Street
- Taylor Street
- Adams Street
- Monroe Street
- Fulton Street
- Hubbard Street

It is emphasized that actual elimination of these signals must be based on further detailed traffic engineering analyses and understanding of community needs. Where signals cannot be removed, modernization and optimization of signal operation to favor traffic on Western Avenue should be achieved. A goal of further studies would be to develop a sequence of signals with minimum ¼-mile spacing.

Within Segment III it is recommended that parking be eliminated in the vicinity of the following high volume intersections:

- Cermak Road
- Roosevelt Road——Ogden Avenue
- Chicago Avenue
- North Avenue
- Fullerton Avenue
- Armitage Avenue

At these locations it is recommended that parking on Western Avenue be restricted a minimum of 200 feet in advance of the cross street and 400 feet beyond the cross street for both directions of travel. These are the minimum lengths necessary to develop an additional through approach lane at these intersections. City ordinances would be required to affect restrictions. The specific affects on parking are discussed later.

It also is recommended that left turns be prohibited from Milwaukee Avenue to improve operations at that intersection.

Table 27 lists the results of a planning-level capacity analysis performed using CATS year 2010 forecast SRA volumes on Western Avenue and major crossroads. As noted in

the table, assumptions for unavailable crossroad traffic volumes were made. Other capacity analysis assumptions are detailed in Appendix A. The approach lanes shown reflect the lane arrangements in the recommended plan.

Table 27 notes that with the recommended improvements only the Blue Island Avenue intersection will have a V/C ratio greater than 1.10. (Given the uncertainty of the traffic estimates a value below 1.10 was considered to be acceptable.) The intersection at Blue Island Avenue is surrounded by buildings and grade differences due to the nearby rail crossing. Therefore, improvements were not considered feasible.

The safety and operations of this segment would be enhanced significantly with the development of wider lanes and median, and selective parking restrictions at high volume intersections. The existing lane widths necessary to fit four traffic lanes, two parking lanes, and a median within the current 68-foot roadway width lead to encroachment into adjacent lanes. This slows traffic operations and creates unsafe conditions. This situation is particularly true south of I-290, where a greater number of trucks is apparent. Even a parked truck affects traffic because of the narrow width of existing parking lanes.

Improving access control is another means of enhancing operations and safety. In the mature areas of Segment IV, numerous existing access points (including local streets and private driveways) contribute to operational conflict. Unfortunately, it would be impractical to eliminate all of these access points with the existing pattern of land development and their dependence on access to Western Avenue. As new development occurs, the SRA plan recommends that development consider limiting direct access onto Western Avenue wherever possible.

Parking Considerations

Table 28 presents the effects of the proposed elimination of parking in the vicinity of six high volume intersections. The number of affected on-street parking spaces varies because of current parking restrictions, locations of driveways, bus stops and other elements that precluding parking. Suggested locations for off-street replacement parking at four of the six intersection locations are noted in the plan and Table 27. At three

Table 27
Evaluation of Signalized Intersection Operations Along Segment IV (I-55 to I-90/94) of Western Avenue/Dixie Highway

Intersection of Western Avenue/ Dixie Highway and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Crossroad	SRA	Crossroad	
31st Street[a]	L-TT	L-R	50,000[e]	5,000	0.91
Blue Island Avenue[a]	L-T-TR	L-TR	50,000[e]	12,000	1.21
24th Street[a]	L-T-TR	L-TR	43,300	5,000	0.88
Cermak Road	L-TT-TR	L-TT-R	50,000[e]	21,800	0.93
21st Street[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
18th Street[a]	L-TT	L-R	50,000[e]	5,000	0.91
16th Street[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
Ogden Avenue	L-TT-TR	L-TT-TR	49,000	37,500	1.04
Roosevelt Road	L-TT-TR	L-TT-R	43,900	29,100	0.97
Polk Street[a]	L-T-TR	L-TR	37,400	5,000	0.78
Harrison Street[a]	L-T-TR	L-TR	32,600	5,000	0.70
Congress Parkway[a]	L-TT-T	L-T-TR	32,600	12,000	0.59
Van Buren Street[a]	LL-TT-T	LT-TR	50,000[e]	12,000	0.94
Jackson Street[a]	L-TT	LT-T-TR	50,000[e]	5,000	0.89
Madison Street[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
Warren Boulevard[a]	L-TT	LT-T-TR	50,000[e]	20,000	1.04
Washington Boulevard[a]	L-TT	LT-TR	50,000[e]	12,000	1.01
Lake Street[a]	L-T-TR	LT-TR	50,000[e]	5,000	0.98
Grand Avenue[a]	L-T-TR	L-T-TR	50,000[e]	12,000	1.03
Ohio Street[a]	L-T-TR	L-TR	50,000[e]	5,000	0.91
Chicago Avenue[a]	L-T-TR	L-T-TR	50,000[e]	12,000	1.03
Iowa Avenue[a]	L-TT	L-TR	50,000[e]	5,000	0.91
Augusta Boulevard[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
Division Street[a]	L-T-TR	L-T-TR	50,000[e]	12,000	1.03
Hirsch Drive[a]	L-T-TR	L-TR	50,000[e]	5,000	0.99
North Avenue[a]	L-TT-TR	L-T-TR	50,000[e]	20,000	0.93
Milwaukee Avenue[a]	L-TT-TR	T-TR	49,900	26,300	1.04
Armitage Avenue[a]	L-TT-TR	L-T-TR	49,900	12,000	0.80
Lyndale Street[a]	L-T-TR	L-TR	49,900	5,000	0.99
Fullerton Avenue[a]	L-TT-TR	L-T-TR	49,900	20,000	0.93
I-90/94 EB Ramp[a]	TT-TR	TT	48,900	12,000	0.92

Note: *Denotes SRA corridor

[a]Assumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways

[b]L = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane

[c]ADT = Average Daily Traffic

[d]V/C = Volume to Capacity Ratio

[e]Projected ADT Volume reduced to 50,000 vpd maximum

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Table 28
Western Avenue/Dixie Highway
Summary of Effects on Parking
Segment IV (I-55 to I-90/94)

		East Side of Western Ave				West Side of Western Ave				
Location	Total Spaces Lost	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Replacement Strategies
21st Place to Cermak	13	7			Long	0			Long	Replacement parking site not shown at this time
South of Cermak		3			Long	3	Pkng Lot		Long	because a location is not available without
										acquisition of viable property.
Grenshaw to Roosevelt	22	6	Open/C		Long	4	C		Long	Develop a 22 space off-street parking site in lot with
Roosevelt to Ogden		6	C		Long	6	C		Long	condemned bldg in the northeast corner of the Western Ave
										and Roosevelt Road Intersection
Rice to Chicago	16	4	C		Long	0	C	No Parking		Replacement parking site not shown at this time
Chicago to Superior		4	C		Long	8	C	Meter/15 Min		because a location is not available without
										acquisition of viable property.
North of North Ave.	33	10	C		Long	4	C/gas		Long	Develop a 30 space off-street parking site
South of North Ave.		4	R/C		Long	15	C		Long	in vacant lot located on the northeast
										corner of the Western Ave/LeMoyne St. intersection.
Dickens to Armitage	18	12	C		Long	6	C		Long	Develop a 20 space off-street parking site
Armitage to Milwaukee		0	C	No Parking	Long	0	C	No Parking		in lot on southeast corner of the
										Western Ave/Milwaukee Ave intersection.
North of Fullerton Ave	26	14	C		Long	3			Long	Develop a 30 space off-street parking site
South of Fullerton Ave		2	C		Long	7			Long	in vacant lot located 1 1/2 blocks west of
										the Western Ave/Fullerton Ave intersection.

C = Commercial
R = Residential
I = Industrial

locations (Cermak Road, Chicago Avenue, and Fullerton Avenue), a suitable site could not be found without displacing a current occupant. That does not argue against the proposed plan. As with other elements of the plan, as property use and ownership changes, local officials should look for opportunities to develop off-street parking so that improvements are realized over time. As noted elsewhere in this report, parking removal will take place only as public acceptance of the need for such action develops, and appropriate studies of parking need and opportunity are completed.

Public Transportation

Metra is currently evaluating the feasibility of improving service to the three existing rail lines that operate in this segment. The Metra-Burlington Northern line, Chicago & North Western, and Milwaukee District line are being evaluated for an upgrade of service. The corridor also crosses the Douglas Congress, O'Hare, and Lake Rapid Transit lines. Installation of directional signing is recommended on Western Avenue/Dixie Highway to the Western, Kedzie, Ashland, and Clybourn train stations (locations are noted in Exhibits C-18 to C-23).

The CTA operates bus routes that travel along or cross this segment of Western Avenue/Dixie Highway. Preferred bus stop/shelter locations for existing and/or future routes are shown in Exhibits C-18 to C-23. These bus stop/shelters should be implemental when development and/or service warrant. Far side bus stops are shown in many instances to facilitate coordination of bus passenger transfers with crossing routes. Right turns on red onto the SRA should be prohibited to avoid conflicts with these far side bus stops. Any future bus turnouts will require at least 125 to 130 feet of right-of-way (see Appendix A for a bus turnout detail). Consideration also should be given to paved sidewalks for pedestrians, and appropriate design standards for locating and marking bus stops should be followed.

The use of traffic signal pre-emption systems is being evaluated in city and suburban areas. If these evaluations are positive, it is recommended that signal pre-emption equipment be installed at all signals in this segment. Equipping the signal installations along the Western Avenue/Dixie Highway SRA is part of the recommended SRA plan.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment IV is $19.8 million, in 1991 dollars, (see Table 29). This total cost includes roadway improvements, acquisition of right-of-way (for off-street parking only), and reconstruction of structures. (In Segment IV, four railroad bridges with limited lateral clearance would require reconstruction.) The roadway construction cost is estimated at $11.0 million, which includes costs of construction to widen Western Avenue by 8 feet, resurfacing the existing roadway width, and reusing profiles to increase the vertical clearances of structures. Reconstruction of structures is estimated at $7 million. Other costs include replacement of off-sheet parking and installation of roadside transit signal pre-emption equipment. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that the total cost of off-street parking for Segment IV would be $1.3 million.

Table 29
Opinions of Construction and Right-of-Way Cost for SRA Improvements Along Segment IV (I-55 to I-90/94) of Western Avenue/Dixie Highway (1991 Dollars)

Roadway Reconstruction (Includes Widening, Resurfacing, and Profile Revisions)	11,000,000
Intersections/Interchanges	0
Structures and Retaining Walls	6,930,000
Other (Off-Street Parking Replacement and Installation of Roadside Transit Signal Pre-emption Equipment)	1,820,000
Subtotal	$19,750,000
Right-of-Way	0
TOTAL	**$19,750,000**

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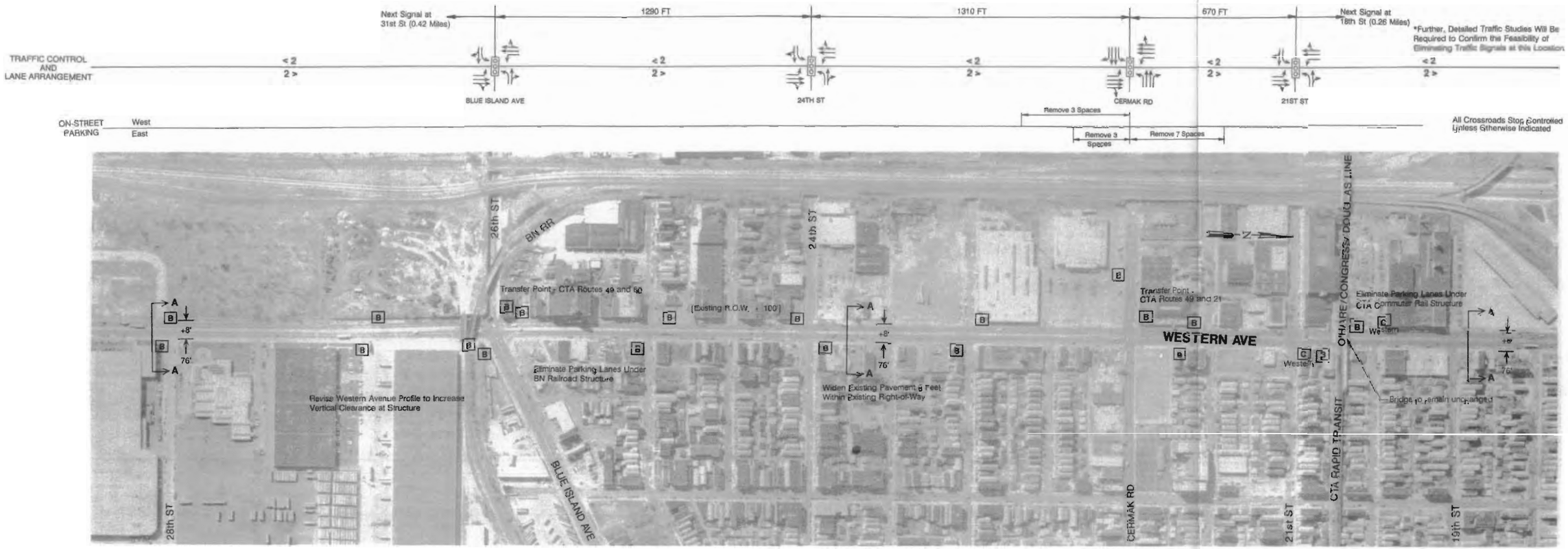
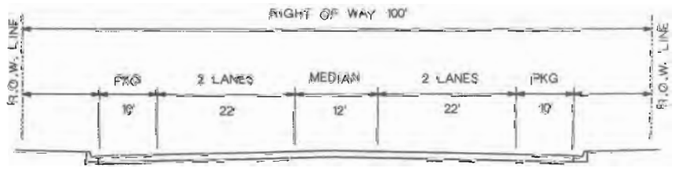


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- A 3 — NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B — BUS STOP
- C — TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
28TH ST TO 19TH ST

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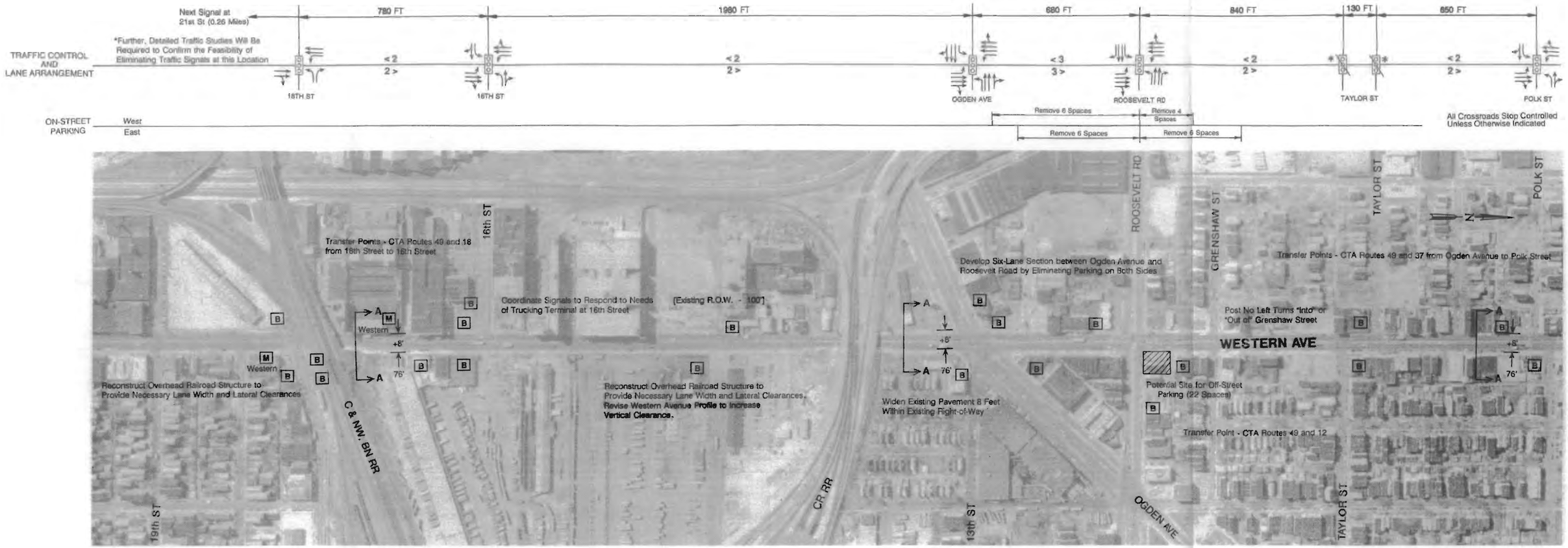
EXHIBIT C-18

Scale: 0 100 200 feet

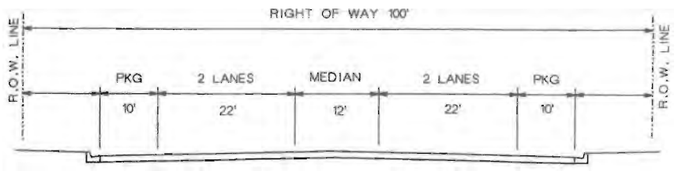


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
19TH ST TO POLK ST

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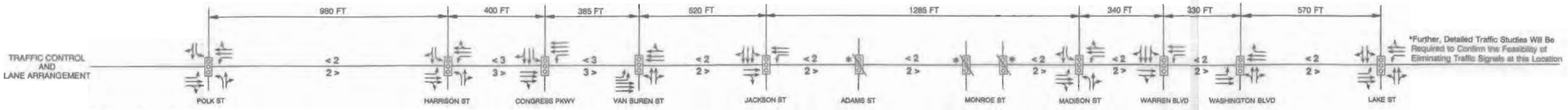
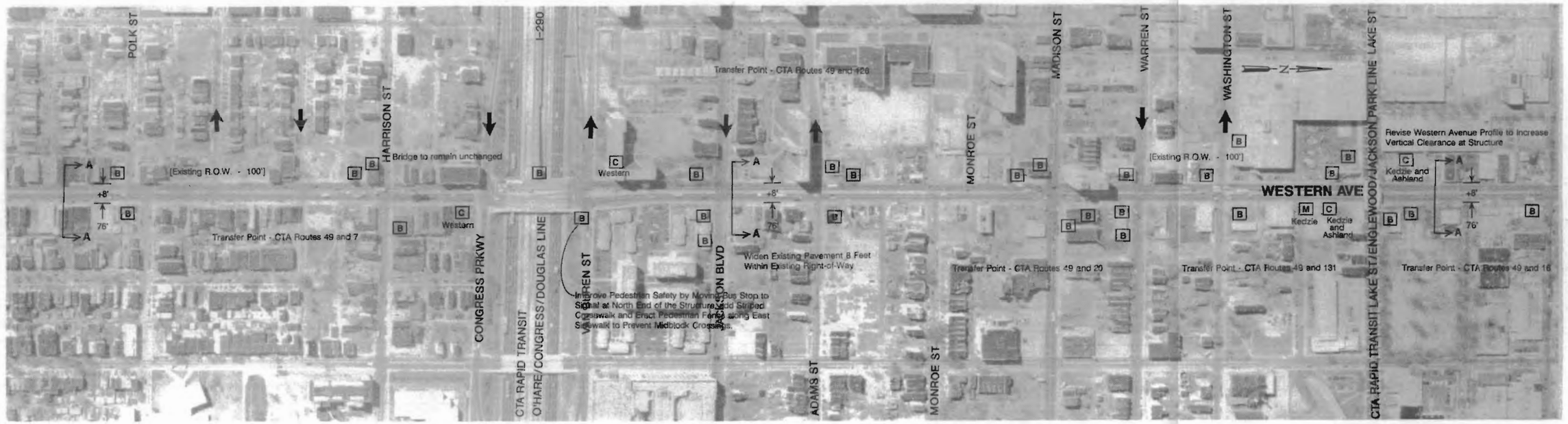
EXHIBIT C-19

Scale: 0 100 200 feet



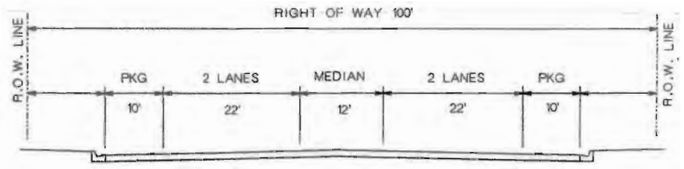


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- [B] BUS STOP
- [M] STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS
- [C] STATION NAME TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
POLK ST TO LAKE ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

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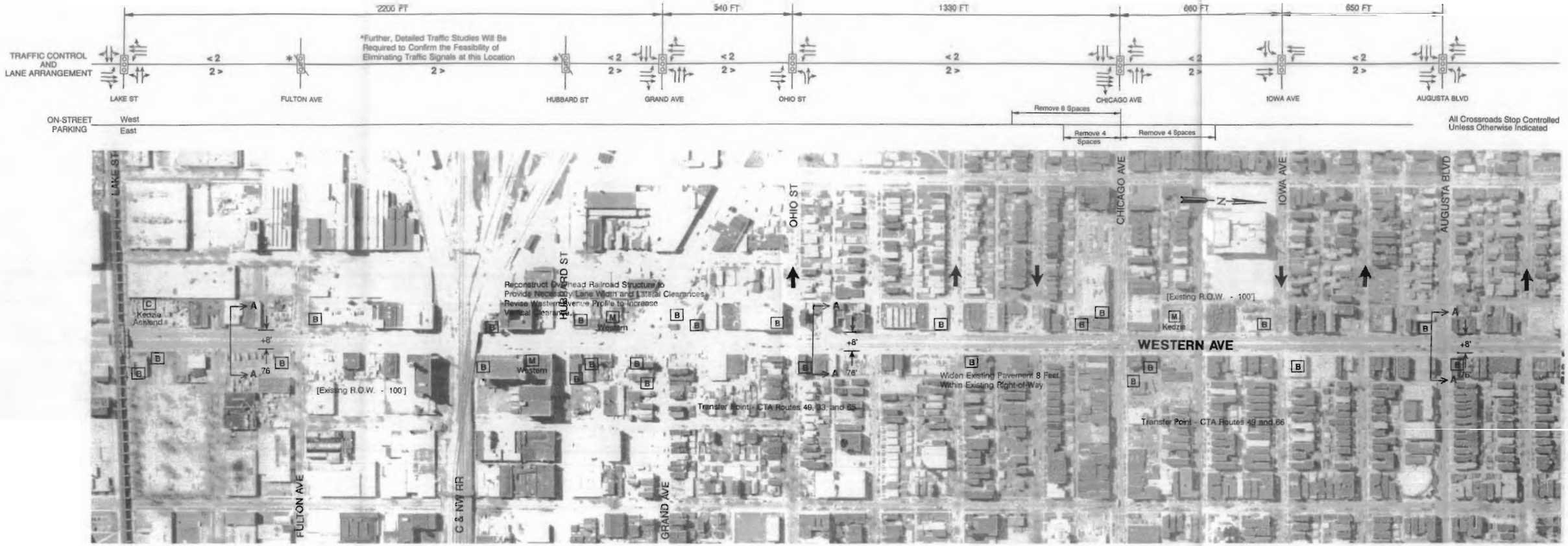
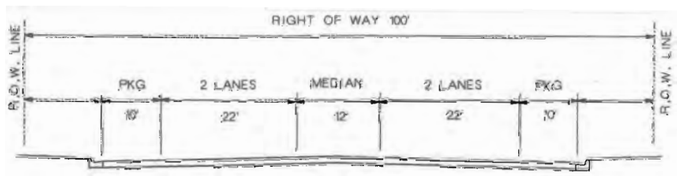


Install Signal Preemption Equipment, All Signals this Street

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- <3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS
- C STATION NAME TRAILBLAZING SIGNING TO NEARBY CTA STATIONS



ROADWAY SECTION A-A
LAKE ST TO AUGUSTA BLVD

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study **EXHIBIT C-21**

Scale: 0 100 200 feet

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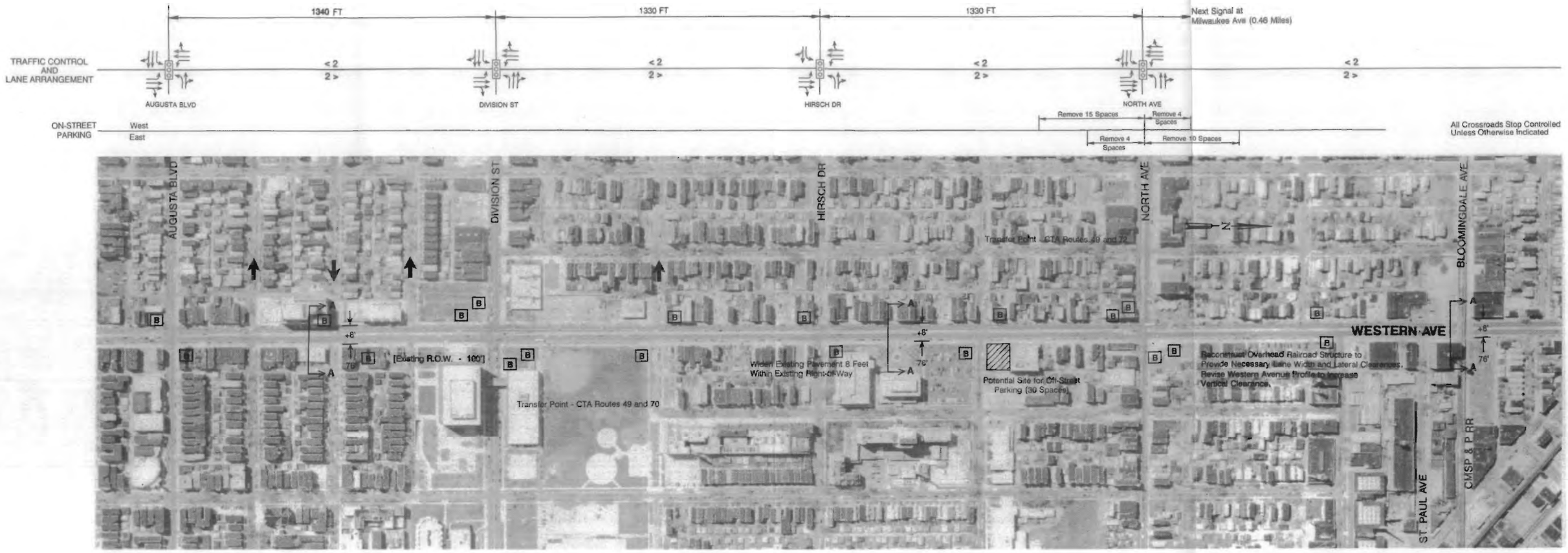
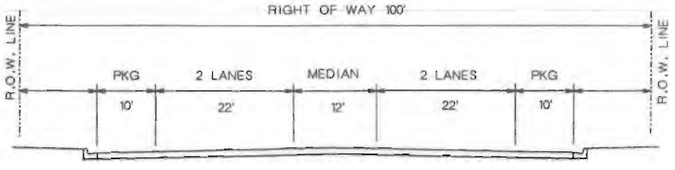


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
AUGUSTA BLVD TO BLOOMINGDALE AVE

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

Prepared by CH2M HILL in association with
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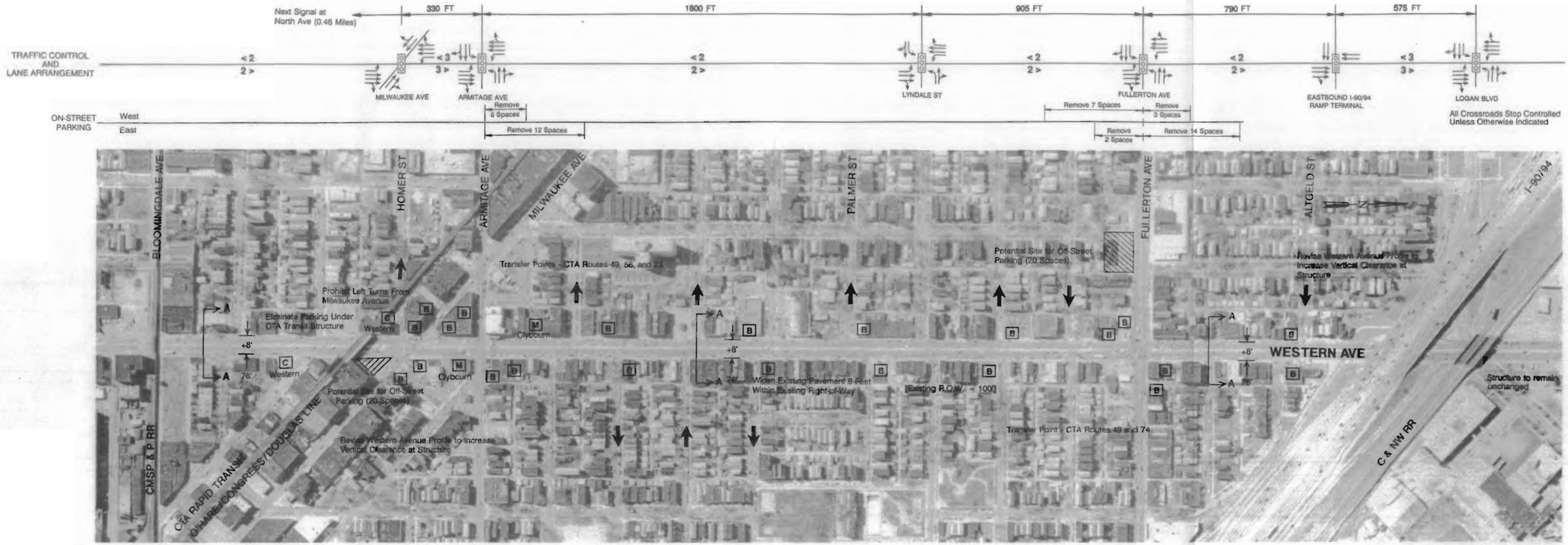
SRA Strategic Regional Arterial Planning Study

EXHIBIT C-22

Scale: 0 100 200 feet

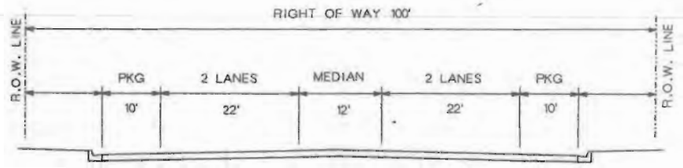


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M TRAILBLAZING SIGNING TO NEARBY METRA STATIONS (STATION NAME)
- C TRAILBLAZING SIGNING TO NEARBY CTA STATIONS (STATION NAME)



ROADWAY SECTION A-A
BLOOMINGDALE AVE TO I-90/94

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

Prepared by CH2M HILL in association with
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SRA Strategic Regional Arterial Planning Study

EXHIBIT C-23

Scale: 0 100 200 feet

Segment V——"Chicago North" (I-90/94 to Peterson Avenue)

Segment V extends approximately 4 miles from I-90/94 to the northern terminus of the Western Avenue/Dixie Highway SRA at Peterson Avenue. This corridor segment is entirely within the City of Chicago.

Cross Section and Geometric Characteristics

The recommended cross section in Segment V includes four basic lanes, a flush median, and two parking lanes within 76 feet of pavement and 100 feet of right-of-way. This cross section has been fully described in the discussion about Segment II (119th Street to I-55). In much of this segment, Western Avenue is already 76 feet wide and no additional pavement widening is necessary. Exceptions to the general cross section recommendation include the following:

- The section of Western Avenue that includes the Belmont Avenue overpass and the bridge over the north branch of the Chicago River would remain unchanged. The overpass affords two through lanes in each direction without a median. South of the Chicago River, three through lanes in each direction are in place.

- A six-lane section is recommended between Leland Avenue and Ainslie Street to serve the overlapping Lincoln Avenue traffic in this section. The roadway would consist of three through lanes within 32 feet of pavement in each direction, a 4-foot median, and one 8-foot parking lane. All of this would be within the existing 76-foot roadway. The two inside lanes would function as continuous left turn lanes and serve the overlapping traffic that must turn left off of Western Avenue at either end of the overlap section. One lane of parking would be lost (see Exhibit D-4).

- North of Berwyn Avenue (the northernmost 0.8 mile of the corridor), the existing right-of-way is approximately 85 feet and no additional right-of-way is available. A section consisting of four 11-foot traffic lanes, an 11-foot median, and a single 8-foot parking lane within 63 feet of pavement is recommended. This recommendation increases traffic lane

widths, adds a full median, and requires widening of the existing pavement by 3 feet.

There are four major structures on Western Avenue within this segment. Two structures carry Western Avenue over Belmont Avenue and the north branch of the Chicago River. Changes are not recommended for these structures. The other two structures carry the Metra-Chicago & North Western commuter line and a CTA Rapid Transit line over Western Avenue. Changes are not recommended to these structures. However, the vertical clearance at the CTA structure is less than the desirable 14 feet, 6 inches, and increasing the clearance would require the lowering of Western Avenue.

As with other sections of Western Avenue, additional right-of-way beyond the existing 100 feet is not available without the relocation of buildings abutting the right-of-way limits. Thus, the recommended plan makes no provisions for actual pavement widening in advance of high volume intersections. Rather, the plan calls for parking restrictions at high volume intersections to develop additional approach lanes.

Traffic Control, Operations, and Safety

There are 18 existing traffic signals in Segment V of Western Avenue/Dixie Highway. Ten of these signals are located between Montrose Avenue and Berwyn Avenue, a distance of 1.1 miles. This is an average spacing of about half the desired SRA minimum distance of ¼-mile. This dense signal spacing, and the additional traffic from the overlap of Lincoln Avenue creates very high traffic congestion. Therefore, it is recommended that detailed signalization studies be undertaken to implement a traffic control system that would interconnect and control all of the signals within this section of Western Avenue. The system should be capable of monitoring and servicing cross street demands, as well as optimizing travel on Western Avenue. Pedestrian call buttons to assure extended pedestrian intervals at critical locations also should be included in this system.

Signals are spaced at approximately ¼-mile intervals through the remainder of Segment V.

Table 30 lists the results of a planning-level capacity analysis performed using CATS year 2010 forecast SRA volumes on Western Avenue and major crossroads. As noted in

Table 30
Evaluation of Signalized Intersection Operations Along Segment V (I-90-94 to Peterson Avenue) of Western Avenue/Dixie Highway

Intersection of Western Avenue/ Dixie Highway and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Crossroad	SRA	Crossroad	
Logan Boulevard[a]	L-TT-TR	L-T-TR	48,900	12,000	0.79
Elston Avenue/Diversey Parkway[a]	L-TT-TR	T-TR L-T-TR	45,500	12,000 12,000	1.09
Roscoe Street[a]	L-TT-TR	L-TR	45,500	5,000	0.70
Addison Street[a]	L-TT-TR	L-T-TR	45,900	30,500	1.06
Grace Street[a]	L-T-TR	L-TR	45,900	5,000	0.92
Irving Park Road*	L-TT-TR	L-TT-R	45,900	33,300	1.06
Berteau Avenue[a]	L-TT	L-TR	44,100	5,000	0.88
Montrose Avenue[a]	L-T-TR	L-TR	46,200	12,000	1.15
Sunnyside Avenue	L-T-TR	L-TR	46,200	5,000	0.93
Wilson Avenue[a]	L-T-TR	L-TR	46,200	12,000	1.15
Leland Avenue/Lincoln Avenue[a]	L-TT	LT-TR	46,200	25,400	1.52
Lawrence Avenue[a]	L-T-TR	L-TR	48,000	12,000	1.18
Ainsle Street/Lincoln Avenue	L-T-TR	L-R-R	48,000	25,400	1.41
Winnemac Avenue[a]	L-T-TR	L-TR	48,000	5,000	0.94
Foster Avenue	L-TT-TR	L-T-R	49,300	23,800	1.26
Berwyn Avenue	L-TT	L-TR	49,300	12,000	1.20
Bryn Mawr Avenue	L-TT	L-TR	49,300	12,000	1.20
Peterson Avenue*	L-TT-TR	L-TT-TR	36,900	44,800	0.98

Note: *Denotes SRA corridor
[a]Assumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways
[b]L = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
[c]ADT = Average Daily Traffic
[d]V/C = Volume to Capacity Ratio
[e]Project ADT volume reduced to 50,000 vpd maximum

the table, assumptions for unavailable crossroad traffic volumes were made. Other capacity analysis assumptions are detailed in Appendix A. The approach lanes shown reflect the lane arrangements in the recommended plan.

Of the 18 intersections evaluated in Table 30, 8 intersections have a total V/C ratio greater than 1.10. The high V/C ratios show that even with the recommended plan the forecasted traffic volumes require more capacity. This is impractical in highly developed areas. The high V/C ratios are in spite of the recommendations in most instances to remove parking in the vicinity of the intersections to develop an additional approach lane on Western Avenue.

In the developed areas of Segment V, numerous existing access points (including local streets and private driveways) contribute to operational conflict. Unfortunately, it would be impractical to eliminate many of these access points given the existing pattern of land development and its dependence on access onto Western Avenue. As new development occurs, the SRA plan recommends that development limit direct access onto Western Avenue wherever possible.

Elimination of left turns from Elston Avenue is noted in the plan to improve operations at this six-leg intersection (see Exhibit D-3).

The recommended parking restrictions in key areas, and traffic signal operating systems will lead to less congestion and have a corollary effect of improving safety in Segment V. Development of wider traffic lanes, and a full median to shelter left turning vehicles at all crossroads and driveways will contribute directly to safety between Berwyn and Peterson Avenues. Improvements to the Peterson Avenue intersections are detailed in Exhibit D-5.

Parking Considerations

As noted, the elimination of parking at key locations has been recommended to develop additional capacity in Segment V. The extent of the parking spaces lost, and the recommended replacement strategies are summarized in Table 31. The recommended plan includes parking restrictions in the vicinity of five individual intersections:

- Diversey Parkway/Elston Avenue
- Irving Park Road (a SRA)

- Montrose Avenue
- Foster Avenue
- Peterson Avenue (a SRA)

In three of the five locations, a suggested site for replacement off-street parking is noted. In the other locations, no sites could be found at this time without the acquisition of viable and occupied properties. It is noted that parking will not be removed without first studying the need and manner of replacement. The recommended plan includes replacement parking where needed and feasible even if no site has been identified at this point.

In addition to the above intersections, removal of on-street parking is part of the recommended plan at three other locations:

- Spot removal of parking is recommended between Addison Street and the Elston/Diversey intersection. Parking is already restricted at approximately 60 percent of the curb areas. The removal of 16 spaces between Roscoe and School Streets (plus the spaces being removed at the Elston/Diversey intersection) will allow the development of a six-lane roadway through a critical section of Western Avenue between Addison Street and I-90/94. Off-street parking sites have been identified in this area.

- It is recommended that parking be removed on one side to allow the development of a six-lane section on the portion of Western Avenue that serves the overlapping Lincoln Avenue traffic. This is one of the most critical sections on Western Avenue. Parking is already at a premium in the area. It is suggested that a parking structure may have to be developed in this area as part of the Western Avenue improvements.

- As a result of the recommended increase in lane and median widths between Bryn Mawr and Peterson Avenues, the northbound lane of parking would be removed. Replacement of this parking is not considered necessary because of the low demand land use on the east side of Western Avenue (Rosehill Cemetery). In addition, there is very little retail activity in this area that would generate a demand for short term or nearby parking opportunities. A parking replacement site north of Peterson Avenue is identified to serve the northern sections of this area.

Table 31
Western Avenue/Dixie Highway
Summary of Effects on Parking
Segment V (I-90/94 to Peterson Avenue)

		East Side of Western Ave				West Side of Western Ave				
Location	Total Spaces Lost	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Spaces Lost	Adjacent Land Use	Parking Restrictions	Parking Duration	Replacement Strategies
North of Diversey	47	10	I	NP 4-6	Long	10	R/I		Long	Develop a 32 space off-street parking site in currently "For
Diversey to I-90/94		17	C/R/I		Long	10	C		Long	Sale" funeral home lot on the westside of Western
										Ave approx. 1 block south of Diversey Pkwy.
Roscoe to School	16	0	C/R	No Parking						Develop a 32 space off-street parking site
South of Clybourn		16	R		Long					in vacant lot located on the southwest
										corner of the Western Ave/Belmont Ave intersection.
North of Irving Park	16	6	Hospital	NP 4-6	Long	3	C/gas		Long	Develop 20 car off-street parking site at lot
South of Irving Park		3	C	NP 4-6	Long	4		NP 7-9	Long	"For Lease" 1 1/2 blocks southwest of the
										southwest of the Western Ave/Irving Park Rd intersection.
North of Montrose Ave	28	14	Park		Long	3	C		Long	Replacement parking site not shown at this time
South of Montrose Ave		6	C		Long	5	C		Long	because a location is not available without
										acquisition of viable property.
Leland to Ainsle	30					30	C	Meter / NP 7-9	Short	Location for off-street parking unavailable without acquisition
										of viable property. Other options include a single level
										parking deck on city lot at Western/Lincoln.
Faragut to Foster	20	5	C/R	NP 4-6	Long	5	C	NP 7-9	Long	Replacement parking not considered because a location
Foster to Winona		2	C	NP 4-6	Long	8	C	NP 7-9	Long	is not available without acquisition of viable property
										and most adjacent properties now have off-street parking.
Peterson to Bryn Mawr	119	83	Cemetery		Long					Replacement parking not considered because a location
Bryn Mawr to Balmoral		36	Cemetery		Long					is not available without acquisition of viable property
										and need is reduced by inactive adjacent land use (cemetery).
North of Peterson Ave	30	13	C		Long	3	C/gas	NP 7-9	Long	Develop 30 car off-street parking site
South of Peterson Ave						14	C	NP 7-9	Long	at lot "For Lease" 1 1/2 blocks north of
										Peterson Ave on the east side of Western Ave.

C = Commercial
R = Residential
I = Industrial

Parking restrictions would not be implemented without further study of area parking needs. All restrictions would require city ordinances.

Public Transportation

Metra is currently evaluating the feasibility of improving service to the one existing rail line that operates in this segment. The Metra-Chicago & North Western (Northwest line) is being evaluated for an upgrade in service. The corridor also crosses the CTA Ravenswood Rapid Transit line. Installation of directional signing is recommended on Western Avenue to the Clybourn and Western train stations (locations are noted in Exhibits C-24 to C-28).

Pace and the CTA operate bus routes that travel along or cross this segment of Western Avenue/Dixie Highway. Preferred bus stop/shelter locations for existing and/or future routes are shown in Exhibits C-24 to C-28. These bus stops should be implemented when development and/or service needs warrant. Far side bus stops are shown in many instances to facilitate coordinated bus passenger transfer with crossing routes. Right turns on red onto the SRA should be are prohibited to avoid conflicts with these far side bus stops. Any future bus turnouts will require at least 125 to 130 feet of right-of-way (see Appendix A for a bus turnout detail). Consideration also should be given to paved sidewalks for pedestrians, and appropriate design standards for locating and marking bus stops should be followed.

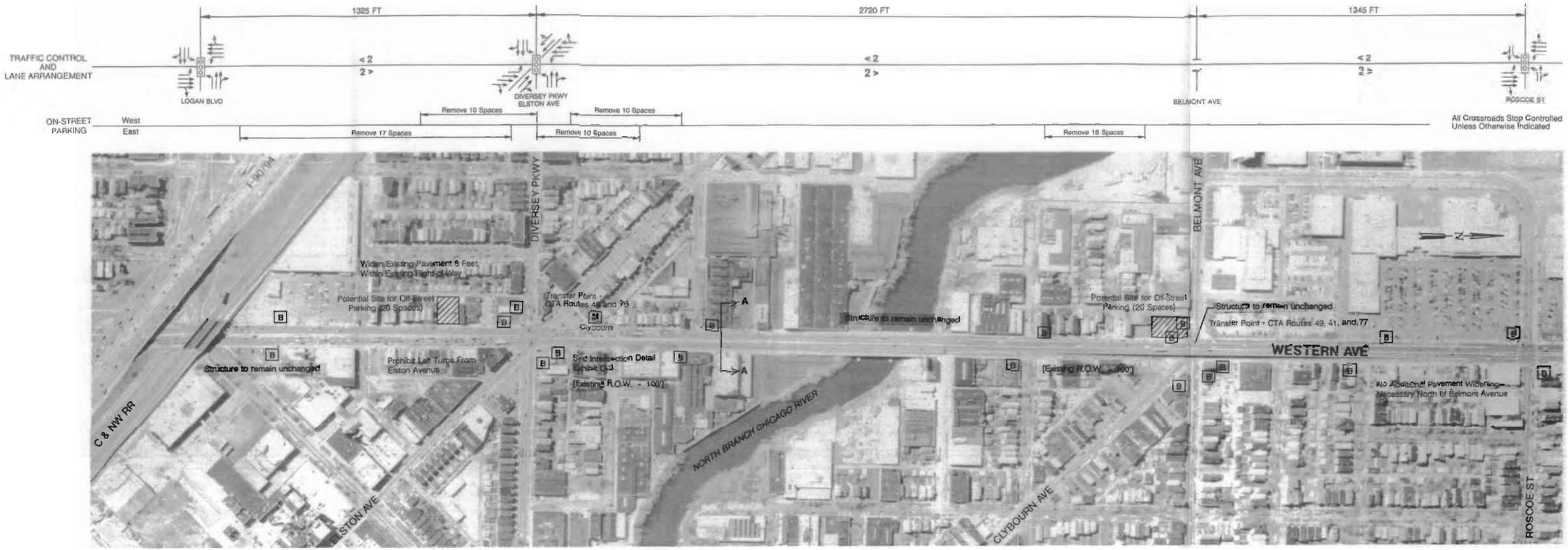
The use of traffic signal pre-emption systems is being evaluated in city and suburban areas. If these evaluations are positive, it is recommended that signal pre-emption equipment be installed at all signals in this segment. Equipping the signal installations along the Western Avenue/Dixie Highway SRA is part of the recommended SRA plan.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment V is $6.5 million, in 1991 dollars, (see Table 32). This total cost includes roadway improvements and acquisition of right-of-way (for off-street parking only). An amount of $1.2 million has been allocated for the installation of a signal control system in the vicinity of the Lincoln Avenue overlap. Other costs include installation of roadside transit signal pre-emption equipment. It is estimated that the total cost for off-street parking for Segment V would be $2.7 million.

Table 32
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment V
(I-90/94 to Peterson Avenue) of Western Avenue/Dixie Highway
(1991 Dollars)

Roadway Reconstruction (Includes Widening and Resurfacing)	2,340,000
Intersections/Interchanges	1,200,000
Structures and Retaining Walls	0
Other (Off-Street Parking Replacement and Installation of Roadside Transit Signal Pre-emption Equipment)	3,000,000
Subtotal	$4,890,000
Right-of-Way	0
TOTAL	**$6,540,000**

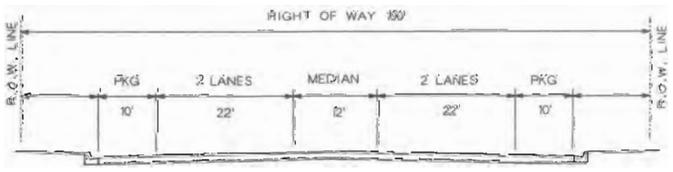


Install Signal Preemption Equipment, All Signals this Sheet

Prohibit Right Turns on Red onto the SRA to Avoid Conflicts with Bus Stops

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
I-90/94 TO NORTH BRANCH CHICAGO RIVER

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

Strategic Regional Arterial Planning Study

EXHIBIT C-24

Prepared by CH2M HILL in association with
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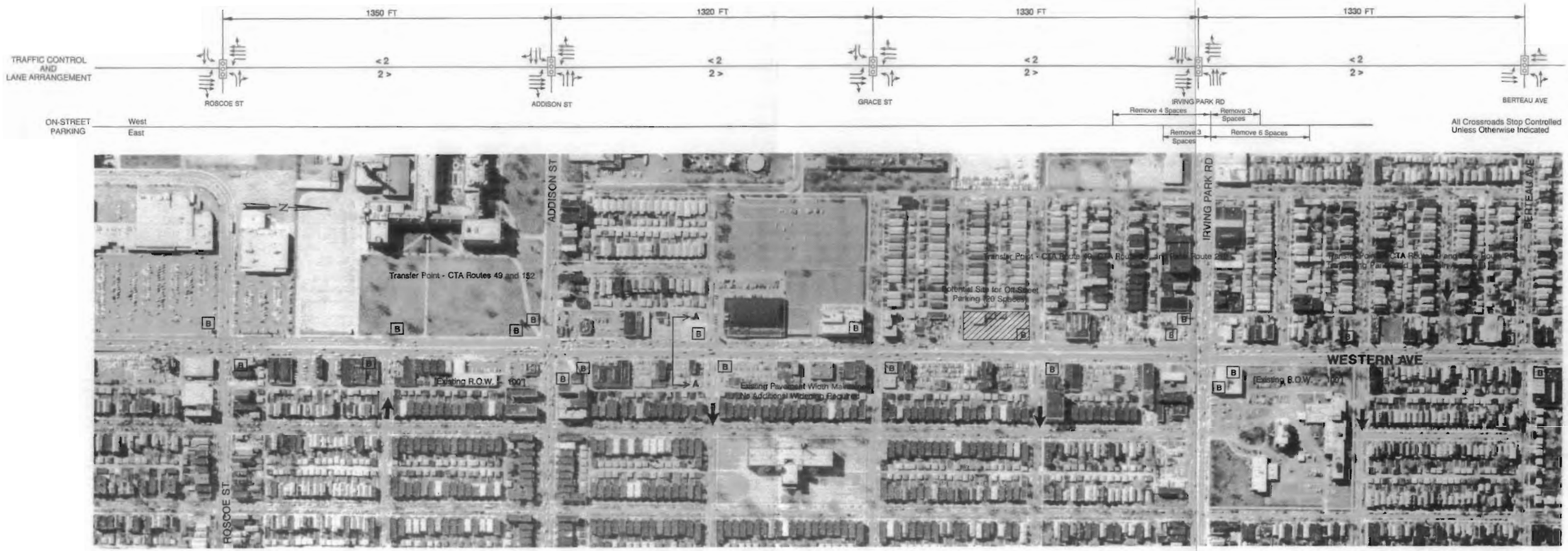
Scale: 0 100 200 feet



LEGEND

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- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
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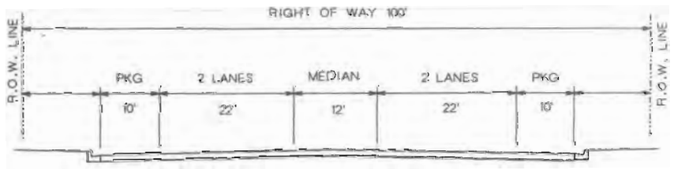
- B BUS STOP
- M STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
ROSCOE ST TO BERTEAU AVE

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

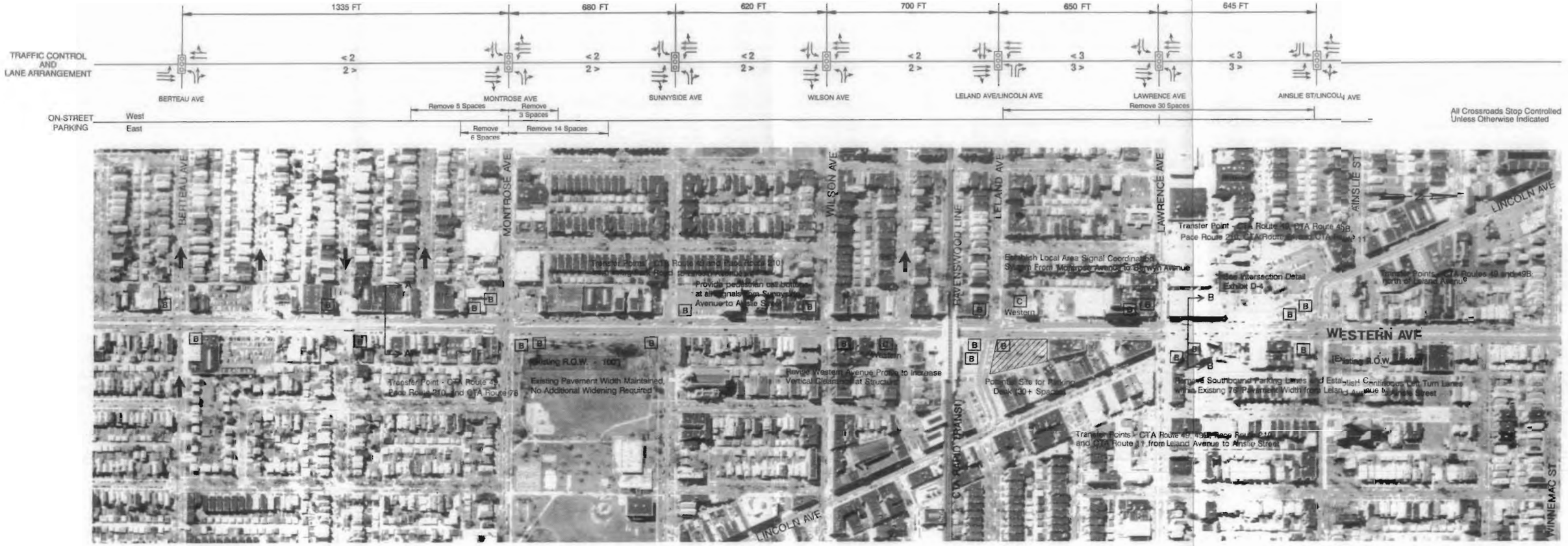
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

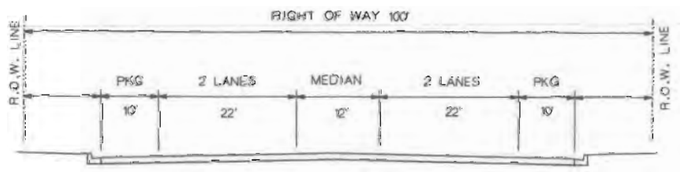
EXHIBIT C-25

Scale: 0 100 200 feet

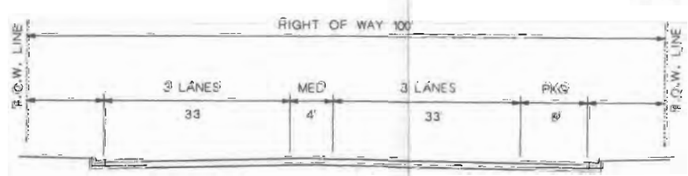


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- [B] BUS STOP
- [M] STATION NAME TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
BERTEAU AVE TO LELAND AVE



ROADWAY SECTION B-B
LELAND AVE TO AINSLIE ST

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-26

Scale: 0 100 200 feet

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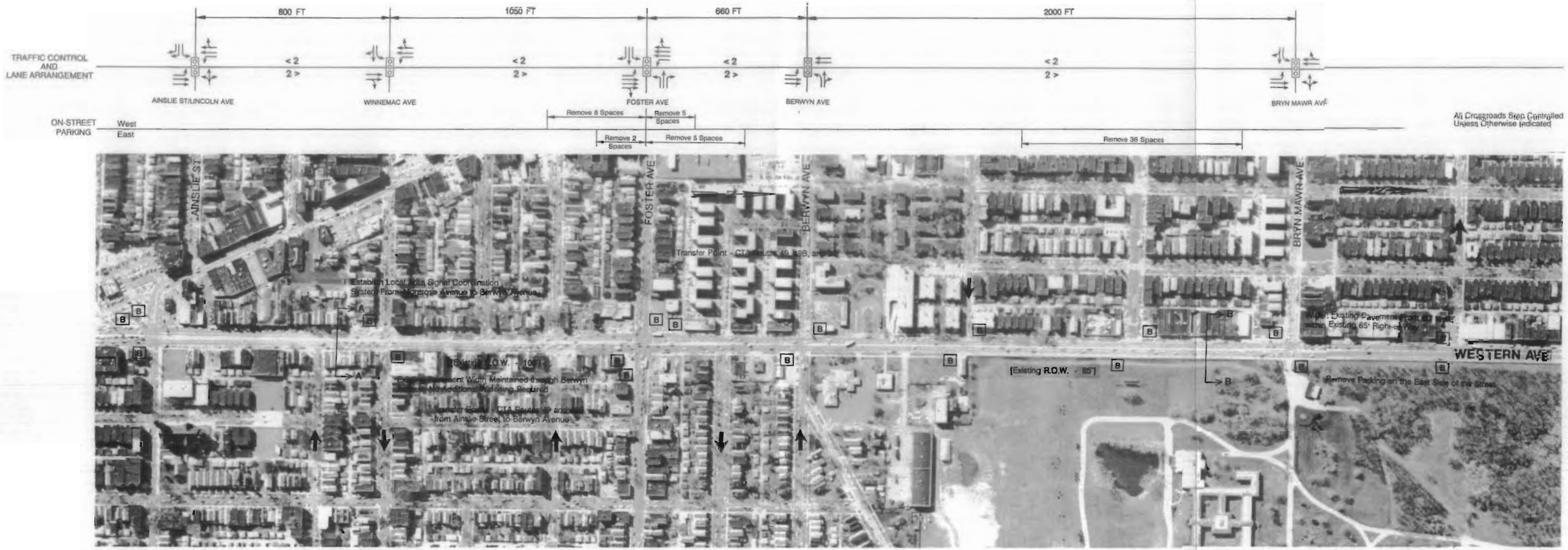

LEGEND

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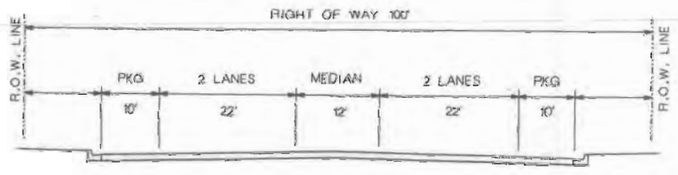
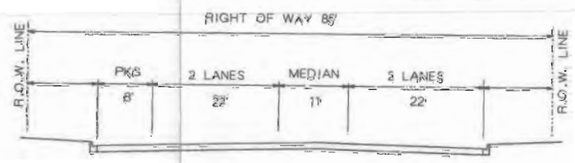


ROADWAY SECTION A-A
AINSLIE ST TO BERWYN AVE



ROADWAY SECTION B-B
BERWYN AVE TO BRYN MAWR AVE

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-27

Prepared by CH2M HILL in association with
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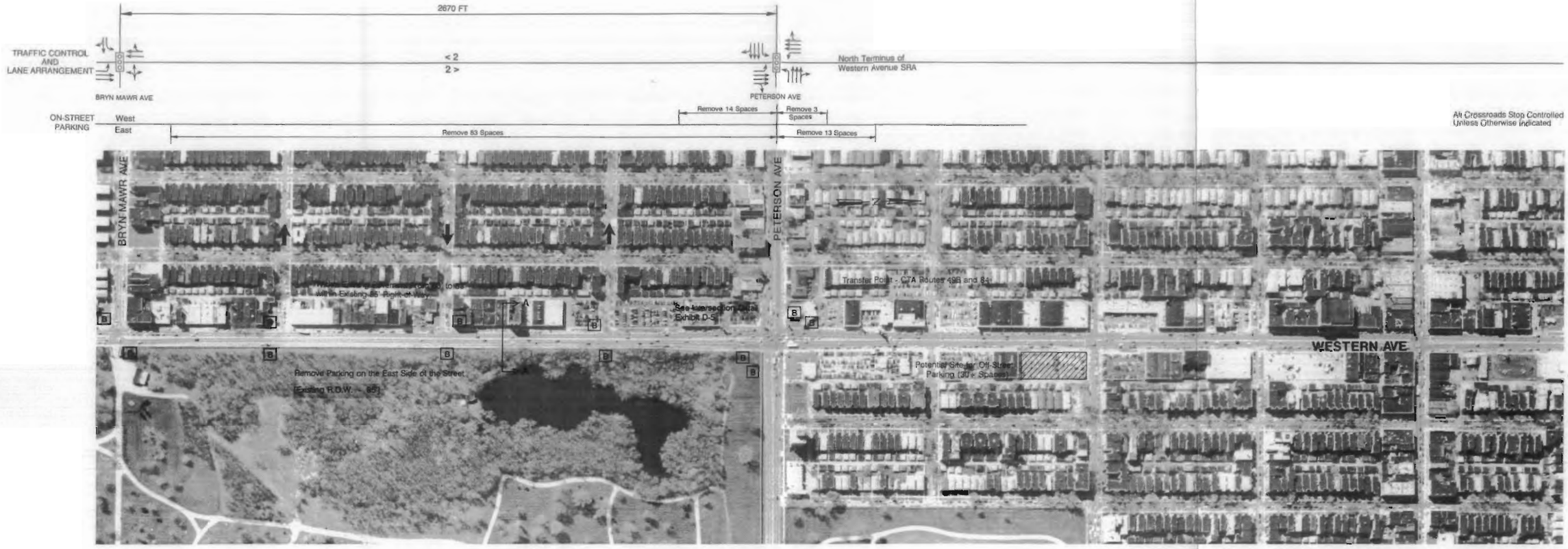
Scale: 0 100 200 (feet)



LEGEND

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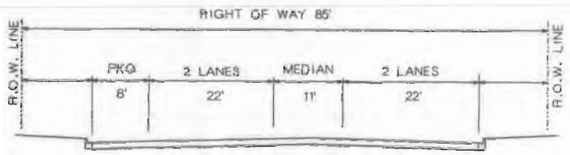

ROADWAY SECTION A-A
BRYN MAWR AVE TO PETERSON AVE

WESTERN AVE/DIXIE HIGHWAY – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study **EXHIBIT C-28**

Scale: 0 100 200 feet

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ILLINOIS DEPARTMENT OF TRANSPORTATION

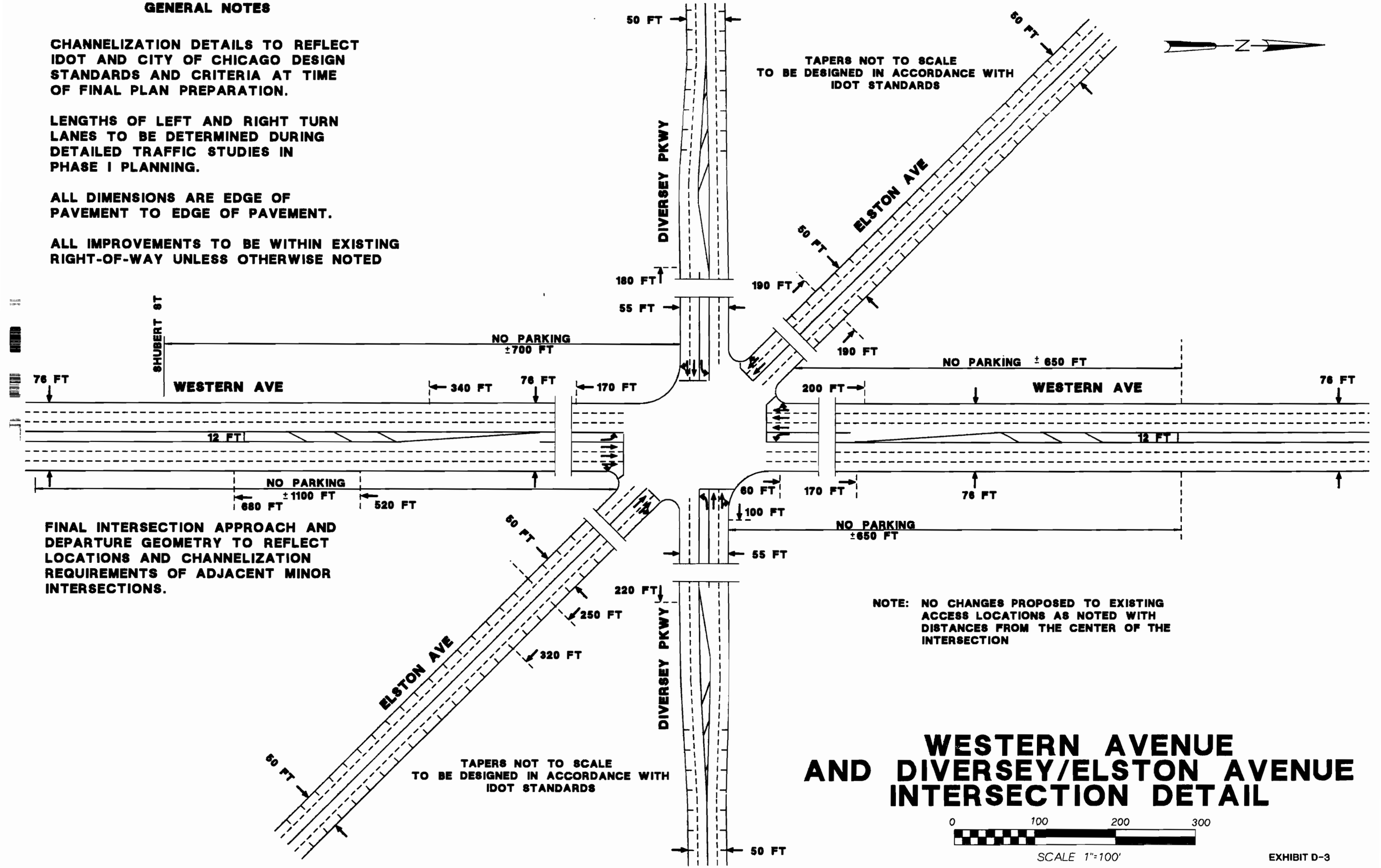
GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT AND CITY OF CHICAGO DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

ALL IMPROVEMENTS TO BE WITHIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED



FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

NOTE: NO CHANGES PROPOSED TO EXISTING ACCESS LOCATIONS AS NOTED WITH DISTANCES FROM THE CENTER OF THE INTERSECTION

WESTERN AVENUE AND DIVERSEY/ELSTON AVENUE INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

EXHIBIT D-3

GENERAL NOTES

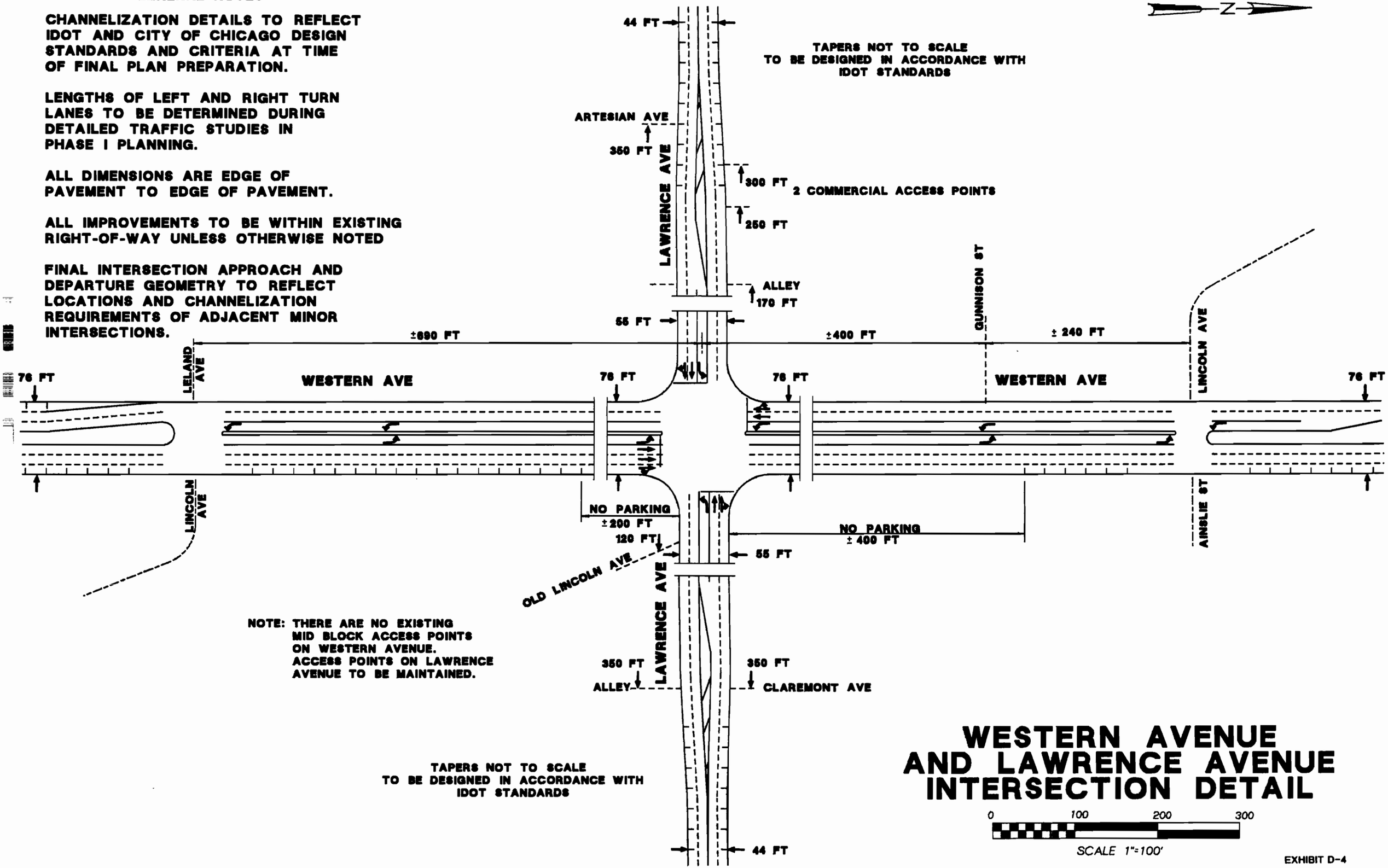
CHANNELIZATION DETAILS TO REFLECT IDOT AND CITY OF CHICAGO DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

ALL IMPROVEMENTS TO BE WITHIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.



NOTE: THERE ARE NO EXISTING MID BLOCK ACCESS POINTS ON WESTERN AVENUE. ACCESS POINTS ON LAWRENCE AVENUE TO BE MAINTAINED.

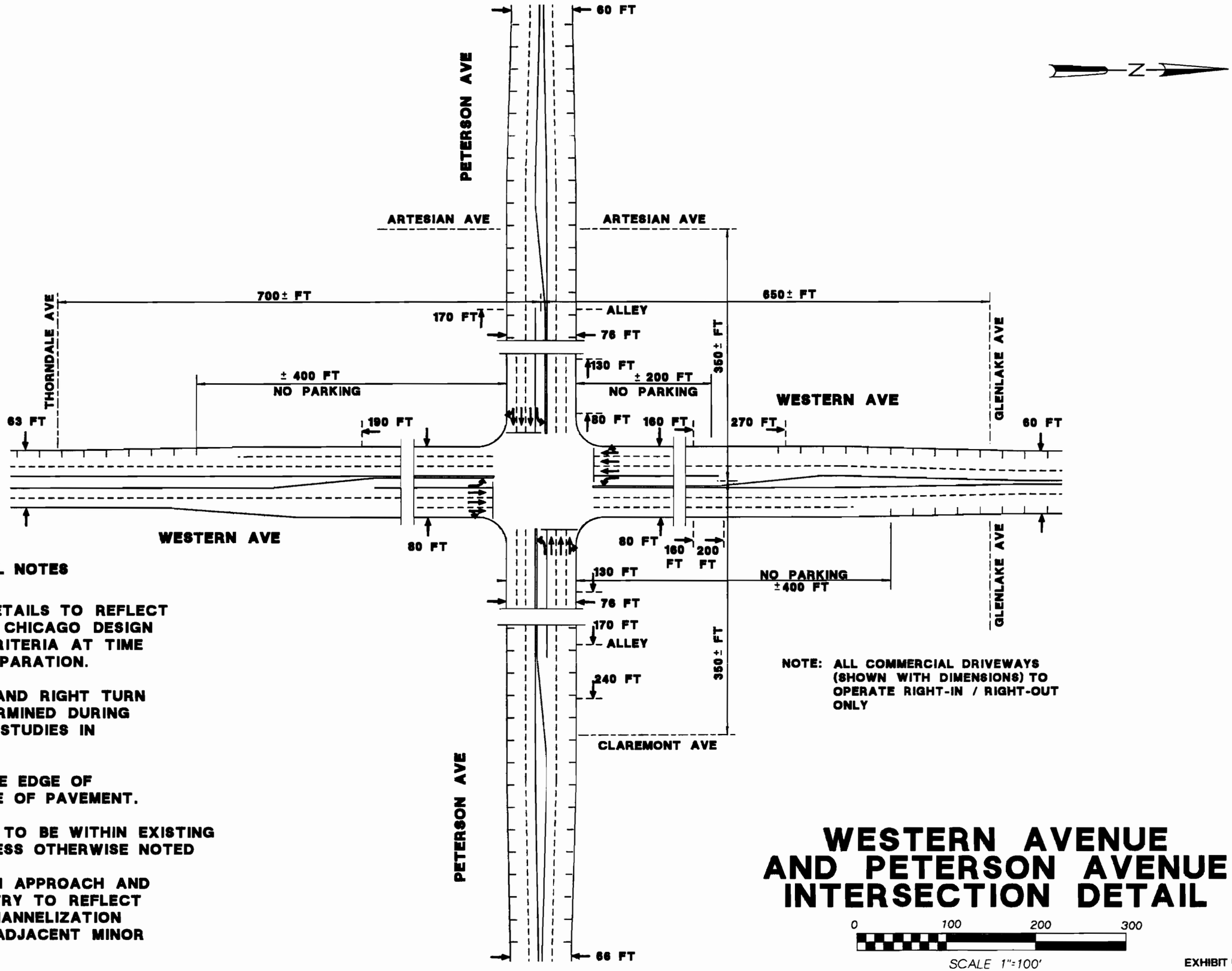
TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

WESTERN AVENUE AND LAWRENCE AVENUE INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

EXHIBIT D-4



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT AND CITY OF CHICAGO DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

ALL IMPROVEMENTS TO BE WITHIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

NOTE: ALL COMMERCIAL DRIVEWAYS (SHOWN WITH DIMENSIONS) TO OPERATE RIGHT-IN / RIGHT-OUT ONLY

WESTERN AVENUE AND PETERSON AVENUE INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

EXHIBIT D-5

Western Avenue/Dixie Highway Corridor Summary

This SRA study of Western Avenue/Dixie Highway systematically addressed future, short-term, and existing transportation needs along the corridor. The following paragraphs summarize the expected operations and capacity of the Western Avenue/Dixie Highway under future conditions. The summary also includes the overall opinion of the total costs to implement the plan as recommended. In addition, because of the significant investment required for implementing the recommended plan, a prioritization scheme, as discussed below, was developed.

Operational Analysis of the Western Avenue/Dixie Highway Corridor

An evaluation of traffic operations during high-demand (peak) periods was performed for the entire corridor. Techniques, procedures, and assumptions consistent with the *1985 Highway Capacity Manual (HCM),* published as Transportation Research Board Special Report 209, were used. The corridor was evaluated as a urban multilane highway for its entire length.

The year 2010 CATS SRA traffic forecast was used to develop theoretical peak period traffic volumes for analysis purposes. Assumptions were made for the general volumes of crossroad traffic and for patterns of turning movements.

Other assumptions for signalization (green time/cycle, cycle lengths, effects of progression) were made consistent with the intersection analyses. These analyses are documented in Appendix A. All data requirements or assumptions are compatible with the SRA plan and with guidelines in the *HCM.*

The quality of operation on Western Avenue/Dixie Highway is a function of the character of the arterial (which affects the safe operating speed under free flow conditions), the number and spacing of signalized intersections, and the delay and level of service at those intersections.

Appendix A presents an operational analysis of each signalized intersection along Western Avenue/Dixie Highway. Table A-2 in Appendix A summarizes the operational

assumptions for each intersection and arterial segment that were used to generate the arterial analysis.

Table 33 describes the results of the arterial analysis for the year 2010 CATS forecast. The following are evident from reviewing the intersection analysis and Table 33:

- Because of the high-volume urban character of Western Avenue/Dixie Highway, average operating speeds are low. South of Columbus Avenue/74th Street, there are several signalized intersections with a V/C ratio greater than 1.00. North of Columbus Avenue/74th Street, this is true again for a large majority of the signalized intersections. The resulting level of service, usually in the E and F range, produces low arterial speeds and undesirable operation for the majority of Western Avenue/Dixie Highway.

- The average peak period speed for the entire route is estimated to be 11 miles per hour (mph). The segments with average speeds below 10 mph are north of 71st Street. Average speed is not higher than the 15 mph, which occurs south of 127th Street.

Implementation Costs

A total investment of $68.1 million (1991 dollars) will be necessary to implement all of the recommended plan. This estimate of cost includes approximately $65.5 million in roadway, intersection/interchange, and structural improvements, and $2.6 million in right-of-way acquisition. Because of the significant investment required for implementation, the following prioritization scheme was developed.

Project Prioritization

The $68.1-million implementation cost for Western Avenue/Dixie Highway is substantial. The SRA plan will require construction over many years. Table 34 presents a suggested program of priority improvements, categorized by short-term, basic, and post-2010 recommended sections. Total cost divided by these three categories is presented in Table 35.

Table 33
Summary of Western Avenue/Dixie Highway Suburban and Urban SRA Segments

Segment	Segment Length (miles)	Number of Signalized Intersections	Free Flow Operating Speed (mph)	100% of CATS 2010 Forecast	
				Average Peak Period Speed (mph)	LOS[a]
159th Street to Sibley Boulevard	1.56	4	40	15	E
Sibley Boulevard to 127th Street (west)	2.79	5	25-40	15	C
127th Street (west) to 95th Street	4.01	10	30	15	C
95th Street to 71st Street	3.02	6	30-35	14	E
71st to 55th Street/Garfield Boulevard	2.01	8	30	7	F
55th Street/Garfield Boulevard to 35th Street	2.51	8	30	9	E
35th Street to Roosevelt Road	2.54	9	30	12	D
Roosevelt Road to Lake Street	1.21	9	30	11	D
Lake Street to North Avenue	1.78	8	30	10	D
North Avenue to Elston Avenue/Diversey Parkway	2.30	8	30	13	C
Elston Avenue/Diversey Parkway to Wilson Avenue	2.16	8	30	8	E
Wilson Avenue to Peterson Avenue	2.38	8	30	6	F
Overall Average Arterial Speed (mph)				11	—

[a]LOS = Level of service

CHI240/074.51

Table 34
Western Avenue/Dixie Highway SRA Implementation Plan

Exhibit No.	Description of Improvement	Priority of Improvement[a]	Comment
	Segment II		
C-1	Implement recommended cross section Improvements to 159th St. intersection	B B	
C-2	Implement recommended cross section	B	Signal at Mall Drive as warrants are met.
C-3	Implement recommended cross section Improvements at Sibley Boulevard	B B	
C-4	Implement recommended cross section	B	
C-5	Signalize intersection at Union Street	B	Signal at Union Street as warrants are met.
C-6	Enforce Peak Period Parking Restrictions	S	
C-1 to C-6	Install roadside transit signal pre-emption equipment	S	Assuming positive results from ongoing evaluations.
	Segment III		
C-7	Implement recommended cross section Install signal at 113th Street	B B	Signal at 113th Street as warrants are met.
C-8	Implement recommended cross section	B	
C-9	Implement recommended cross section Restrict parking in vicinity of 95th Street	B B	Requires prior study and approval of on-street parking replacement plan.
C-10	Implement recommended cross section Restrict parking in vicinity of 87th Street	B B	Requires prior study and approval of on-street parking replacement plan.
C-11	Implement recommended cross section Improve vertical clearance at B&O RR Provide bus entry signal at 79th Street	B B B	

[a]S = Short Term; B = Basic 2010 Plan; and P = Post 2010

Table 34
Western Avenue/Dixie Highway SRA Implementation Plan

Exhibit No.	Description of Improvement	Priority of Improvement[a]	Comment
	Segment III (continued)		
C-12	Implement recommended cross section	B	
	Improve vertical clearance at IHB RR structure	B	
	Close 74th Street	S	Changes at 74th Street can be made anytime as traffic increases warrant.
C-13	Implement recommended cross section	B	
C-14	Implement recommended cross section	B	
	Restrict parking in vicinity of 55th Street	B	Requires prior study and approval of on-street parking replacement plan.
C-15	Implement recommended cross section	B	
	Replace IHB RR structure	B	Width of existing structure inadequate for planned widening.
C-16	Implement recommended cross section	B	
	Improvements to striping, signing, lighting at Pershing Road	S	
	Extension of 40th Street and restriction of left turns at Pershing Road	B	
	Reconstruction of railroad bridges at Pershing Road	P	Replacement of railroad structures as soon as funding is available.
C-17	Implement recommended cross section	B	
	Replace IC RR structure	B	Width of existing structure inadequate for planned widening.
C-7 to C-17	Install roadside transit signal pre-emption equipment	S	Assuming positive results from ongoing evaluations.
	Segment IV		
C-18	Implement recommended cross section	B	

[a]S = Short Term; B = Basic 2010 Plan; and P = Post 2010

Table 34
Western Avenue/Dixie Highway SRA Implementation Plan

Exhibit No.	Description of Improvement	Priority of Improvement[a]	Comment
C-19	Implement recommended cross section	B	
	Replace BN and CR railroad structures	B	Replacement necessary to improve lateral clearance.
	Remove unwarranted signals	S	Requires comprehensive signalization study to verify removal plan. Can proceed as soon as programming permits.
C-20	Implement recommended cross section	B	
	Remove unwarranted signals	S	Requires comprehensive signalization study to verify removal plan. Can proceed as soon as programming permits.
C-21	Implement recommended cross section	B	
	Replace BN and CR railroad structures	B	
	Remove unwarranted signals	S	Requires comprehensive signalization study to verify removal plan. Can proceed as soon as programming permits.
	Remove parking in vicinity of Chicago Avenue	B	Requires prior study and approval of on-street parking replacement plan.
C-22	Implement recommended cross section	B	
	Replace CMSP & P railroad structures	B	Replacement necessary to improve lateral clearance.
	Remove parking in vicinity of North Avenue	B	Requires prior study and approval of on-street parking replacement plan.
C-23	Implement recommended cross section	B	
	Remove parking in vicinity of Armitage and Fullerton Avenues	B	Requires prior study and approval of on-street parking replacement plan.
	Restrict left turns at Milwaukee Avenue	S	
C-18 to C-23	Install roadside transit signal pre-emption equipment	S	Assuming positive results from ongoing evaluations.
Segment V			

[a]S = Short Term; B = Basic 2010 Plan; and P = Post 2010

Table 34
Western Avenue/Dixie Highway SRA Implementation Plan

Exhibit No.	Description of Improvement	Priority of Improvement[a]	Comment
C-24	Remove parking in vicinity of Diversey/Elston intersection	B	Requires prior study and approval of on-street parking replacement plan.
	Prohibit left turns from Elston Avenue	S	
	Remove parking between Belmont Avenue and Addison Street	B	Requires prior study and approval of on-street parking replacement plan.
C-25	Remove parking in vicinity of Irving Park Road intersection	B	Requires prior study and approval of on-street parking replacement plan.
C-26	Implement recommended cross section at Lincoln Avenue overlap	B	Requires prior study and approval of on-street parking replacement plan.
	Implement local area signal network coordination between Montrose Avenue and Berwyn Avenue	S	
	Remove parking in the vicinity of Montrose Avenue	B	Requires prior study and approval of on-street parking replacement plan.
C-27	Remove parking in the vicinity of Foster Avenue	B	Requires prior study and approval of on-street parking replacement plan.
	Implement recommended cross section north of Berwyn Avenue	B	Requires prior study and approval of on-street parking replacement plan.
C-28	Implement recommended cross section north of Berwyn Avenue	B	Both actions require prior study and approval of on-street parking replacement plan.
	Remove parking in the vicinity of Peterson Avenue	B	
C-24 to C-28	Install roadside transit signal pre-emption equipment	S	Assuming positive results from ongoing evaluations.

[a]S = Short Term; B = Basic 2010 Plan; and P = Post 2010

Table 35
Opinions of Construction and Right-of-Way Costs for SRA Improvements Along Western Avenue/Dixie Highway (1991 Dollars)

Summary of Total Cost——All Segments

	Short Term[a]	Basic 2010 Plan[a]	Recommended Post-2010[a,b]	Total[c]
Roadway Reconstruction	0	41,850,000	0	41,850,000
Intersections/Interchanges	0	1,300,000	0	1,300,000
Structures and Retaining Walls	0	15,380,000	14,400,000	15,380,000
Other	3,080,000	3,860,000	0	6,940,000
Subtotal	$3,080,000	$62,390,000	$14,400,000	$65,470,000
Right-of-Way	0	2,630,000	0	2,630,000
Total	**$3,080,000**	**$65,020,000**	**$14,400,000**	**$68,100,000**

[a]See items listed in Table 34.

[b]The recommended post-2010 item is the reconstruction of the railroad bridges at Pershing Road.

[c]The Total column is the sum of the Short Term and Basic 2010 Plan columns.

Short-Term Recommendations

Short-term implementation recommendations represent plan elements or projects that address immediate problems and/or needs that are generally lower cost in nature or that are intended to reflect specific known plans, activities, etc., that are expected to occur well before 2010. Examples of short-term improvements include intersection upgrading and signalization, or frontage road or other localized reconstruction to accommodate planned development. Important short-term recommendations include closing 74th Street; improving striping, signing, and lighting at Pershing Road; removing unwarranted signals; restricting left turns from Milwaukee Avenue and Elston Avenue; installing a signal coordination network between Montrose Avenue and Foster Avenue; and installation roadside transit signal pre-emption equipment. The total cost of the short-term plan only includes an estimation of the signal coordination system. This was estimated at about $3 million, in 1991 dollars.

Basic SRA Plan

Basic SRA plan recommendations represent those elements or projects to be constructed within the normal course of prioritization for any SRA project. These recommendations generally include most plan elements not designated as short-term, with only notable exceptions specified as post-2010 recommendations. The total cost of the basic 2010 plan is estimated to be $65.0 million, in 1991 dollars.

Post-2010 Plan

Post-2010 plan recommendations represent elements of the SRA plan that are considered lower priority for a number of reasons. They may include high-cost elements (e.g., new interchanges, river crossings, etc.) for which operational needs may not occur for many years. They also may include plan elements that should await implementation of other improvements whose timing is unknown or long-term in nature. A small amount of the Western Avenue/Dixie Highway SRA plan represents such long-term items. The only item included in the $14.4-million post-2010 cost shown in Table 35 is the reconstruction of the railroad bridge at Pershing Road.

Western Avenue SRA

Chapter V

Public Involvement

Chapter V
Public Involvement

The Public Involvement Process

The public involvement process includes three elements: the SRA Advisory Panel meetings, the bimonthly newsletters, and the public hearing.

Two Advisory Panels were established to assist/comment on the study of Western Avenue/Dixie Highway from U.S. 30 to Peterson Avenue. The panels included officials from Cook County, Blue Island, Chicago, Chicago Heights, Dixmoor, East Hazelcrest, Evergreen Park, Flossmoor, Harvey, Homewood, Markham, and Posen. Three sets of Advisory Panel meetings were held at key junctures throughout the study. At the first pair of Advisory Panel meetings on September 23 and October 16, 1991, the existing conditions and concerns along the Western Avenue/Dixie Highway corridor were presented. The second pair of Advisory Panel meetings were held April 8 and 23, 1992. At these meetings, the overall long-range alternatives for Western Avenue/Dixie Highway were discussed and written comments were requested. The third set of Advisory Panel meetings were held on January 11 and 26, 1993. At these meetings, the Draft Final Report was reviewed with panel members.

In addition, bimonthly newsletters were published and distributed to panel coordinators, panel members, and local community officials. These newsletters were intended to update the local units of government on the study progress and issues.

Public hearings were held on March 3, 1993, in northern Chicago and on March 4, 1993, in Blue Island. The hearings were held prior to final publishing of the Western Avenue/Dixie Highway Final Report to allow the public to comment on the recommended plan. Question comments and responses from the public hearings are attached at the end of this chapter.

Copies of the meeting minutes for each Western Avenue/Dixie Highway Advisory Panel meeting and panel meeting correspondence; the newsletters; and the public hearing transcripts, comments, and responses are contained in this chapter. Each section is separated by a single title sheet.

Advisory Panel Meeting Minutes

MEETING MINUTES

CH2M HILL

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 1
Western Avenue / Dixie Highway, Cook County
South Panel - U.S. Route 30 to 119th Street

LOCATION: 1154 Ridge Street, Homewood, Illinois

DATE: September 23, 1991

TIME: 7:30 p.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.08.A5

The SRA Advisory Panel Meeting for the south section of the Western Avenue / Dixie Highway corridor in Cook County was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M Hill and the Study Advisory Panel Members on September 23, 1991. Attendees were given a handout describing the following: limits of the corridor, a list of involved communities and panel membership, a schedule of subsequent panel meetings and public hearings, SRA planning objectives, desired typical cross sections, planning focus areas, and SRA alternatives development concepts. Specific items discussed are noted below.

1. Eugene Ryan (CATS) opened the meeting with an introduction of the CATS 2010 transportation plan and emphasized:
   a) The major expressway and transit systems would not be able to carry the 2010 forecast travel demand. Hence, the SRA system was developed to assist in serving the high volume / long haul trips.
   b) The SRA corridors are existing roads serving local needs. Therefore the SRA system must serve a dual role.
   c) The current study is part of the 5-year program to help make decisions about the ultimate configuration of the SRA corridor. This study will serve as a framework within which long range planning will take place.

2. Rich Starr (IDOT) commented on the status of current SRA studies, noting that this was the second SRA study to get started. Sections in the first study, including U.S. Route 30, are nearing the public hearing stage. The third set of corridors to be studied is just getting underway.

3. Tim Neuman (CH2M Hill) presented an overview of the study process noting the following:
   SRA studies are done ahead of normal IDOT Phase 1 studies.

The objective is to identify long range needs and develop a tool for preservation of right-of-way.
An important roll of the panel is the coordination of future land use with SRA corridor improvement goals.

Lastly, Tim asked if we had identified all of the people who should be on the panel. He urged all members to forward other names that should be included on the panel member list.

4. Ted Reynen (CH2M Hill) presented "Planning Focus Areas" for the south section of the Western Avenue / Dixie Highway corridor. Ted noted that these areas represent places where development of the desirable SRA typical cross section would be constrained.

5. Tim Neuman completed the presentation by reviewing various improvement strategies which would be considered. This was followed by a question / answer period.

Barb Sloan (Panel Coordinator) asked how comments from the public hearings would be incorporated in the corridor report. She was particularly interested in the parking issue. Rich Starr said the corridor report would not be final until the public hearing comments had been addressed. He noted that IDOT will have an internal meeting later this week to discuss their position on on-street parking.

A panel member noted that any removal of on-street parking should be accompanied by plans to replace that parking at an off-street site. Tim responded that the replacement of parking would be part of this study.

A comment was made that Homewood and Blue Island do not want to give up on-street parking. IDOT was asked what the practical minimum right-of-way would be where constraints existed. Rich Starr noted that it was not IDOT'S intention to "steamroll" the desired typical SRA cross section, where it would only fit with numerous relocations. Where additional right-of-way is constrained by existing land use, careful consideration will be given to solutions which maximize the use of existing right-of-way.

A panel member noted that the above considerations could lead to frequent changes in the number of lanes. Tim responded that it was part of our studies to make sure the lane changes occurred logically throughout the corridor.

A panel member questioned why Halsted Street was not part of this corridor. Gene Ryan noted that Western Avenue was selected as a SRA within Chicago based on spacing and other considerations. Dixie Highway was seen to be a logical extension of the Western Avenue corridor.

It was asked if the study would consider improvement ideas such as one way pairs which have been developed on a local level. Tim encouraged all panel members to communicate these ideas to the study team. It was mentioned that Homewood is currently considering a one way pair to carry traffic through the downtown area.

A panel member asked what affect the SRA studies would have on ongoing IDOT Phase I studies. Rich Starr responded that the SRA studies would not hold up the current Phase I program. He also noted that where right- of-way is being purchased, additional right-of-way could be added or held to meet future SRA requirements.

It was suggested that municipalities that did not show up should be contacted again. It may be necessary to send meeting notices, newsletters, etc. to more than one representative of the community when another person is routinely designated to attend by the primary panel member. Tim noted no problems in sending additional news letters or expanding the panel to include more people. This effort should be coordinated through Barb Sloan.

These minutes were prepared by Ted Reynen, CH2M Hill. Please forward any additions or corrections.

TOPICS DISCUSSED	ACTION/NOTES

Attendance List

Name	Representing
Dick Stafford	CH2M HILL
Rich Starr	IDOT
Dick Fish	Village of Hazel Crest
Henry LaBrec	Village of Dixmoor
Mike Schlefield	Village of Homewood
Barb Sloan	Panel Coordinator (SSMMA)
Mike Williams	Village of Flossmoor
Eugene Ryan	CATS
Tim Neuman	CH2M Hill
Ted Reyna	CH2M Hill

MEETING MINUTES

CH2M HILL

SUBJECT:	Strategic Regional Arterial System Advisory Panel Meeting No. 1 Western Avenue / Dixie Highway, Cook County North Panel - 119th Street to Peterson Avenue
LOCATION:	Chicago City Hall, Chicago, Illinois
DATE:	October 16, 1991
TIME:	11:00 a.m.
ATTENDANCE:	See Attached Roster
PROJECT:	CHI31495.08.A5

The SRA Advisory Panel Meeting for the north section of the Western Avenue / Dixie Highway corridor in Cook County was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M Hill and the Study Advisory Panel Members on September 23, 1991. Attendees were given a handout describing the following: limits of the corridor, a list of involved communities and panel membership, a schedule of subsequent panel meetings and public hearings, SRA planning objectives, desired typical cross sections, planning focus areas, and SRA alternatives development concepts. Specific items discussed are noted below.

1. John Reilly (CATS) opened the meeting with an introduction of the CATS 2010 transportation plan and emphasized:
   a) The major expressway and transit systems would not be able to carry the 2010 forecast travel demand. Hence, the SRA system was developed to assist in serving the high volume / long haul trips.
   b) The SRA corridors are existing roads serving local needs. Therefore the SRA system must serve a dual role.
   c) The current study is part of the 5-year program to help make decisions about the ultimate configuration of the SRA corridor. This study will serve as a framework within which long range planning will take place.

2. Rich Starr (IDOT) commented on the status of current SRA studies, noting that this was the second SRA study to get started. Sections in the first study, including U.S. Route 30, are nearing the public hearing stage. The third set of corridors to be studied is just getting underway.

3. Tim Neuman (CH2M Hill) presented an overview of the study process noting the following:

   SRA studies are done ahead of normal IDOT Phase 1 studies.

The objective is to identify long range needs and develop a tool for preservation of right-of-way.
An important role of the panel is the coordination of future land use with SRA corridor improvement goals.

Lastly, Tim asked if we had identified all of the people who should be on the panel. He urged all members to forward other names that should be included on the panel member list.

4. Ted Reynen (CH2M Hill) presented "Planning Focus Areas" from 119th Street to the north of the Western Avenue / Dixie Highway corridor. Ted noted that these areas represent places where development of the desirable SRA typical cross section would be constrained.

5. Tim Neuman completed the presentation by reviewing various improvement strategies which would be considered. This was followed by a question / answer period.

The displays were arranged around the room so the members could ask questions and/or express their concerns about specific areas of the corridor. Comments noted are as follows:

The Morgan Park High School as presented on the displays is really the Clissold Middle School. A L.U.S.T. site which is located at the northeast corner of 115th Street is not labeled on the displays. Also, trucks unloading at businesses near 115th Street are conflicting with traffic along Western Avenue.

A senior citizen home is located across from Kennedy Park and the elderly are having difficulty crossing Western Ave. Senior citizens are also having difficulties near the CTA station at Milwaukee Avenue.

Vehicles in the area between 105th and 99th Streets eastbound are having difficulty making left turns. A T.I.F. development (Sam's Wholesale) is planned in the area north of 95th Street.

Buses are experiencing difficulties under Western Ave at the intersection of Belmont Ave and Clybourn Ave.

Two facilities also not labeled are a Korean Center just north of Montrose Ave and the Queen of Angels Roman Catholic High School just south of Wilson Ave.

Other general comments made were, a concern with removing on-street parking and if access from Western Ave to the Stevenson Expressway was going to be considered.

It was suggested that municipalities that did not show up should be contacted again. It may be necessary to send meeting notices, newsletters, etc. to more than one representative of the community when another person is routinely designated to attend by the primary panel member. Tim noted no problems in sending additional news letters or expanding the panel to include more people. This effort should be coordinated through Martin Becklenberg.

These minutes were prepared by Paul Rader, CH2M Hill. Please forward any additions or corrections.

NO. 005 001

11/12/91 15:06

ATTENDANCE ROSTER

SUBJECT: Corridor Advisory Panel Meeting #1 – Western Avenue

MEETING DATE: Oct. 16, 1991 LOCATION: Chicago City Hall

NAME	REPRESENTING	ADDRESS & PHONE
PAUL RADER	CH2M HILL	1033 UNIV. PL EVANSTON IL 60201
JIM SAAG	CH2M HILL	" " "
TED REYNEN	CH2M HILL	" " "
TIM NEUMAN	CH2M HILL	" " "
Ken Jenney	Ald Mell's Office	Rm. 305 City Hall 744-6825-26
Mary Beth Waller	Ald Rugai	10231 S Western 238-2266
Ginger Rugai	19th WARD	11231 S WESTERN 238-9766
Zigy Stare	IDOT	201 CENTER CT 705-4095
Rick Boehm	EVERGREEN PARK	9418 S KEDZIE EVERGREEN PK 422-155[illegible]
Martin Buchlenberg	Chgo - Public Works	320 N. Clark St
John Reilly	CATS	300 W Adams St Chicago IL 60606
Tom Murphy	18th Ward	8140 S Kedzie 471-1991

MEETING MINUTES

CH2M HILL

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 2
Western Avenue / Dixie Highway, Cook County
South Panel - U.S. Route 30 to 119th Street

LOCATION: Homewood Village Hall, Homewood, Illinois

DATE: April 6, 1992

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.08.A5

The SRA Advisory Panel Meeting for the south section of the Western Avenue / Dixie Highway corridor in Cook County was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M Hill and the Study Advisory Panel Members on April 6, 1992. Attendees were given a handout which included an agenda, minutes of the first panel meeting and a memorandum describing the development of improvement alternatives to be discussed at this meeting.

The meeting began with Ted Reynen (CH2M HILL) welcoming panel members and other interested parties. Ted began the presentation with a brief review of the SRA process. He noted the "Planning Focus Areas" presented in the first panel meeting which are an understanding of sensitive areas within the corridor. Material presented at this meeting would show alternative improvement concepts that are being considered. By the next and final panel meeting we will have detailed the proposed improvement plan and prepared a draft report which will be distributed to the panel members for review and comment. The first of these final panel meetings is expected to take place in late summer.

Ted then discussed the three exhibits prepared for this, the second panel meeting:

- The **Existing Conditions Exhibit** showed the entire 35 mile length of the corridor. However, the emphasis was on the southernmost 12 miles, Segment I (Suburban Cook County) and Segment II (South Urban). The roadway throughout these two segments is basically four lanes within a right-of-way of 66 to 100 feet with three exceptions:

  - Two traffic lanes through the Homewood Central Business District (CBD)
  - A one-way pair effectively providing five traffic lanes through the Blue Island CBD

- A section north of the Blue Island CBD allowing for only two lanes of traffic between 127th Street and 119th Street

- The **Planning Framework Exhibit** showed that this part of the corridor is designated as a Suburban SRA route. The design concept report for a suburban SRA calls for a six-lane roadway separated by a median 18 to 46 feet wide within 120 to 150 feet of right-of-way.

  The Planning Framework Exhibit also presents future land use, which in these two segments is predominately residential with some commercial/industrial.

- The **Alternatives Under Consideration Exhibit** noted improvements being considered as part of the SRA plan for the area under discussion. Ted noted that what was being presented today represented improvement concepts to which additional detail would be added.

  He noted that the initial plans for the section south of 183rd Street called for four lanes and a median, rather than a six lane section, due to the right-of-way and land use constraints. The Homewood CBD was planned for only four lanes with no median and no parking. The rail structure north of the CBD posed a very expensive and complicated additional problem. Faced with these problems, it was decided to end the Western Avenue SRA corridor at 159th Street.

- The proposed plan for the remaining portion of this segment (159th Street to 119th Street) is for a four-basic-lane section. This will require widening 12 feet for a median from 159th Street to the Blue Island CBD and the removal of parking from both sides of the street, 127th Street to 119th Street.

A question and answer period followed. The items discussed are noted below:

Barb Sloan (Panel Coordinator) was concerned that truncating the corridor at 159th Street may cause a gap in the SRA system. She suggested that a substitute route be studied and recommended to the SRA subcommittee before the panel supports elimination of this SRA at 159th Street. Rich Starr (IDOT) responded that the recommendation would be made to the subcommittee and they would have the final decision.

Mike Scholefield of Homewood agreed with the recommendation to end the SRA at 159th Street, but was concerned about the viaduct north of the CBD. He wanted to be sure that, even though the viaduct was no longer on the SRA system, it is recommended to the Department that it is of growing concern to the community for safety, etc. and may need

replacement.

A representative of East Hazel Crest suggested Park Avenue/183rd Street as an alternative. Ted explained that early in the study this was considered and it was found that this route had as many problems as Dixie Highway.

Replacement of the currently stop controlled intersection at Union Street with a signal in Downtown Blue Island was accepted, with the understanding that this intersection is heavily used by ambulances and any proposed traffic control would need to be responsive to this.

Elaine Lentz of Blue Island commented on the removal of parking from 127th Street to 119th Street. She said that there are 77 businesses and 34 residences in this area. 21 of the businesses have some kind of off-street parking. Finding area for more parking will be difficult.

Kedzie Avenue and Vincennes Street were mentioned as alternatives for the Blue Island area. Ted responded that these would be investigated as well as any other suggestions anyone might have.

The question was asked whether or not the SRA system was part of the proposed National Highway System. Rich Starr replied that a portion of the SRA system would be on the national system, but limitations would probably preclude the entire SRA system from being eligible.

Rich Starr asked that if any of the panel members had comments/suggestions that they get them to Barb Sloan within the next 2-3 weeks so they can be forwarded and be incorporated in the continuing work.

When asked how the panel members would know how their comments would be incorporated in the final plan, Rich Starr indicated that panel members would receive individual response letters.

These minutes were prepared by Paul Rader, CH2M HILL. Please forward any additions or corrections.

SHEET ____ OF ____

CH2MHILL ATTENDANCE ROSTER

SUBJECT: South Panel for WESTERN AVENUE MEETING # 2

MEETING DATE: April 6, 1992 LOCATION: Homewood Village Hall

NAME	REPRESENTING	ADDRESS & PHONE
PAUL RAGER	CH2M HILL	(708) 866-9490
HENRY LABREC	DIXMOOR	(708) 389-6121
Thomas A-Smith	Dixmoor	14115 S. western 388-6600
RICH STARR	IDOT	(708) 705-4095
TED REYNEN	CH2M HILL	(708) 866-9490
ELAINE LENTZ	Blue Island	(708)-371-1000
MIKE SUTHERLAND	Homewood	(708)-206-3376
Barb Slean	SSMMA	(708) 201-7700
MIKE WILLIAMS	FLOSSMOOR	(708) 957-4500
KATHLEEN RODI	CATS	300 W. ADAMS 312-793 Chicago IL 60606
Darren J. Morris	E. Hazelcrest	708 798-[redacted]0213
Joe Christofanelli	City of Chicago Hts	
BOB PALMER	Village of Harvey Coord	708/335-9600

MEETING MINUTES

CH2M HILL

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 2
Western Avenue / Dixie Highway, Cook County
North Panel - 119th Street to Peterson Avenue

LOCATION: Chicago City Hall, Chicago, Illinois

DATE: April 23, 1992

TIME: 10:30 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.08.A5

The SRA Advisory Panel Meeting for the north section of the Western Avenue / Dixie Highway corridor in Cook County was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M HILL and the Study Advisory Panel Members on April 23, 1992. Attendees were given a handout that included an agenda, minutes of the first panel meeting and a memorandum describing the development of improvement alternatives to be discussed at this meeting.

The meeting began with Tim Neuman (CH2M HILL) welcoming panel members and other interested parties. Tim began the presentation with a brief review of the SRA process. He noted the "Planning Focus Areas" presented in the first panel meeting that are an understanding of sensitive areas within the corridor. Material presented at this meeting would show alternative improvement concepts that are being considered. By the next and final panel meeting, Tim reported we will have detailed the proposed improvement plan and prepared a draft report that will be distributed to the panel members for review and comment. The first of these final panel meetings is expected to take place in late summer.

Ted Reynen (CH2M HILL) then discussed the three exhibits prepared for this, the second panel meeting:

- The **Existing Conditions Exhibit** showed the entire 35 mile length of the corridor. However, the emphasis was on the northern 23 miles, Segments III - V (Chicago Segments South, Central and North). The roadway throughout these three segments is basically four lanes, a median, and two parking lanes within a right-of-way of 100 feet, with one exception: the northern end of the corridor (Berwyn Ave to Peterson Ave) is bordered to the east by a cemetery and the right-of-way is only 85 feet wide (this section currently has four lanes with a 4-foot median and two parking lanes).

- The **Planning Framework Exhibit** showed that this part of the corridor is designated as an urban SRA route. The design concept report for a suburban SRA calls for a four-lane roadway separated by a median 0 to 14 feet wide within 96 to 110 feet of right-of-way.

  The Planning Framework Exhibit also presents future land use, which in these three segments is mixed commercial, industrial and residential.

- The **Alternatives Under Consideration Exhibit** noted improvements being considered as part of the SRA plan for the area under discussion. Ted noted that what was being presented today represented improvement concepts to which additional detail would be added. Parking would be removed at specific intersections to improve capacity. Proposals would be made for replacing lost parking on off-street sites.

- The proposed plan for these segments of the corridor (119th Street to Peterson Ave) is a four basic lane section with a 12-foot median and two parking lanes, with the exception of the north end (Berwyn to Peterson), which would only have one parking lane on the west side of the street. Elimination of signals and local area coordination of traffic signals were also elements of the plan.

During the question and answer period that followed the introduction, the following items were discussed:

- Martin Becklenberg (Chicago DOT) offered to furnish CH2M HILL with a contact in the City Planning Office for discussion of using Western Boulevard as a one-way pair with Western Avenue.

- Martin also asked if any of the extra space (pavement) created by left over roadway from the one-way pair could be converted back to grass, trees, etc.

- He also wondered if CH2M HILL had looked at circulation effects of one-way pair.

- It was noted that the area between Western Avenue and Western Boulevard is used by various groups for fund raising picnics, etc.

- A local consultant noted the need for double left turn lanes at Western Avenue and 95th Street.

- A question was raised concerning parking removal in the vicinity of 95th Street.

- It was noted that a Sam's Warehouse Store was planned for construction in the northwest quadrant of the 95th Street intersection.

- Martin Becklenberg commented that long-range off-street parking replacement should be addressed before the next panel meeting.

- John Tomczyk (Chicago DOT) wanted to know if the SRA concepts were considering the new Clean Air Act requirements.

- It was noted that the bus turnaround on the northeast corner of 79th Street and Western Avenue is causing intersection problems. Vehicles traveling east on 79th Street and turning north (left) are conflicting with buses turning south (right) onto Western Avenue.

- Concerns were raised regarding the need for a commuter parking lot in the vicinity of the 79th Street intersection, possibly in the northwest quadrant.

- Tim Neuman closed by urging everyone to submit comments, recommendations, etc., to CH2M HILL in writing in the next couple of weeks.

These minutes were prepared by Paul Rader, CH2M HILL. Please forward any additions or corrections.

SHEET ____ OF ____

CH2MHILL ATTENDANCE ROSTER

SUBJECT: Corridor Advisory Panel #2 - Western Ave.

MEETING DATE: April 23, 1992 LOCATION: Chicago City Hall

NAME	REPRESENTING	ADDRESS & PHONE
Jun Laag	CH2M Hill	1033 UNIVERSITY PL EVANSTON 2020 708-866-9490
Tim Neuman	CH2M Hill	1033 University Pl. Evanston 708 866 94
TED REYNEN	CH2M HILL	"
Martin Becklenberg	Chicago DOT	320 N. Clark St 744-4536
KATHLEEN KODI	Chicago Area Transportation Study	300 W. ADAMS 312 Chicago IL 60606 793-3464
Marcie T. Craven	Ald. T. Murphy 18	8146 S. Kedzie Chgo 60652 471-19
John Buckley	Ald Burke 14th Ward	471-1414 2650 W 51st
Joan Tomczyk	Chicago DOT	Room 600, 320 N Clark 744-4536
David Zavattero	Baling Consn Hentz	Hillcrest Center Joliet, IL 60435 815/729
Rich Starr	IDOT	201 CENTER CT SCHAUMBURG, 60196
Tom Wildman	CATS	200 W. Adams 60606
Alderman Virgil Jones	15 Ward	City Hall Rm 209
Ellen Lundy	47th Ward	City Hall Rm 307

Second Advisory Panel Meeting Correspondence

Dwight W. Welch
President

South Suburban
Mayors and Managers
Association

Beth Ruyle
Executive Director

May 1, 1992

Mr. Eugene Ryan
Deputy Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, Illinois 60606

Dear Eugene:

As you are aware, the advisory panel for the Western Avenue / Dixie Highway SRA held its second meeting on April 6, 1992. One of the major topics of discussion at that meeting was the southern portion of the route (south of 159th Street) and the appropriateness of this section for the SRA designation. Due to physical limitations particularly through downtown Homewood (lack of available right-of-way and the viaduct under the IC Railroad tracks) and the residential nature of Dixie Highway through Flossmoor, it was the concensus of the panel that the SRA designation on Dixie should end north of Homewood. Each panel member present at the meeting was given a chance to comment on this potential modification to the route designation. No opposition was expressed at that time.

I expressed concern that if the current SRA designation on Dixie ends at 159th Street (the next SRA north of Route 30), another route, preferably Halsted Street should replace Dixie as an SRA between 159th Street and U.S. 30. If Dixie is removed as an SRA south of 159th and not replaced, there will be no north-south SRA's (other than expressways) in this area east of Harlem Avenue. The distance from Harlem Avenue to the State Line is approximately 14 miles. The panel agreed that the Dixie Highway SRA designation south of 159th should not be removed, but should instead be replaced. The most logical replacement would be Halsted Street (Il 1).

An additional area of concern brought up at the April 6th meeting was the possible removal of on-street parking through the downtown area of Blue Island. Because numerous businesses in Blue Island depend on the availability of this parking, the advisory panel felt that this issue should be revisited. Perhaps an alternate route should be considered for SRA designation through Blue Island. Kedzie Avenue was mentioned as a possibility.

I feel it is only fair to the advisory panel that the above issues be addressed by CATS, IDOT and the Consultant before the Public Hearing Draft is prepared. The panel should be advised of the disposition of these issues so they have an opportunity to forward comments to the appropriate agencies to be incorporated into the draft.

Please do not hesitate to contact me if you need additional input regarding the above issues or if I may answer any questions you may have.

Sincerely,

Barb

Barbara F. Sloan
Transportation Planner
Panel Coordinator

cc: Rich Starr, IDOT
Tim Neuman, CH2M Hill

MEETING MINUTES

CH2M HILL

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 3
Western Avenue / Dixie Highway, Cook County
North Panel - 119th Street to Peterson Avenue

LOCATION: Chicago City Hall, Chicago, Illinois

DATE: January 11, 1993

TIME: 9:30 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.08.A5

The purpose of the third panel meeting was to present the draft final report for the Western Avenue / Dixie Highway Corridor to the members of the Advisory Panel for the north section of Western Avenue. The meeting was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M HILL and the Study Advisory Panel Members.

The meeting began with Ted Reynen (CH2M HILL) welcoming panel members and other interested parties. Ted then presented an overview of the study to date. He noted that based on data and comments from the first two panel meetings a detailed improvement plan was developed and documented in the Draft Final Corridor Report to be discussed at this (third) panel meeting. He also noted that a series of two Public Hearings would be held in early March, 1993 to receive official comment on the proposed improvements and that the proposed improvements and accompanying report to be discussed at the public hearing would be the same as that discussed at this panel meeting. It was then decided that instead of going through the entire plan, questions would be fielded about specific areas.

The following items were discussed at the question and answer period that followed:

- A question was raised about driveway access near Hollings Oldsmobile at the corner of 54th and Western.

- A member of the CDOT stated that portions of the boulevard system throughout the city are listed on the national landmark registry and have received ISTEA moneys for rehabilitation. The information regarding these areas would be supplied by CDOT.

- Barbara Maloof of CDOT commented on the subject of signals. She stated that many signals in the city may need revisiting, because many may no longer

be needed or the locations may no longer warrant a signal.

- A representative of the area near 113th Street expressed the need for a signal at this location. Ted replied that we were recommending a signal at this location.

- In response, to questions regarding funding, Ted noted that there is currently no funding committed to carry out any of the SRA recommendations. This is an advance planning study, normal efforts to get project priority and funding will be necessary for all elements identified in the SRA studies.

- It was also mentioned that the SRA system may become part of the National Highway System and this may assist in funding of some of the proposed improvements.

- A representative from the area near 95th Street expressed concern about the amount of cross traffic occurring near the Sam's Warehouse just north of the intersection. It was stated that the median may need to be raised in this area in order to eliminate the crossing maneuvers.

- A representative from the area near Montrose expressed concern about the removal of the signal at Sunnyside Street due to the school and church in the area. It was also mentioned that removal of parking in the vicinity of Montrose Avenue intersection will affect businesses and also eliminate meter parking in the area.

- It was also mentioned that the cross section proposed for the cemetery area south of Peterson Avenue is in accordance with the local community.

- A bicycle route was also mentioned which is to be along the corridor from 35th Street to 55th Street. Barbara Maloof said she would supply CH2M HILL with a map showing the route.

These minutes were prepared by Paul Rader, CH2M HILL. Please forward any additions or corrections.

SHEET 1 OF ____

CH2M HILL ATTENDANCE ROSTER

SUBJECT: Corridor Advisory Panel #3 - Western Ave

MEETING DATE: Jan 11, 1993 LOCATION: Chicago City Hall

NAME	REPRESENTING	ADDRESS & PHONE
PAUL RADER	CH2M HILL	(708)866-9490
TED REYNEN	CH2M HILL	(708) 866-9490
Barbara Metlof	CDOT	(312) 744-3604
TOM WILLIAMS	CATS	312 793-3464
KATHLEEN RODI	CATS	312 - 793-3464
DUANE DAVY	CHICAGO-DPD	312-744-2930
JOHN TOMCZYK	C DOT	312-744-4536
JOHN BUCKLEY	14TH WARD Ald Burke	744-3380
RICH STARR	IDOT	708-705-4095
Mary Beth Waller	Alderman Rugai 19th Ward.	312. 238-8766
DON HOHENADER	Ald O'Connor 40th WARD	312- 744-6858
[illegible]	MORGAN PARK / BEVERLY HILLS BUSINESS ASSN	312-779-2530
Dulia Martin	Ald Ambrosio Medrano - 25th Ward	744-6845
Eileen Lynch	Ald. Schulter's Office	744-4021

MEETING MINUTES

CH2MHILL

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 3
Western Avenue / Dixie Highway, Cook County
South Panel - U.S. 30 to 119th Street

LOCATION: Homewood Village Hall, Homewood, Illinois

DATE: January 26, 1993

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.08.A5

The purpose of the third panel meeting was to present the draft final report for the Western Avenue / Dixie Highway Corridor to the members of the Advisory Panel for the south section of Western Avenue. The meeting was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M HILL and the Study Advisory Panel Members.

The meeting began with Tim Neuman (CH2M HILL) welcoming panel members and other interested parties. Tim then presented an overview of the study to date. He noted that based on data and comments from the first two panel meetings a detailed improvement plan was developed and documented in the Draft Final Corridor Report to be discussed at this (third) panel meeting. He also noted that a series of two Public Hearings would be held in early March, 1993 to receive official comment on the proposed improvements and that the proposed improvements and accompanying report to be discussed at the public hearing would be the same as that discussed at this panel meeting.

Tim then opened discussion on the termination of the Western Avenue / Dixie Highway Corridor south of 159th Street. He acknowledged the receipt of Barbara Sloan's letter for the South Suburban Mayors and Managers Association which expressed concern that the report did not state strongly enough the need for a replacement corridor. Tim explained that CH2M HILL could only suggest a replacement, but that the final recommendation for the replacement of the corridor would have to come from the SRA sub-committee. He also stated that he would accept any suggestions, as to the wording of the report, from the association.

Paul Rader (CH2M HILL) then presented the proposed the plan for the remainder of the south section from 159th Street to 119th Street. A question and answer period then followed:

- Mike Scholefield of Homewood stated that using Halsted Avenue as a replacement to the corridor would be of interest to Homewood.

- A comment was made that the three at-grade railroad crossings between 144th Street and 135th Street had been recently improved.

- Elaine Lentz of the Blue Island Chamber of Commerce expressed her concern for the removal of parking between 127th and 119th Streets. She also explained that there are 77 businesses along this stretch of roadway and only 21 of them currently have off-street parking, the rest rely on the on-street parking in the area. She also provided CH2M HILL with a land use inventory map for this area which is attached.

- Elaine also explained that when the one-way system was put in place, business dropped in the Blue Island Area but has since returned. She went on to say that removal of the parking may again cause people to shop elsewhere and maybe this time not return. She suggested Kedzie Avenue as a replacement for the 127th to 119th Street segment.

- Bob Hedrick of the Cook County Highway Department commented that it was important that the SRA designation be decided upon and set permanent because of developers and others wanting permits, requests, etc. Local officials need to know in order to reserve right-of-way, etc.

These minutes were prepared by Paul Rader, CH2M HILL. Please forward any additions or corrections.

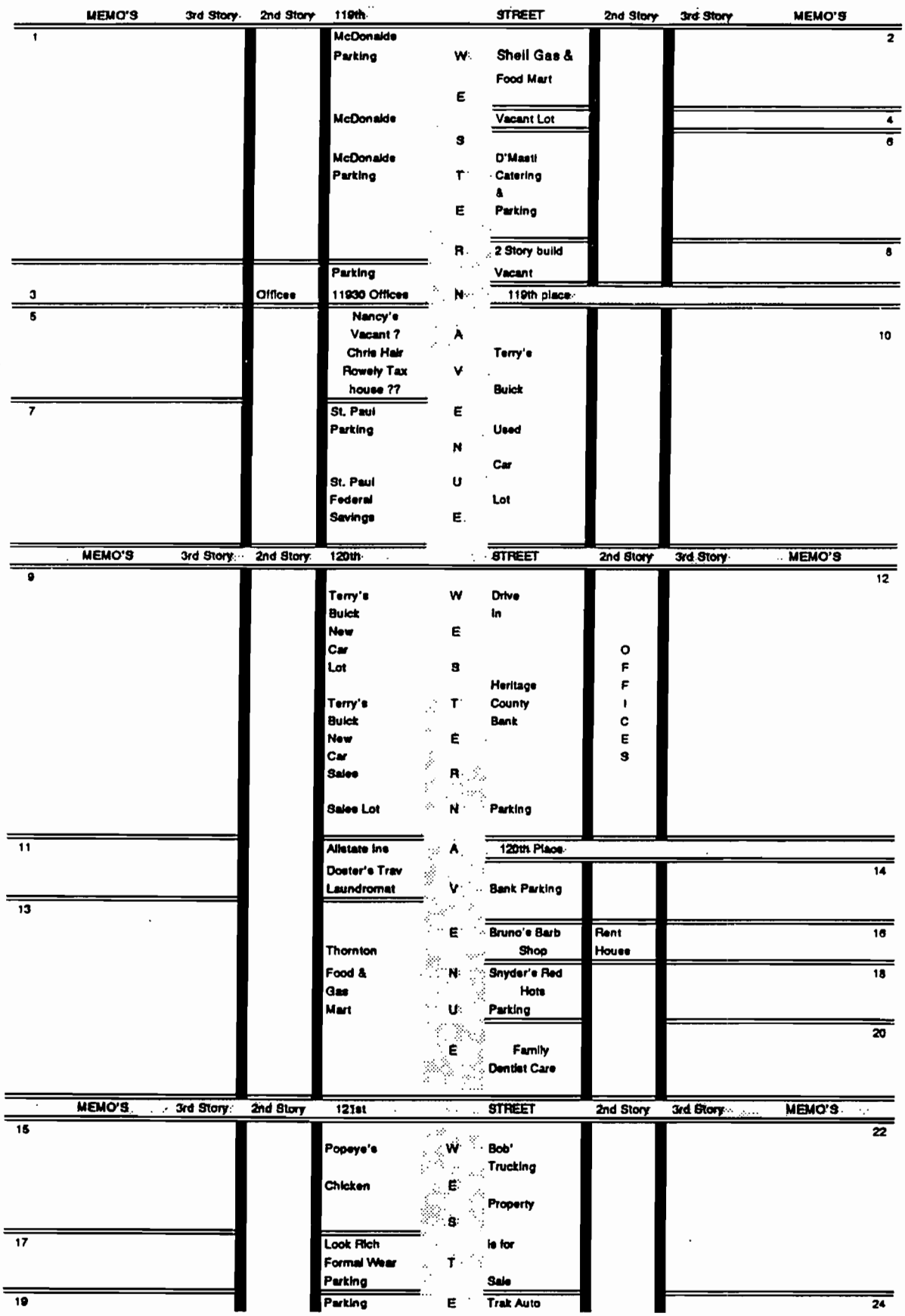
SHEET 1 OF ____

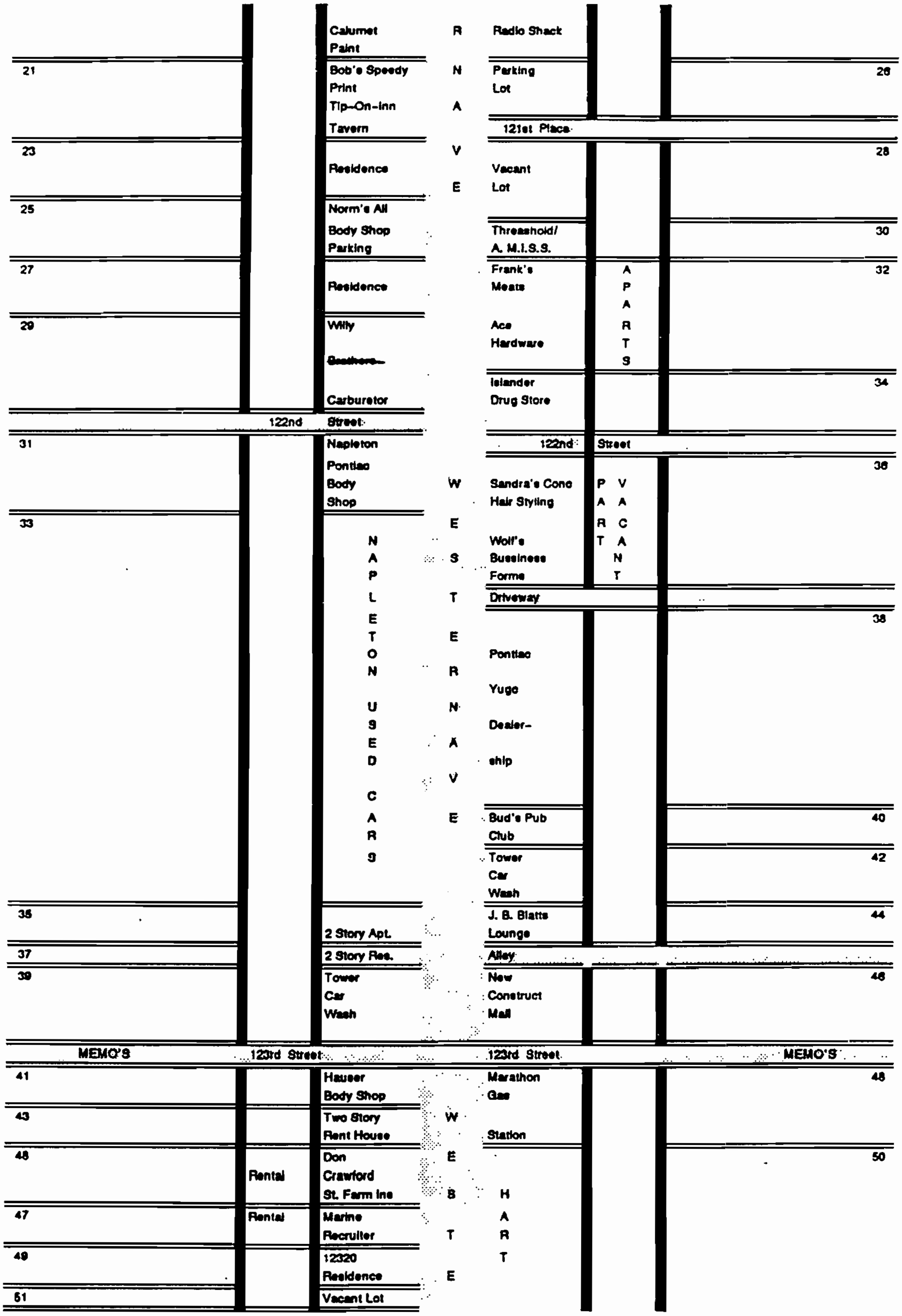
CH2M HILL ATTENDANCE ROSTER

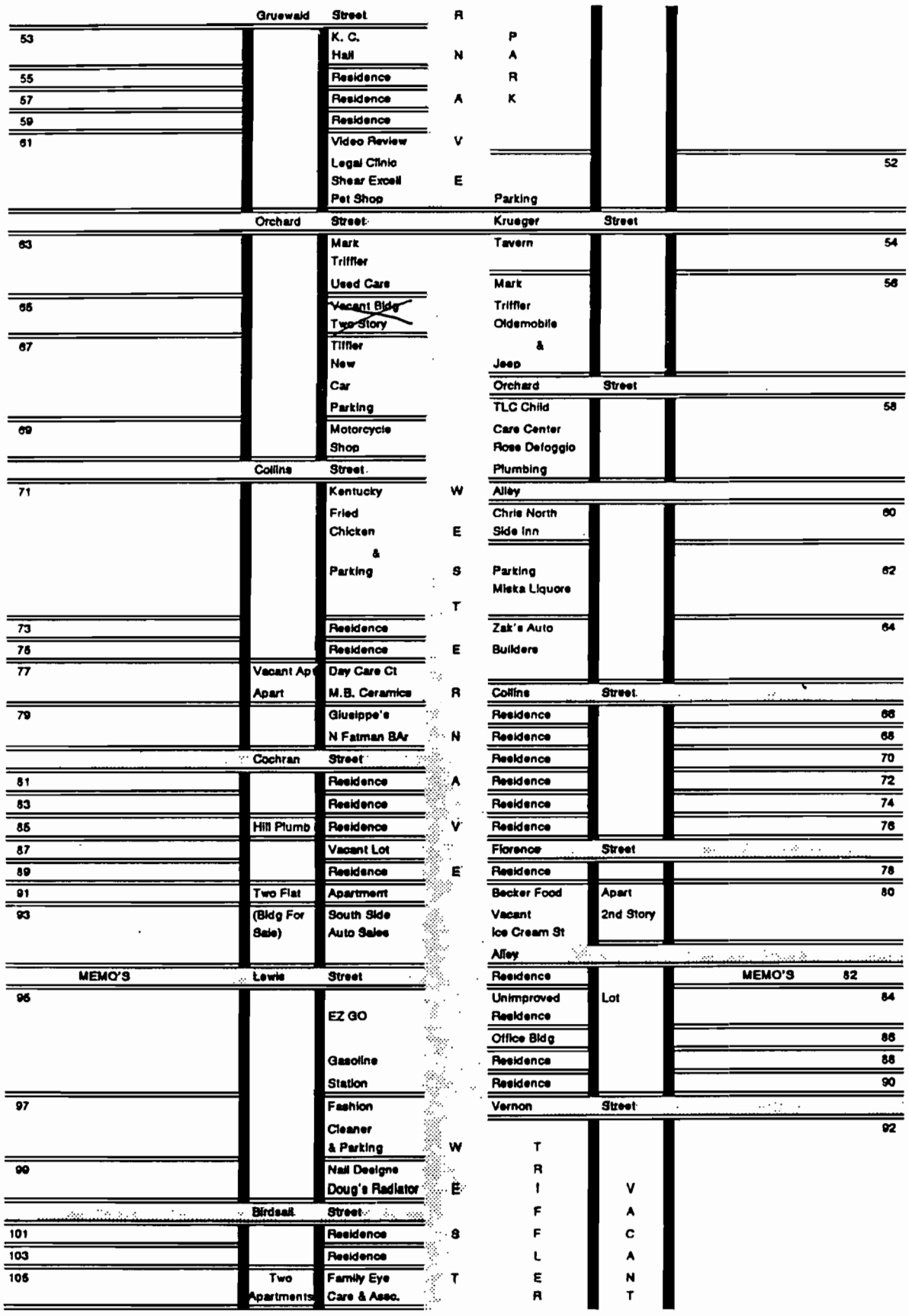
SUBJECT: WESTERN AVE / DIXIE Hwy PANEL Meeting *3

MEETING DATE: 1/26/93 LOCATION: Homewood Village Hall

NAME	REPRESENTING	ADDRESS & PHONE
PAUL RADER	CH2M HILL	(708) 866-9490
TOM WILLMAN	CATS	312 793-2464
KATHLEEN RODI	CATS	312 793 3464
Janice Morrissey	South Suburban Mayors & Mgrs Assoc	708-201-7700
ELAINE LENTZ	B.I. CHAMBER of COMMERCE	708-388-1000
HENRY LABREC	VILLAGE of DIXMOOR	708-389-6121
RICH STARR	IDOT	708-705-4095
TIM NEUMAN	CH2M HILL	708 866 9490
George Chovancek	Village of Homewood	708 206-3587
BOB HEDRICK	Cook County Hwy Dept	312-443-7770
BOB PALMER	Villages of Hazel Crest	708-335-9600
MIKE SCHOLEFIELD	HOMEWOOD	708-206-3376
JIM ADAMEK	POSEN / MAYOR	708-385-0286


MEMO'S 3rd Story 2nd Story 119th STREET 2nd Story 3rd Story MEMO'S
1
2
McDonalds Parking
W E S T
Shell Gas & Food Mart
McDonalds
Vacant Lot
4
6
McDonalds Parking
D'Masti Catering & Parking
2 Story build
8
Parking
Vacant
3
Offices
11930 Offices
119th place
5
10
Nancy's Vacant ? Chris Hair Rowely Tax house ??
Terry's Buick
7
St. Paul Parking
St. Paul Federal Savings
Used Car Lot
MEMO'S 3rd Story 2nd Story 120th STREET 2nd Story 3rd Story MEMO'S
9
12
Terry's Buick New Car Lot
Terry's Buick New Car Sales
Sales Lot
Drive In
Heritage County Bank
OFFICES
Parking
11
Allstate Ins
Doster's Trav
Laundromat
120th Place
Bank Parking
14
13
Thornton Food & Gas Mart
Bruno's Barb Shop
Snyder's Red Hots
Parking
Rent House
16
18
20
Family Dentist Care
MEMO'S 3rd Story 2nd Story 121st STREET 2nd Story 3rd Story MEMO'S
15
22
Popeye's Chicken
Bob' Trucking Property
17
Look Rich Formal Wear Parking
is for Sale
19
Parking
Trak Auto
24


Calumet Paint
Radio Shack
21
Bob's Speedy Print
Parking Lot
26
Tip-On-Inn Tavern
121st Place
23
Residence
Vacant Lot
28
R N A V E
25
Norm's All Body Shop Parking
Threashold/ A. M.I.S.S.
30
27
Residence
Frank's Meats
32
A P A R T S
29
Willy Brothers Carburetor
Ace Hardware
Islander Drug Store
34
122nd Street
122nd Street
31
Napleton Pontiac Body Shop
36
Sandra's Cone Hair Styling
P A R T
V A C A N T
33
Wolf's Business Forms
Driveway
38
N A P L E T O N U S E D C A R S
W E S T E R N A V E
Pontiac Yugo Dealer-ship
Bud's Pub Club
40
Tower Car Wash
42
35
J. B. Blatts Lounge
44
2 Story Apt.
37
2 Story Res.
Alley
39
Tower Car Wash
New Construct Mall
46
MEMO'S
123rd Street
123rd Street
MEMO'S
41
Hauser Body Shop
Marathon Gas Station
48
43
Two Story Rent House
45
Rental
Don Crawford St. Farm Ins
50
47
Rental
Marine Recruiter
W E S T E R N
H A R T
49
12320 Residence
51
Vacant Lot


Gruewald Street
53
K. C. Hall
55
Residence
57
Residence
59
Residence
61
Video Review
Legal Clinic
Shear Excell
Pet Shop
R
N
A
V
E
P
A
R
K
Parking
52
Orchard Street
63
Mark Triffler Used Cars
65
Vacant Bldg Two Story
67
Tiffler New Car Parking
69
Motorcycle Shop
Krueger Street
Tavern
54
Mark Triffler Oldemobile & Jeep
56
Orchard Street
TLC Child Care Center Rose Defoggio Plumbing
58
Collins Street
71
Kentucky Fried Chicken & Parking
73
Residence
75
Residence
77
Vacant Apt
Apart
Day Care Ct
M.B. Ceramics
79
Giuseppe's
N Fatman BAr
W
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S
T
R
N
Alley
Chris North Side Inn
60
Parking
Miska Liquors
62
Zak's Auto
Builders
64
Collins Street
Residence
66
Residence
68
Residence
70
Residence
72
Residence
74
Residence
76
Florence Street
Residence
78
Becker Food
Vacant
Apart
2nd Story
Ice Cream St
80
Alley
Cochran Street
81
Residence
83
Residence
85
Hill Plumb
Residence
87
Vacant Lot
89
Residence
91
Two Flat
Apartment
93
(Bldg For Sale)
South Side Auto Sales
A
V
E
MEMO'S
Lewis Street
95
EZ GO Gasoline Station
97
Fashion Cleaner & Parking
99
Nail Designs
Doug's Radiator
W
E
Residence
MEMO'S 82
Unimproved
Residence
Lot
84
Office Bldg
86
Residence
88
Residence
90
Vernon Street
92
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Birdsall Street
101
Residence
103
Residence
105
Two Apartments
Family Eye Care & Asso.
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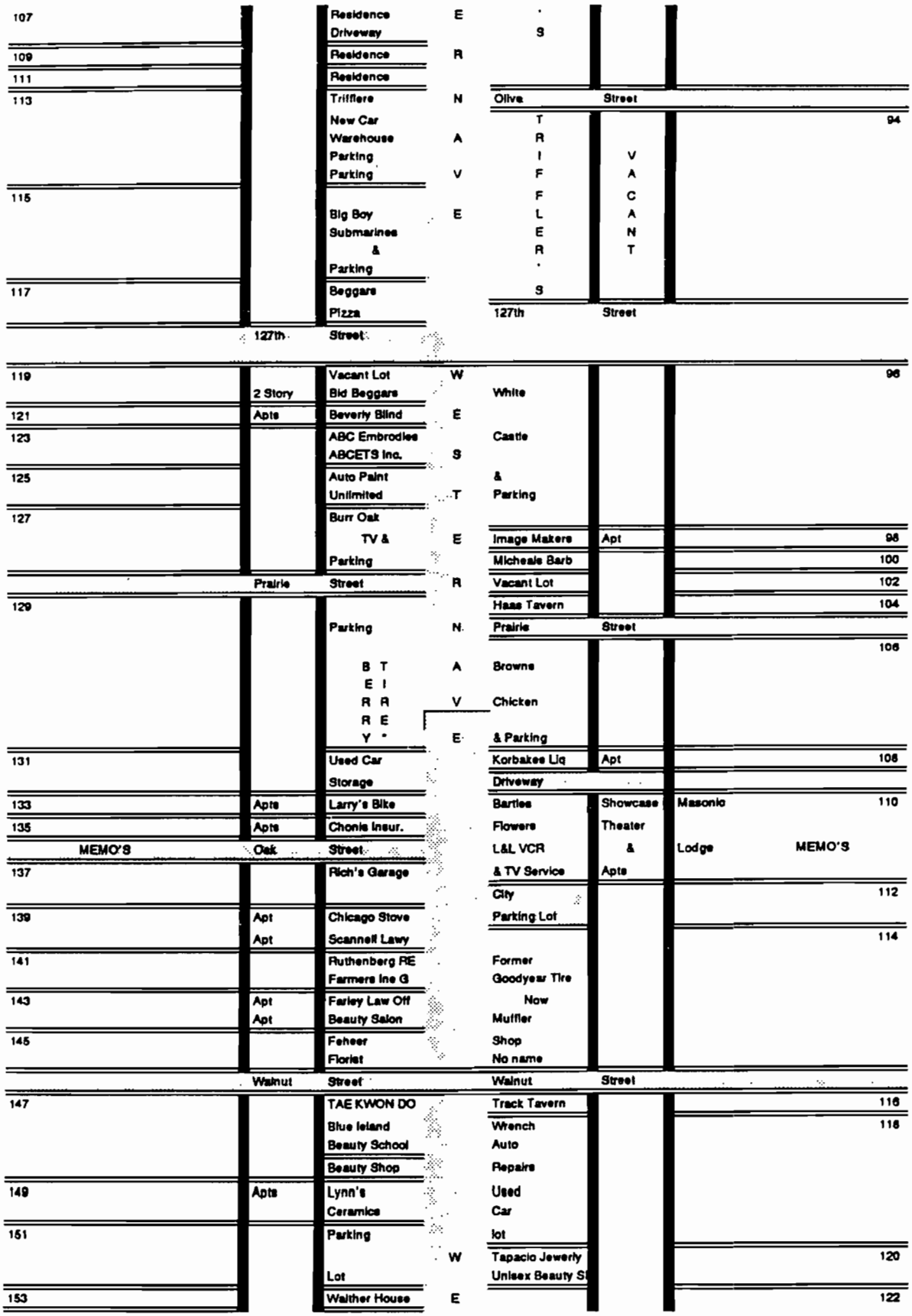
T


107
Residence
Driveway
109
Residence
111
Residence
113
Trifflere
New Car
Warehouse
Parking
Parking
115
Big Boy
Submarines
&
Parking
117
Beggars
Pizza
127th Street
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Olive Street
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94
119
Vacant Lot
2 Story
Bid Beggars
121
Apts
Beverly Blind
123
ABC Embrodies
ABCETS Inc.
125
Auto Paint
Unlimited
127
Burr Oak
TV &
Parking
Prairie Street
W
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White
Castle
&
Parking
Image Makers
Micheals Barb
Vacant Lot
Haas Tavern
Apt
96
100
102
104
129
Parking
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Prairie Street
Browns
Chicken
& Parking
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131
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Storage
Korbakes Liq
Driveway
Apt
108
133
Apts
Larry's Bike
135
Apts
Chonis Insur.
MEMO'S
Oak Street
Barties
Flowers
L&L VCR
& TV Service
Showcase
Theater
&
Apts
Masonic
Lodge
110
MEMO'S
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Rich's Garage
139
Apt
Chicago Stove
Apt
Scannell Lawy
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Ruthenberg RE
Farmers Ins G
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Apt
Farley Law Off
Apt
Beauty Salon
145
Feheer
Florist
City
Parking Lot
Former
Goodyear Tire
Now
Muffler
Shop
No name
112
114
Walnut Street
Walnut Street
147
TAE KWON DO
Blue Island
Beauty School
Beauty Shop
149
Apts
Lynn's
Ceramics
151
Parking
Lot
153
Walther House
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W
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Bimonthly Newsletters

NO. 1 JULY 1991

SRA SPOTLIGHT

WESTERN/DIXIE/183rd/VINCENNES/IL RTE 1 CORRIDOR ADVISORY PANEL

THE SRA PROJECT

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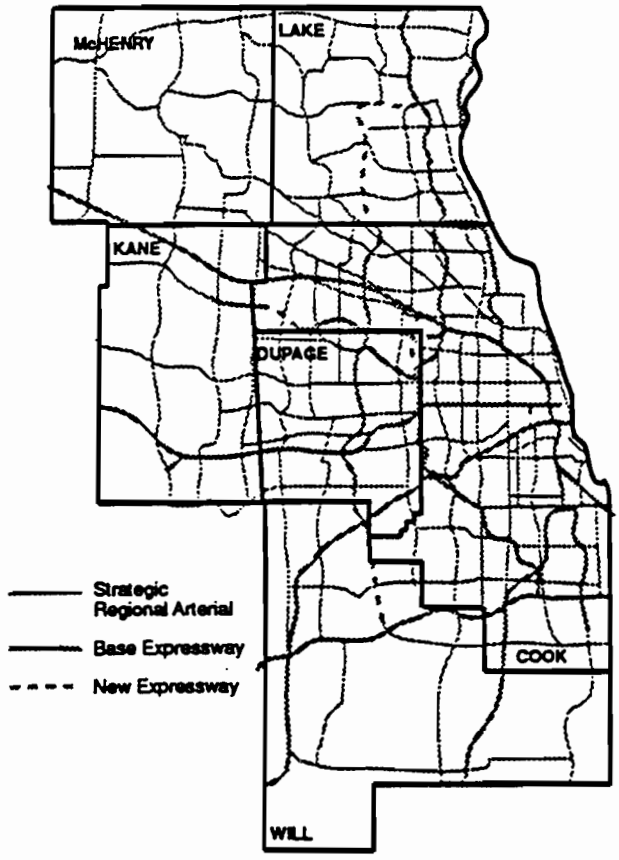

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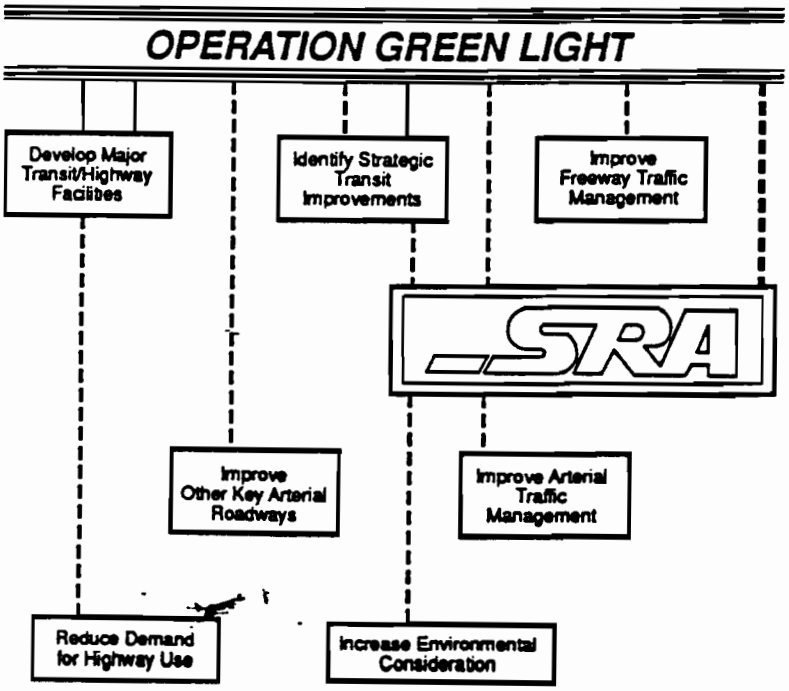

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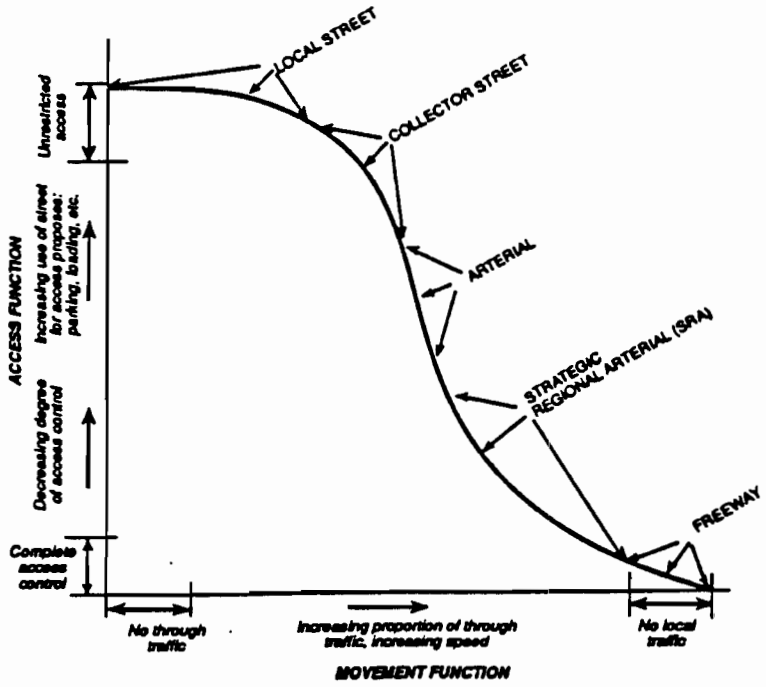

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THE SRA PROJECT (Continued from Page 1)

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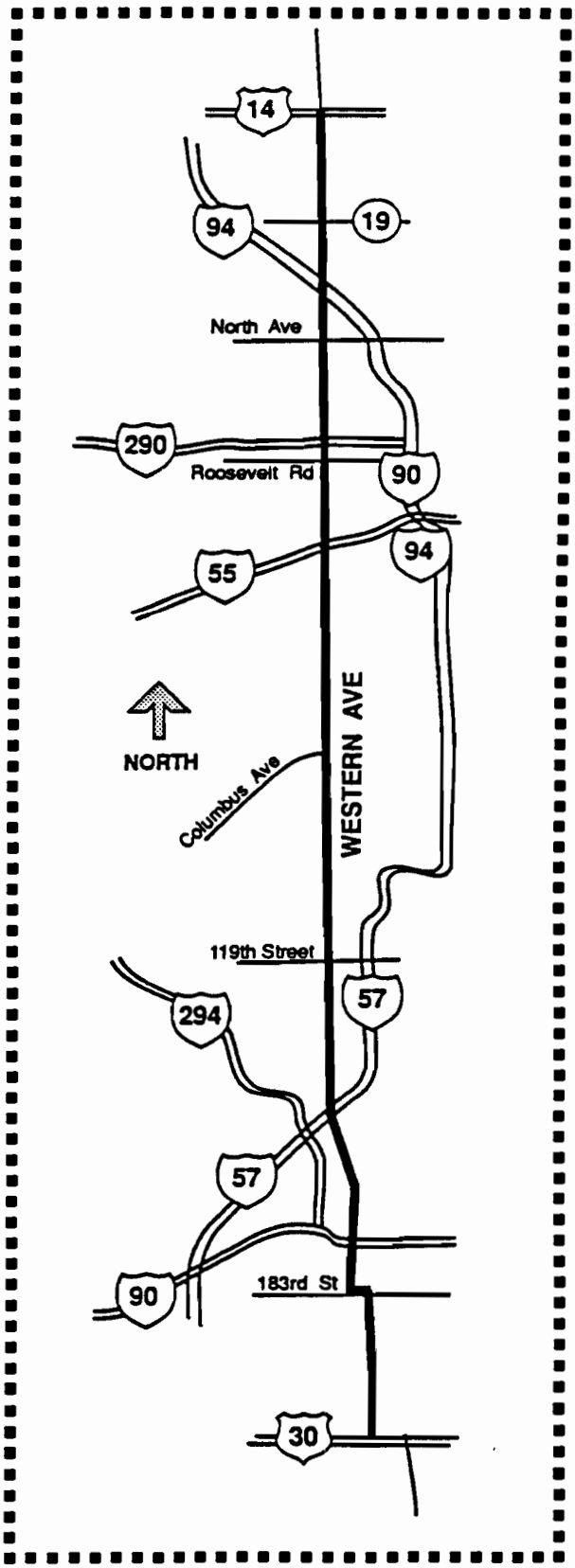

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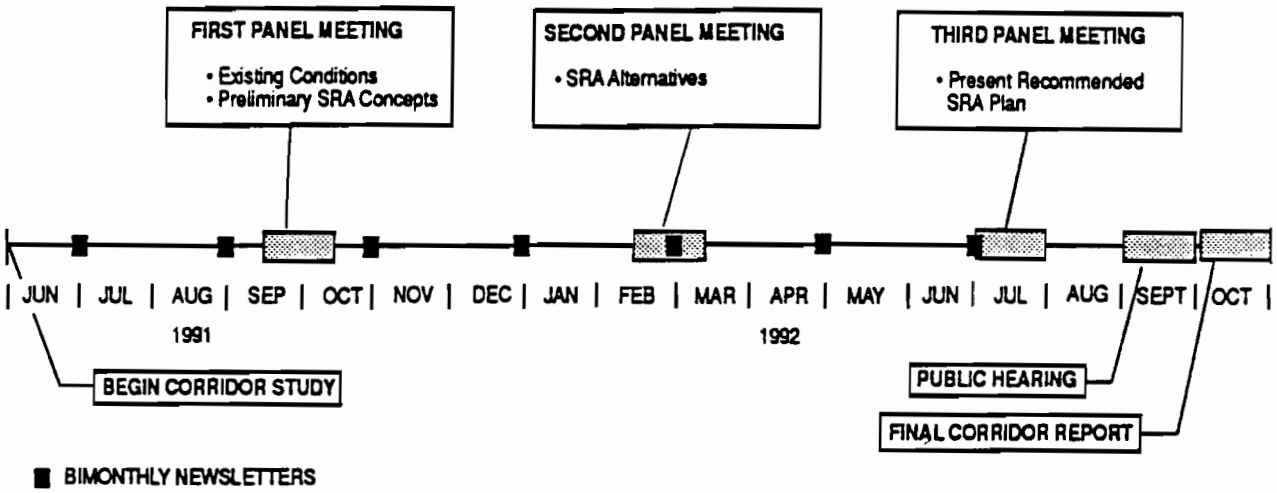

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For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Barbara Sloan

Panel Members:

Blue Island
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East Hazel Crest
Flossmoor
Harvey
Hazel Crest
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NO. 1 JULY 1991

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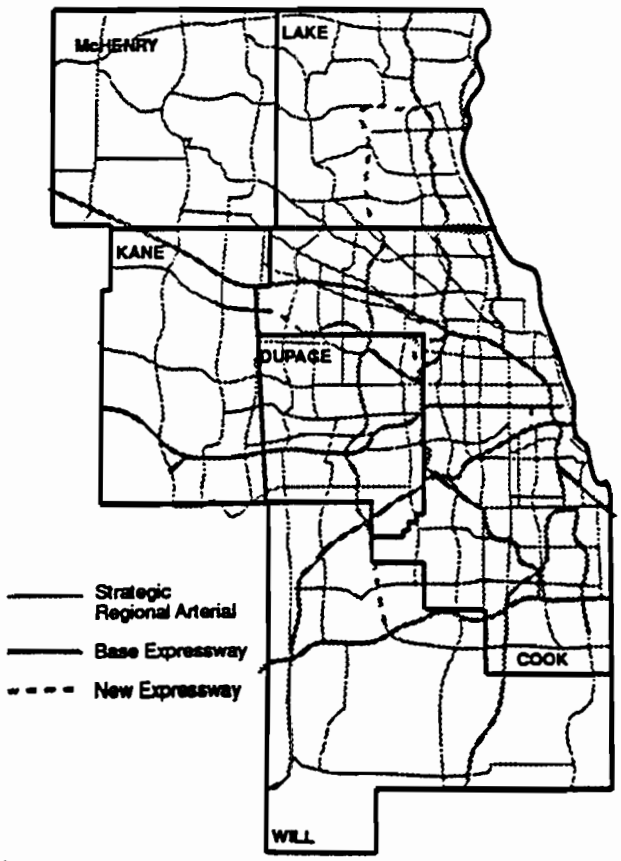

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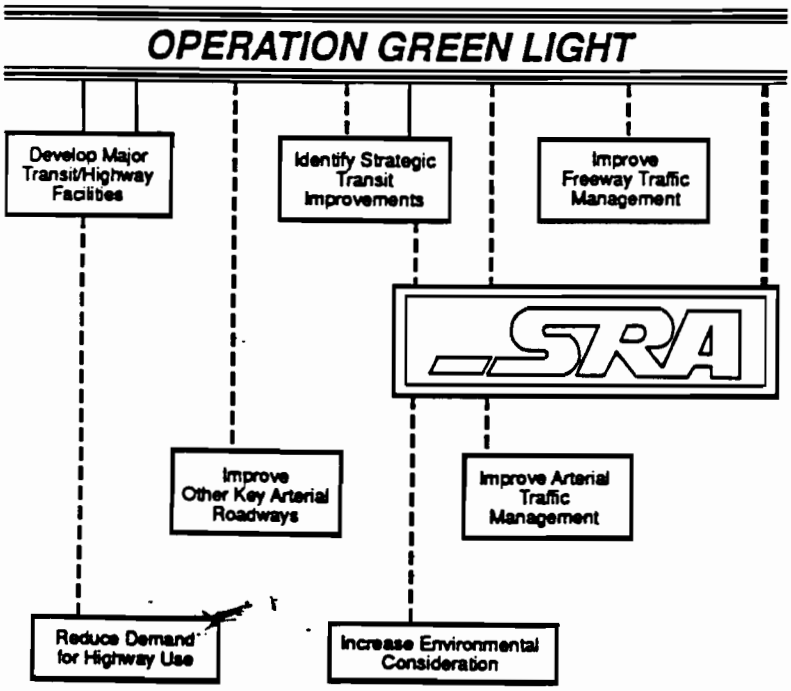

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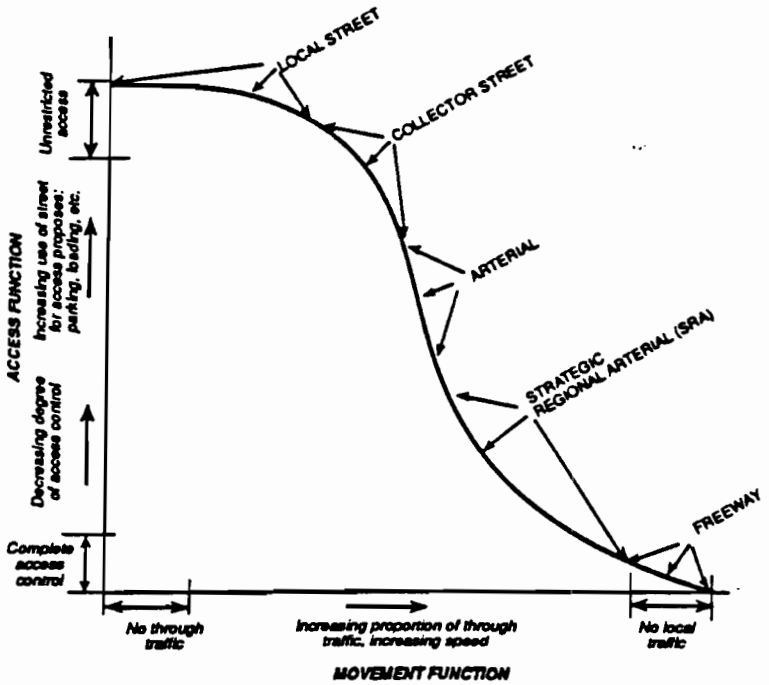

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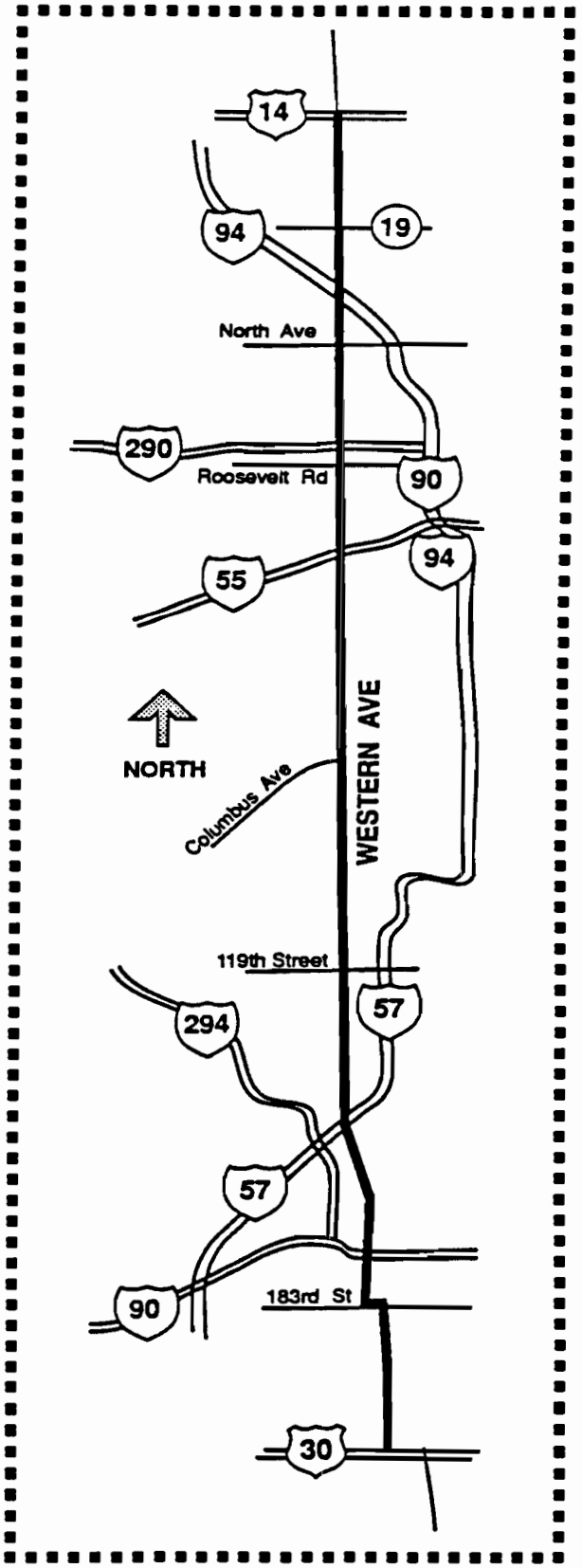

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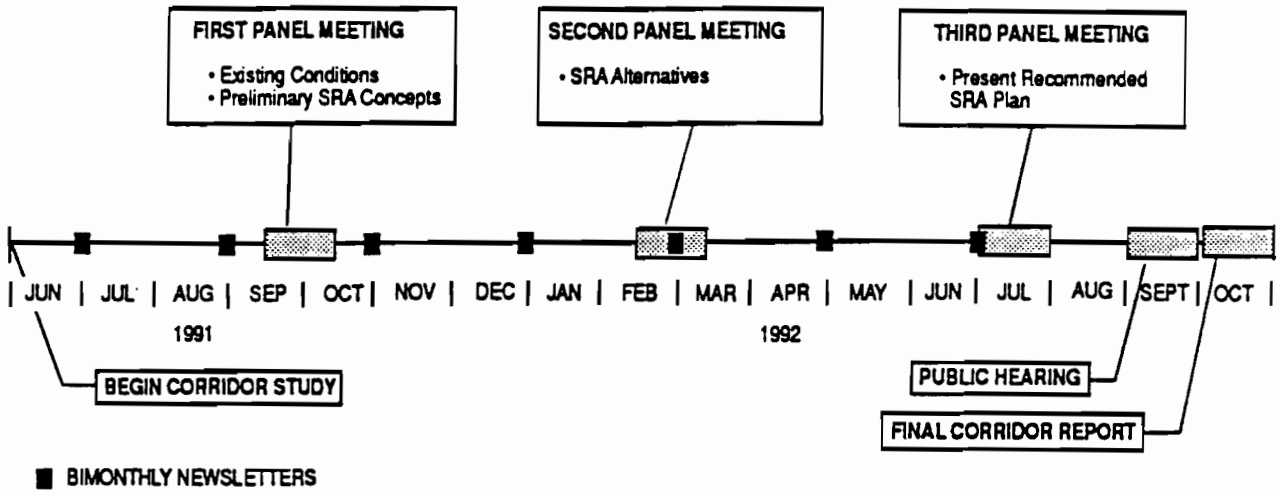

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Room 411
Chicago, Illinois 60610

NO. 2 SEPTEMBER 1991

SRA SPOTLIGHT

WESTERN /DIXIE/IL RTE 1 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment

- **Urban Routes**
- **Suburban Routes**
- **Rural Routes**

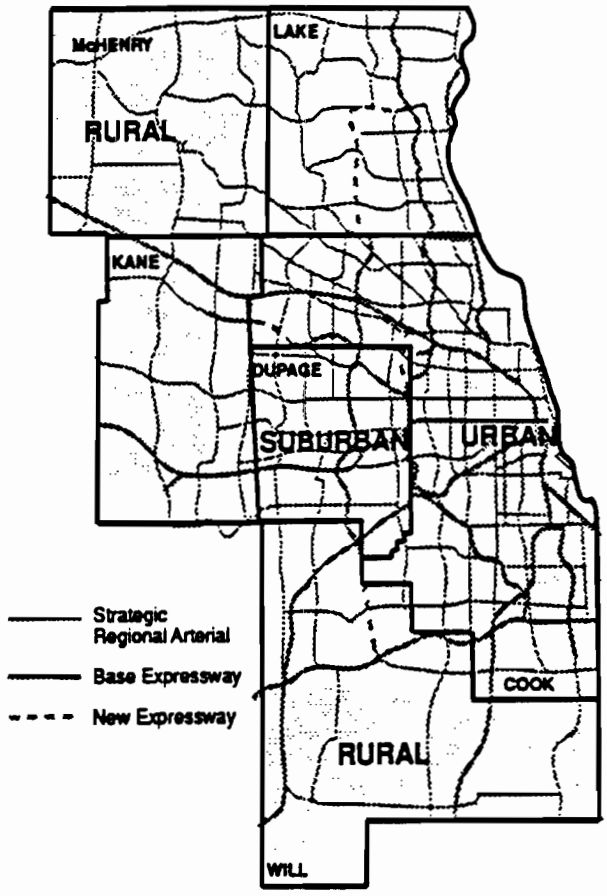
The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

- **Urban routes: Densities over 5.0 households per acre by 2010.**
- **Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.**
- **Rural routes: Densities less than 0.5 households per acre by 2010.**

The areas for each route type are shown in the accompanying map. 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. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

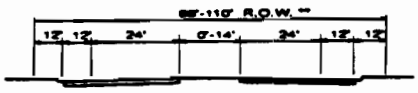
Access management is another key consideration in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

Rural Routes

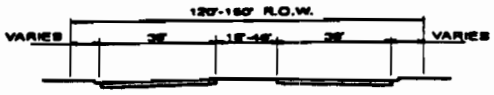
Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

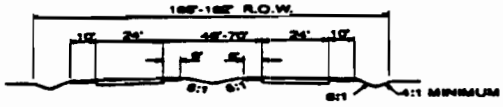
CROSS SECTIONS



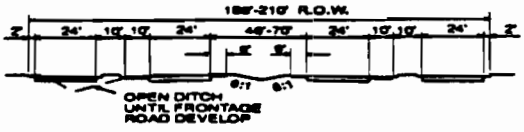
URBAN



SUBURBAN



RURAL



RURAL WITH FRONTAGE ROADS

ROUTE TYPE CONSIDERATION IN
THE WESTERN/DIXIE/IL RTE 1 CORRIDOR

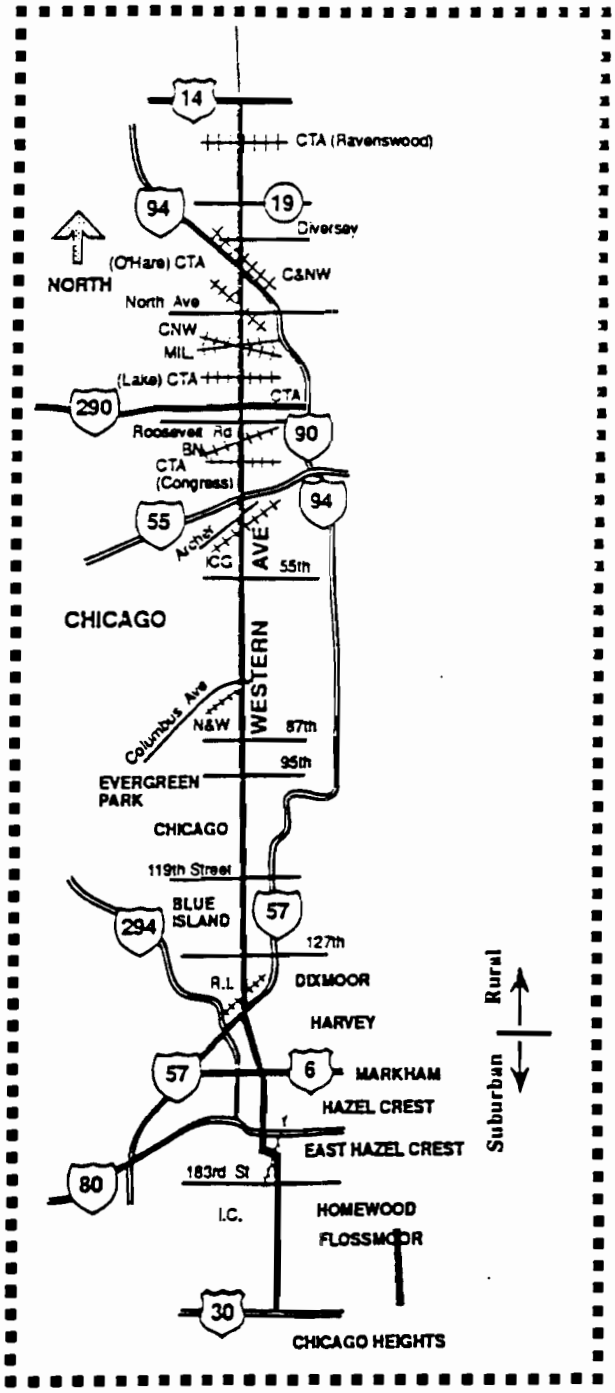
The Western Avenue/Dixie Highway Corridor

The SRA segment of concern to this panel is Western Avenue/Dixie Highway between U.S. 30 and 119th Street. The segment is shown on the accompanying map.

The corridor is served by bus via CTA line #49A and PACE line #349. The METRA/Rock Island line serves the corridor at the Blue Island Station and runs parallel to Western Avenue from north of 95th Street to Blue Island. The Metra Electric Line serves the Homewood station and runs parallel to Dixie Highway from Park Avenue to 175th Street.

The section of this corridor north of 159th Street has been classified as an urban SRA. The ultimate 2010 desirable cross section would have a minimum of four through lanes within 96 to 110 feet of right-of-way.

The section of this corridor south of 159th has been classified as a suburban SRA corridor. The ultimate 2010 desirable characteristics of a suburban SRA include a six-lane section and a barrier median. This configuration would be set within 120 to 150 feet of right-of-way. The existing right-of-way is less than that noted above. Special considerations will be required in the vicinity of downtown Homewood where the SRA must cross the Illinois Central Railroad and avoid effects to the business district or nearby residential and recreational land uses.



YOU CAN HELP

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

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SRA SPOTLIGHT

Publisher:
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CH2M HILL

For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Barbara Sloan

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Dixmoor - Henry Labrec
East Hazel Crest - Thomas A. Brown
Flossmoor - Frank Maher
Harvey - David N. Johnson
Hazel Crest - Martin Kauchak
Homewood - John T. Doody
Markham - Evans Miller
Posen - James Adamek
Cook County - Robert Hedrick

NO. 2 SEPTEMBER 1991

SRA SPOTLIGHT

WESTERN/DIXIE/183rd/VINCENNES/IL RTE 1 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment

- **Urban Routes**
- **Suburban Routes**
- **Rural Routes**

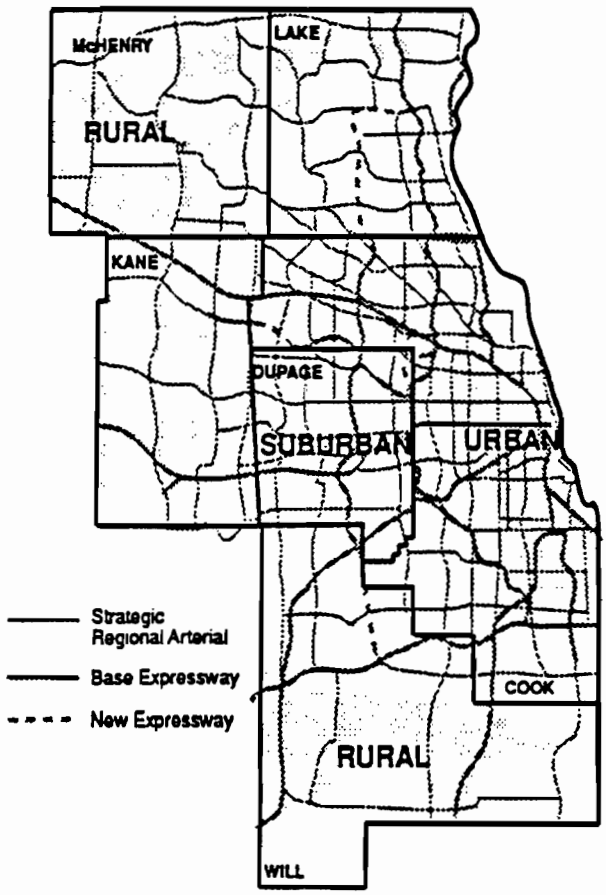
The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

- **Urban routes: Densities over 5.0 households per acre by 2010.**
- **Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.**
- **Rural routes: Densities less than 0.5 households per acre by 2010.**

The areas for each route type are shown in the accompanying map. 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. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

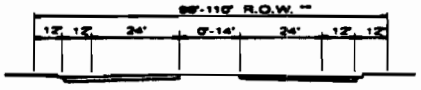
Access management is another key consideration in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

Rural Routes

Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

CROSS SECTIONS



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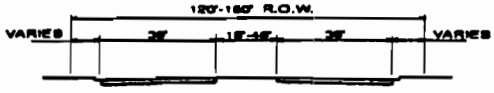

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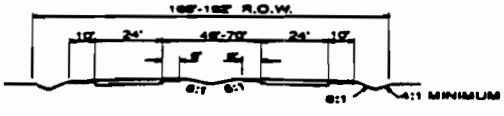
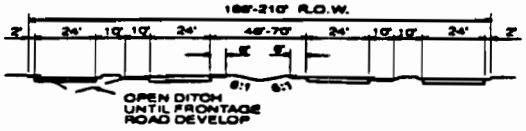


RURAL



RURAL WITH FRONTAGE ROADS

ROUTE TYPE CONSIDERATION IN
THE WESTERN/DIXIE/183rd/VINCENNES/IL RTE 1 CORRIDOR

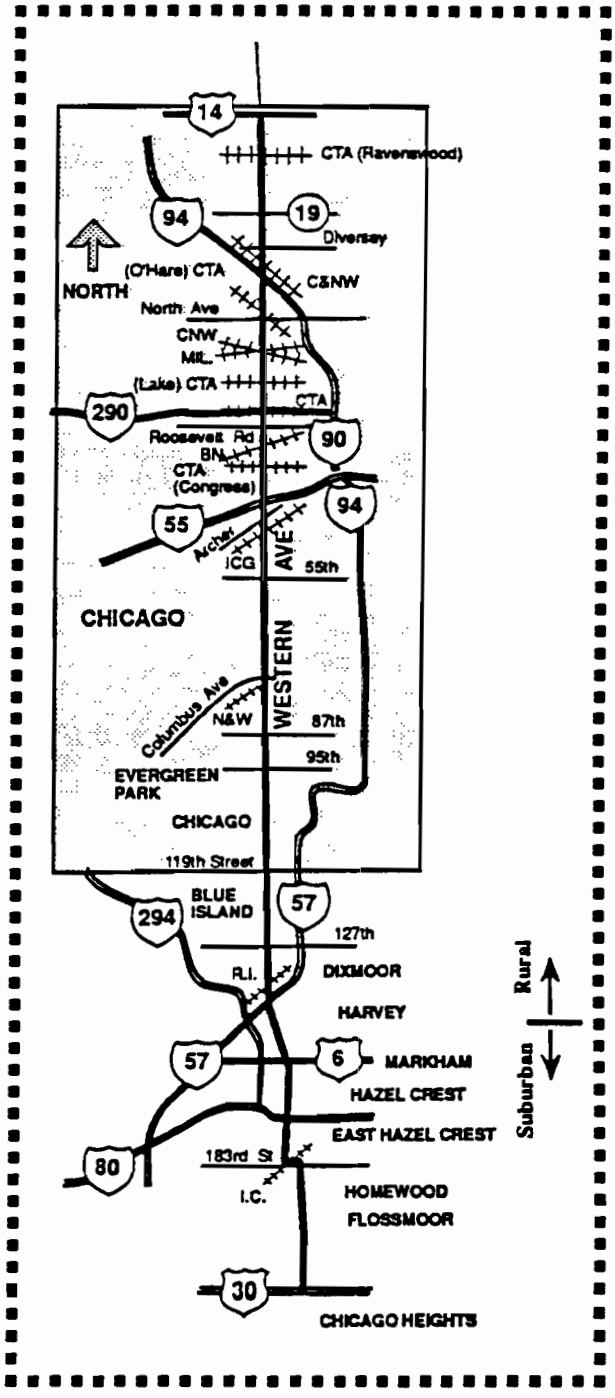
The Western Avenue/Dixie Highway Corridor

The SRA segment of concern to this panel is Western Avenue between 119th Street and Peterson Avenue (U.S. 14). This segment is shown on the accompanying map.

The corridor is served by bus via CTA route #49 from Peterson Avenue to south of 119th Street. The PACE #349 route begins at 79th Street and continues south past 119th Street. CTA rapid transit routes serve the corridor via the Ravenswood, O'Hare/Congress/ Douglas, and Lake/Dan Ryan lines. METRA crosses the corridor south of Diversey Parkway, Grand Avenue, 16th Street, Archer Avenue, and south of the Southwest Highway.

This section of the corridor has been classified as n urban SRA. Based on the SRA Design Concept Report, the ultimate 2010 desirable cross section could include a minimum of four through lanes within a 96- to 110-foot right-of-way.

Existing right-of-way and lane configuration meet minimum requirements throughout much of this SRA section. Special consideration is required at crossings with other SRAs and major streets where additional through and turning lanes may require greater street width and right-of-way. Clearances are limited at various rail overpasses.



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There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

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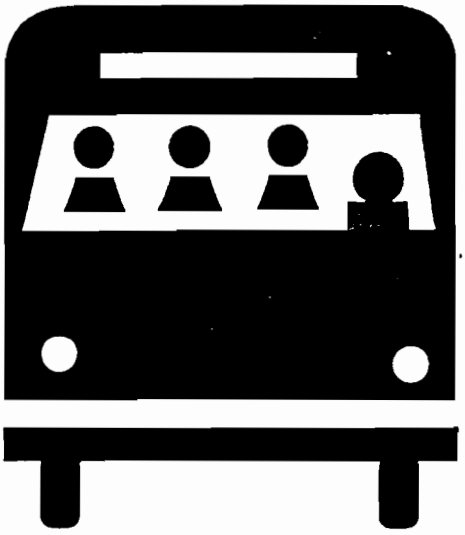
Cook County - Robert Hedrick

NO. 3 JANUARY 1992

SRA SPOTLIGHT
WESTERN / DIXIE / ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

PUBLIC TRANSIT



The success of today's transportation system and the viability of its future depend on a "balanced" system, one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. A key element of this balanced system has long been to give preferential treatment to public transit and other high-occupancy vehicles (HOV).

The Strategic Regional Arterial (SRA) system is intended to accomplish certain specific objectives within the overall transportation system, one of which is to enhance public transportation and personal mobility. This may be accomplished by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

These strategies are being investigated for application in plans for each of the SRA routes under study.

Improved Transit Station Accessibility

Existing transit stations along SRA routes will be evaluated for potential improvements to increase accessibility from the SRA. Increased accessibility may motivate more people to make regional trips utilizing transit, thereby reducing the number of vehicles on the SRA. Accessibility could be improved by one or more of the following techniques.

- **Actuated Traffic Signals**—Transit station usage is extremely intensive during peak periods. Incorporating traffic signals with phasing and timing that responds to varying daily traffic levels will make transit stations more accessible and reduce delays. If new traffic signals are proposed at transit stations, they should meet the established traffic warrants and spacing of signals criteria.
- **Turn Lanes**—To maximize through traffic movements for vehicles not wishing to access transit stations, channelized right- and left-turn lanes could be constructed for vehicles turning into transit stations. If demand is high enough, dual left- and/or right-turn lanes might be constructed. Appropriate storage bays for turning vehicles must also be implemented.
- **Parking Improvements**—Parking lot expansion for commuters will be investigated. Preferential parking stalls nearest to transit stations could be designated for HOV. Secure bicycle parking also should be provided at most suburban transit stations.
- **Pedestrian Grade Separations**—If substantial parking for a transit station is located on the opposite side of a SRA, grade separation for the pedestrian movement could be considered. This would tend to reduce delays on the SRA caused by at-grade pedestrian flow, and would also improve safety and convenience for the pedestrians.

Improved Operating Conditions for Buses

A number of transit enhancements will be considered both to relieve traffic congestion and improve operating conditions for buses.

Bus Service on Rural SRAs

Bus services operating on rural SRAs should, if possible, be limited to express service. The buses should have signal preemption capability that can be deployed when they are running behind schedule. Because of the high-speed characteristics of these facilities, flag stops are not considered appropriate. Wherever possible, bus stops on these routes should be planned as public-private cooperative ventures in conjunction with activity centers. These off-the-road sheltered stops would also serve connecting routes and incorporate park-and-ride facilities. They would be located at 2- to 5-mile intervals. Bus stops should be located on the actual SRA routes when there are no opportunities for off-road facilities, and/or to serve riders transferring from connecting services.

Bus Service on Suburban SRAs

Similar to bus services for rural SRAs, bus services on suburban SRAs should be express buses. Where possible or feasible express bus service should be equipped with priority signal preemption capability that can be deployed when they are running behind schedule. Bus stop locations should occur every one-half to 1 mile. Variable factors to consider in locating the stops are:

- Whether there are intersecting bus routes with a corresponding potential for transferring riders; and
- Whether there are significant residential, commercial/retail, or office developments to be served along the route.

The stops would be designed as turnouts and would accommodate connecting services. Walkways to stops of intersecting services would facilitate transfers and promote safety. Near-side and far-side bus stop configurations would be planned to minimize distance between connecting lines.

Bus Service on Urban SRAs

On urban SRA routes that accommodate bus service, a number of transit service enhancements will be reviewed to determine their potential for relieving traffic congestion. One basic technique would be to remove parking from the bus travel lanes, and strictly enforce parking restrictions. Signal system modification represents another potential area for enhancement.

Bus stop turnouts are not considered practical on urban SRAs. On a route-specific basis, however, both the locations and spacing of bus stops will be reviewed. Major objectives would be to eliminate stops in excess of one per block, and to eliminate conflicts with right turns. Where the blocks are short, as in the central area, stops could be located at every second block.

Exclusive Bus Lanes

Another strategy to improve travel times is to establish exclusive lanes for buses and HOV during the morning and evening peak travel periods. This approach would be reserved for SRAs with at least three traffic lanes in each direction (see Figure1, which illustrates the "diamond lane" concept). A companion measure essential to the effectiveness of exclusive lanes is minimizing access points to the roadway by eliminating curb cuts wherever possible.

Figure 2 illustrates median bus lane treatment on an urban SRA route. If this treatment is adopted, automobile left turns from the urban SRA route should be permitted only at other SRA routes.

Lanes on urban SRA routes could also be dedicated to buses that travel in the reverse direction from the normal traffic flow. Figure 3 gives an example of a typical transit contra-flow lane. Contra-flow lanes have been used in downtown Chicago, and have been very effective in reducing both bus travel times and bus operating expenses. However, because of accident potential, transit contra-flow lanes are generally only recommended when additional lanes cannot be added easily because of space limitations and where reserve capacity is available in the non-peak direction.

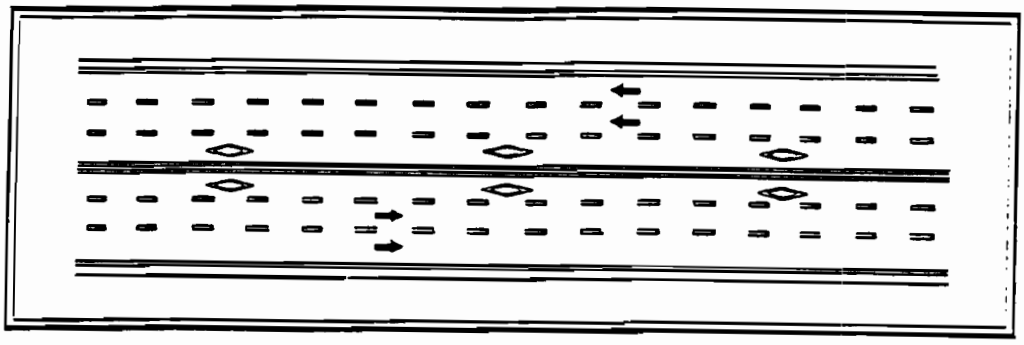


Figure 1 "Diamond Lanes"

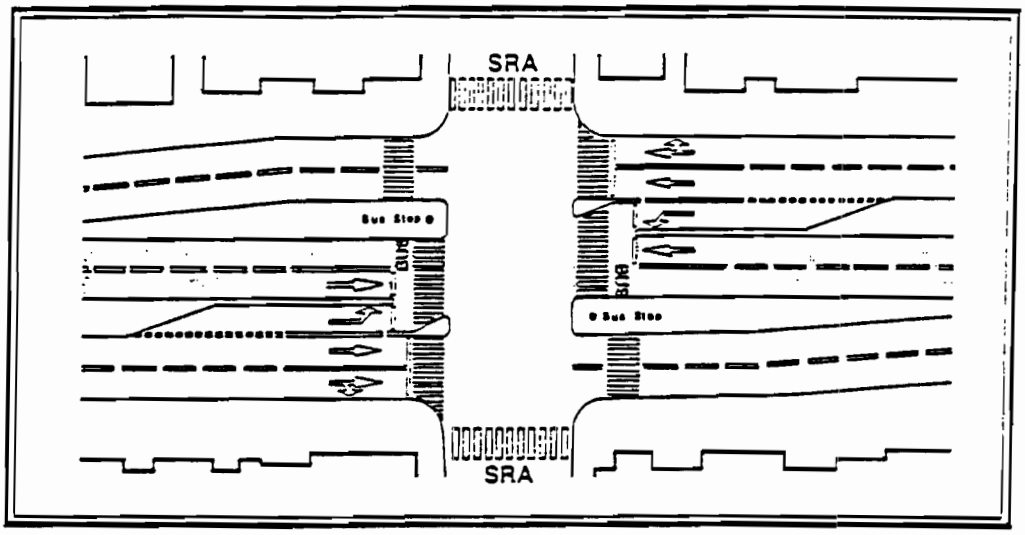


Figure 2 Center Bus Lane Treatment – Urban SRA

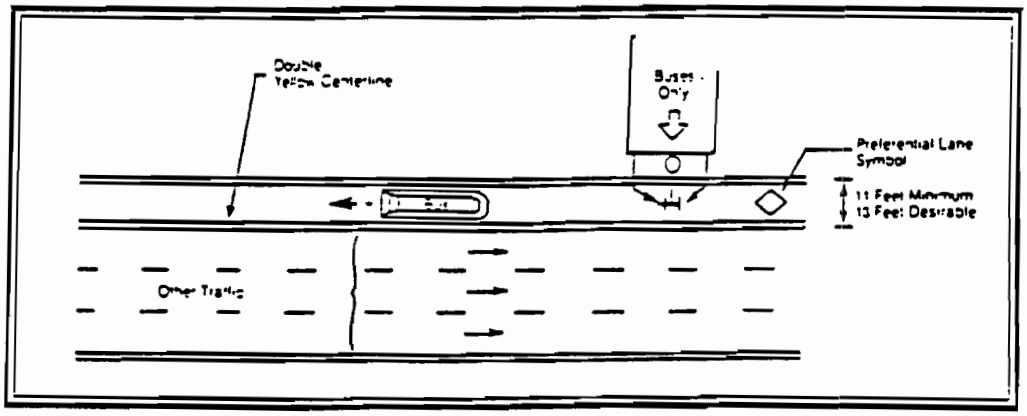


Figure 3 Typical Transit Contra-Flow Lane

Identifying Opportunities for Future Transit Facilities

Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. For example, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

Western/Dixie/Illinois Route 1 Project Status

To date, about 30 percent of the study of Western/Dixie/Illinois Route 1 is complete. In September and October, IDOT and the consultant team held the first Advisory Panel Meetings. At these meetings, the existing conditions of the Western/Dixie/Illinois Route 1 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for March. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the Western/Dixie/Illinois Route 1 corridor. The third Advisory Panel Meeting is scheduled to take place in the fall of 1992, and a Public Hearing is scheduled tentatively for the winter of 1992 or early 1993.

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NO. 3 JANUARY 1992

SRA SPOTLIGHT
WESTERN / DIXIE / ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

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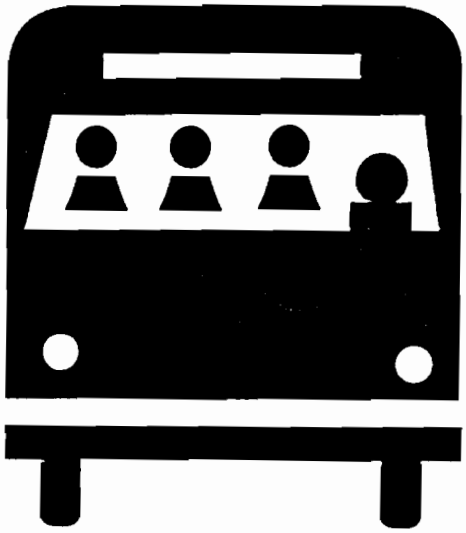

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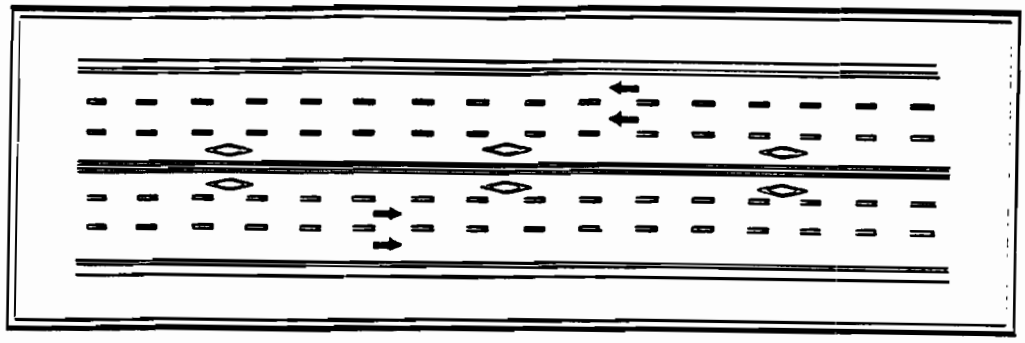

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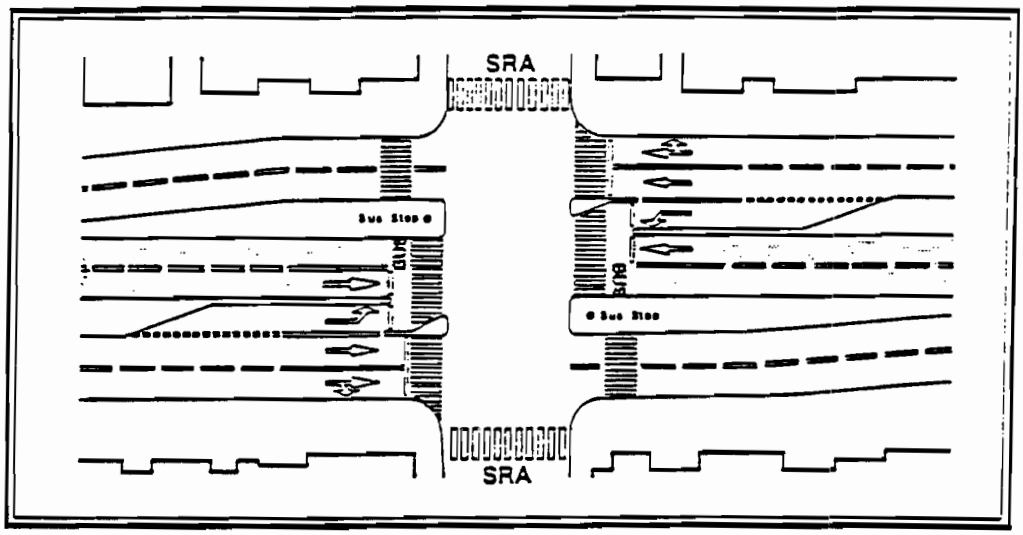

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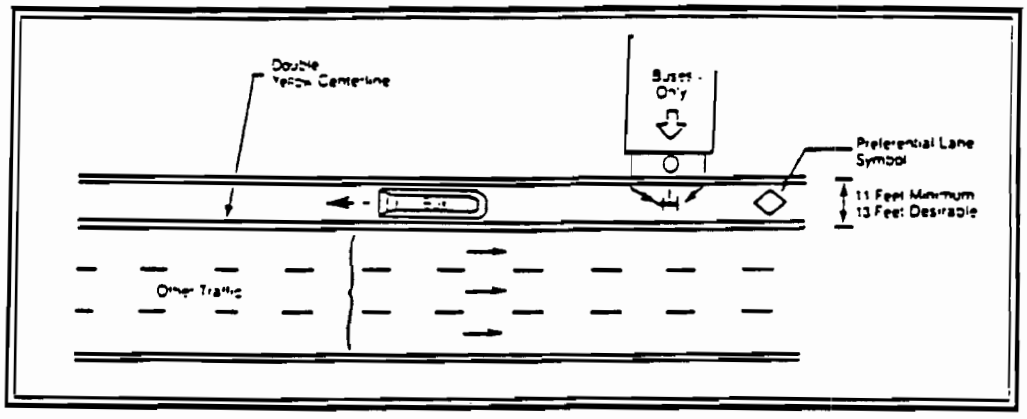

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Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. For example, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

Western/Dixie/Illinois Route 1 Project Status

To date, about 30 percent of the study of Western/Dixie/Illinois Route 1 is complete. In September and October, IDOT and the consultant team held the first Advisory Panel Meetings. At these meetings, the existing conditions of the Western/Dixie/Illinois Route 1 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for March. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the Western/Dixie/Illinois Route 1 corridor. The third Advisory Panel Meeting is scheduled to take place in the fall of 1992, and a Public Hearing is scheduled tentatively for the winter of 1992 or early 1993.

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NO. 4 MARCH / APRIL 1992

SRA SPOTLIGHT
WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

Relationship of Transportation Planning to Land Use and Development

Land Use and the SRA Plan

The success of today's transportation system and the viability of its future depend upon integrating arterial improvements with future development plans. Road improvements have the potential to stimulate land use changes, which in turn, can impact the efficiency of the transportation system. Improved accessibility, a common component of transportation system improvement plans, can influence land development, particularly when combined with other contributing factors such as land availability, market trends, local zoning and land use policies, water and sewer extension policies, and proximity to population centers.

The Strategic Regional Arterial (SRA) network, which consists of 1,340 miles of existing roads, encompasses 146 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Within this network there are significant differences in the roadway environment that determine how various types of routes may function in the system. Land use impacts also will vary, depending upon whether the route traverses an urban, suburban, or rural area. In rural or suburban areas, there may be large tracts of vacant land that may undergo development, requiring coordinated access; in urban areas, maintaining or improving access and parking to existing developments are primary issues.

In high-demand areas, consideration of access management and design improvements are necessary to ensure maintenance of a good level of service. A key element of the SRA plan is to balance the goals of an arterial's function, to carry high volumes of long-distance traffic, with existing and future land use access needs. This may be accomplished by:

- Understanding future regional growth trends; and
- Understanding and accommodating local planning efforts.

Understanding Future Regional Growth Trends

By the year 2010, substantial increases in population, number of households, and employment are projected for the Chicago metropolitan region. Total population is projected to grow by 17.2 percent—from 7.1 million in 1980 to over 8.3 million by 2010. Population growth will be most significant outside of Cook County (which contains the city of Chicago) in the suburban counties. Each of the six counties, with the exception of Cook County, is projected to grow by nearly 50 percent over the 30-year period (1980 to 2010). The following table details population growth and percent change over the 30-year period.

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Will	324,500	472,400	147,900	45.6
Region	7,103,600	8,327,900	1,224,300	17.2

Source: Northeastern Illinois Planning Commission

Changing demographics have altered household structure, bringing a dramatic increase in the number of single-person and single-parent-headed households, a factor that will continue to shape markets in the coming years. In the region, the number of households is projected to increase by 31.1 percent (774,000 new house-

holds) between 1980 and 2010—reaching over 3.2 million. Nearly half of the new households will be in Cook County, which will add close to 350,000 households. Lake, Kane, McHenry, Will, and DuPage Counties will see the greatest percent change—with households increasing by well over 50 percent of 1980 levels.

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To provide an SRA corridor plan that addresses future development, comprehensive land use plans requested from each community have been integrated into the SRA transportation planning effort. From these land use plans, it is possible to make a better determination of:

- Potential future access locations
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In existing or future areas of intense commercial development, SRA corridor planning can focus on:

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In residential areas, or near parks and schools, the corridor plan can focus on:

- Accommodating pedestrian activities
- Addressing aesthetic issues to minimize adverse visual impacts of corridor improvements

It is important to note that local units of government control land use and development. The SRA corridor plan attempts to coordinate future transportation needs based on community plans, but if land use policy changes, or if a land use plan is not implemented, the transportation system will be affected. Thus, a good transportation system depends upon implementation of effective land use controls and enforcement of land use plans.

Land Use Considerations in the Western/Dixie/Illinois Route 1 Corridor

This SRA segment includes areas along Western Avenue/Dixie Highway between U.S. Route 30 and 119th Street. The corridor is shown on the accompanying map. Within this segment, the corridor is classified as

"suburban" from U.S. Route 30 to Sibley Boulevard (a distance of approximately 8.5 miles) and then is classified "urban" for the remainder of the route.

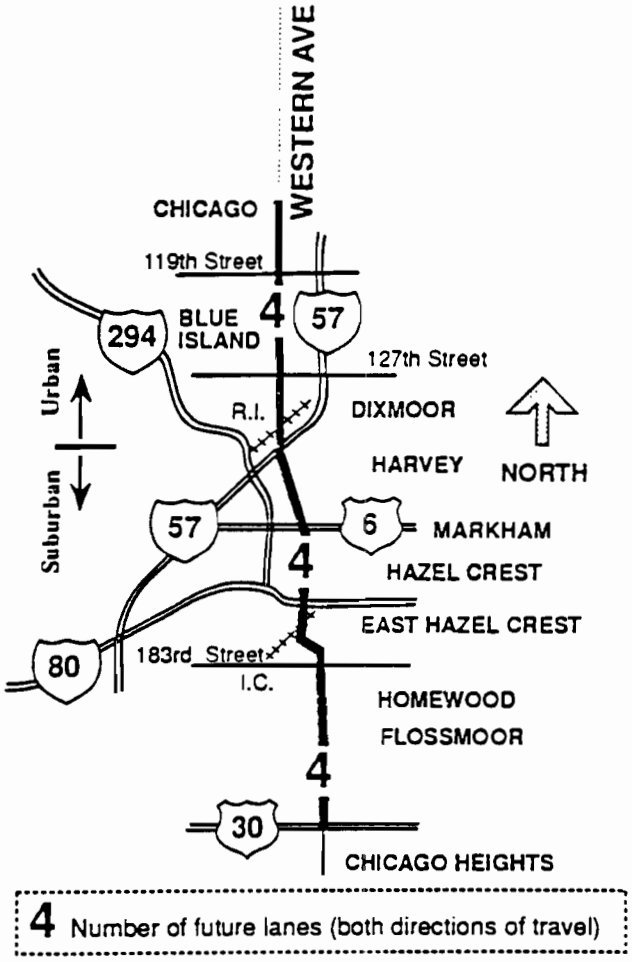
Land use along much of this segment is mature suburban residential. Exceptions include sections of Dixie Highway bordered by retail developments (presently with low occupancy) and the downtown commercial districts of Homewood and Blue Island. There is little open land for future development.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservation for frontage roads, or providing enhanced access to the development or site.

Western/Dixie/Illinois Route 1 Corridor Project Status

The second Advisory Panel Meeting for the Western Avenue/Dixie Highway Corridor was held April 6, 1992. At this meeting, the concept plan for the corridor was presented and discussed, and input was solicited from the panel members. The project team will continue to detail the plan, which will be presented and discussed at the third panel meeting in the fall of 1992.

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR CONCEPT PLAN



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SRA SPOTLIGHT
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Land Use Considerations in the Western/Dixie/Illinois Route 1 Corridor

This SRA segment includes areas along Western Avenue/Dixie Highway between 119th Street and Peterson Avenue. The corridor is shown on the accompanying map. Within this segment, the corridor is classified as "urban" throughout its length. Areas adjacent to Western Avenue are entirely within Evergreen Park or the City of Chicago.

Land use patterns along this segment are mature and are likely to remain as they are today. Adjacent to Western Avenue, the land use is predominantly retail/commercial with pockets of residential areas. There is virtually no "undeveloped" land in this segment.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservation for frontage roads, or providing enhanced access to the development or site.

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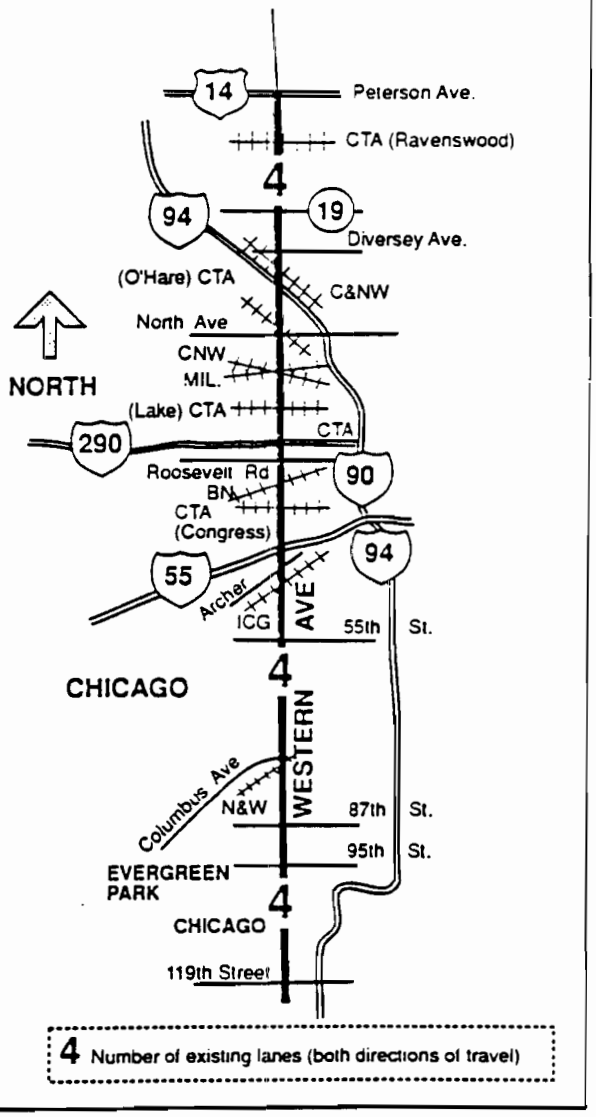
WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR MAP



Western/Dixie/Illinois Route 1 Corridor Project Status

The second Advisory Panel Meeting for the Western Avenue/Dixie Highway Corridor will be held in late April. At this meeting, alternative improvements under consideration will be presented and discussed, and input will be solicited from the panel members. The project team will continue to detail the plan, which will be presented and discussed at the third panel meeting in the fall of 1992.

NO. 5 JULY 1992

SRA SPOTLIGHT

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

The Function of a Strategic Regional Arterial

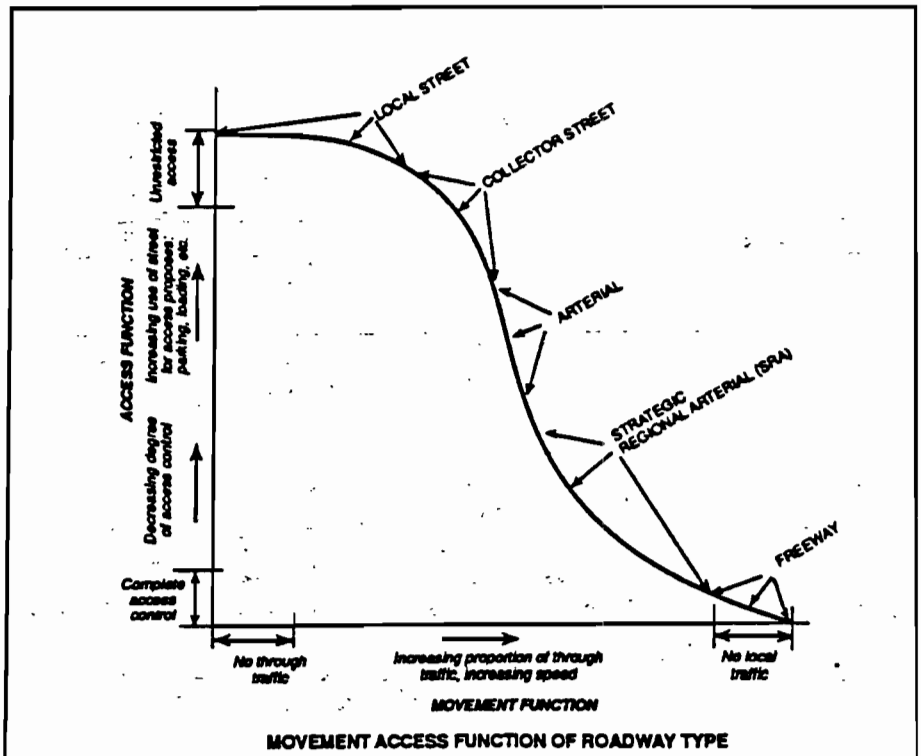
For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching use and design helps to ensure consistent, uniform flow, which contributes to operational efficiency and safety.[1] An area's street and highway system can be classified schematically by relating the proportion of *movement* function to *access* function. This concept is illustrated graphically in the accompanying chart. At its functional extreme, a local access or residential street is devoted almost entirely to providing access to abutting properties; the freeway, on the other hand, serves only the movement function.

The Illinois Department of Transportation (IDOT) has designated 1,340 miles of existing roadways in northeastern Illinois as *Strategic Regional Arterials* (SRAs). This functional classification falls between the general "arterial" category and "freeway" class.

SRAs are intended to provide more of the movement function, and less access to abutting land uses, than "arterial" roadways. Also, on SRAs trip lengths will be longer and movement will be faster than on other arterial or collector streets. However, despite the focus on accommodating the movement function, considering the access function also is vital because SRA routes pass through numerous villages and cities.

SRA Benefits

Communities affected by SRAs often ask: "What is achieved by the SRA system?" or "How will SRA improvements benefit my community?" The remainder



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *Systems Considerations for Urban Arterial Streets*. October 1969. (Modified by CH2M HILL)

[1]Gruen Associates. *Traffic Circulation Planning for Communities*. 1974.

of this newsletter addresses and provides answers to these questions.

Local communities benefit from SRA designation and planning by realizing the following improvements:

- Enhanced traffic safety
- Improved traffic operations
- Reduced environmental impacts
- Reduced neighborhood impacts
- Increased local land use and transportation planning

These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

Improvement Benefits

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

Safety

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

Intersection Improvements

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

Median Improvements

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a "refuge" for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and "un-parking" maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When "through" traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for Western Avenue

The SRA plan for Western Avenue should produce a range of benefits to the public and the local communities it serves. The addition of a median (in sections currently without a median) will allow through traffic to travel unimpeded by left-turning vehicles. The median also would separate opposing traffic movements, which will increase flow and contribute to traffic safety.

In areas for which lane widening is planned, smoother operation and increased capacity would be expected. Additional approach lanes and signalization improvements are recommended at key intersections.

These improvements will result in improved quality of traffic flow throughout the length of the corridor and contribute to motorist safety.

Corridor Status

At the Western Avenue Advisory Panel meeting for this portion of the corridor on April 6, 1992, concept improvement alternatives were presented. Discontinuing the SRA designation south of 159th Street was a major topic of discussion for the Western Avenue corridor (south of 119th Street). The discussion addressed the effects of developing a SRA route through downtown Homewood and the incompatibility of the SRA concept with adjacent residential land uses south of 159th Street. Alternatives to this SRA routing would be considered in later studies.

North of 159th Street, alternative improvements included widening to develop four traffic lanes and a flush median. Because of limited available right-of-way and the proximity of adjacent buildings, it was suggested that this lane configuration could be accomplished by removal of parking between 127th and 119th Streets. Off-street replacement parking would be studied.

The study team is currently studying the detailed application of these improvement concepts to Western Avenue. The resulting plans, and a written report summarizing the planning efforts for the corridor, will be available for review by the panel in advance of the third panel meeting, which is expected to occur in the fall of 1992. During this period, we will continue to seek input from panel members regarding the improvement concepts.

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SRA SPOTLIGHT

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SRA Benefits

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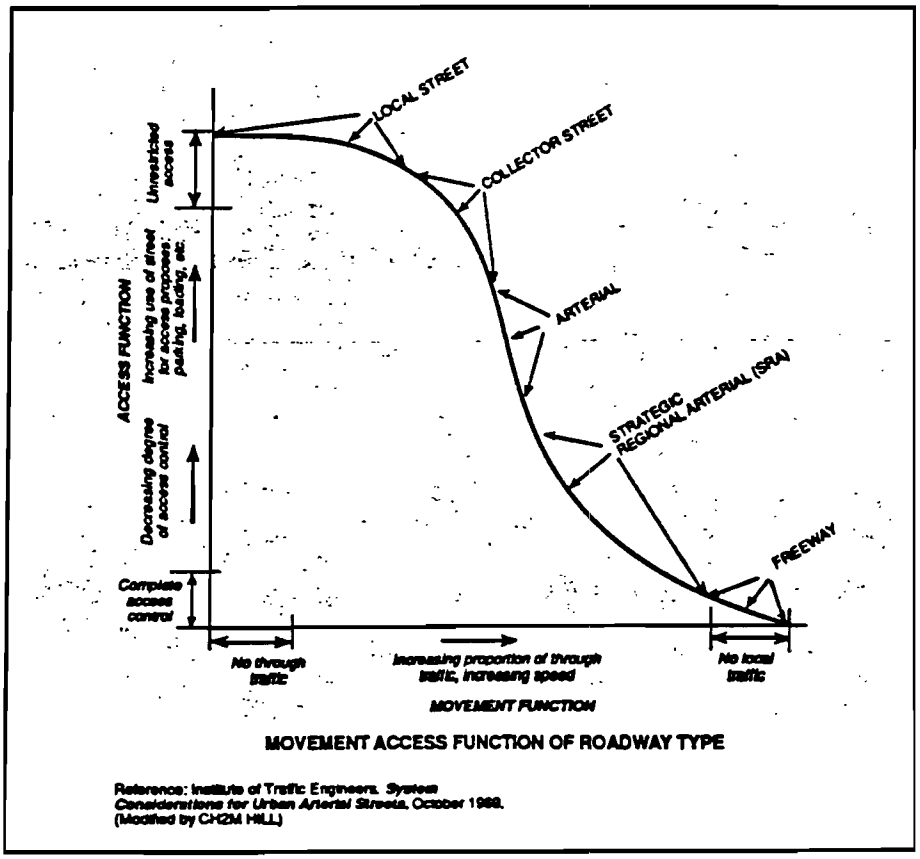

MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*, October 1968. (Modified by CH2M HILL)

[1] Gruen Associates. *Traffic Circulation Planning for Communities*. 1974.

of this newsletter addresses and provides answers to these questions.

Local communities benefit from SRA designation and planning by realizing the following improvements:

- Enhanced traffic safety
- Improved traffic operations
- Reduced environmental impacts
- Reduced neighborhood impacts
- Increased local land use and transportation planning

These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

Improvement Benefits

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

Safety

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

Intersection Improvements

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

Median Improvements

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a "refuge" for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and "un-parking" maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When "through" traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for Western Avenue

The SRA plan for Western Avenue should produce a range of benefits to the public and the local communities it serves. The addition of a median (in sections currently without a median) will allow through traffic to travel unimpeded by left-turning vehicles. The median also would separate opposing traffic movements, which will increase flow and contribute to traffic safety.

In areas for which lane widening is planned, smoother operation and increased capacity would be expected. Additional approach lanes and signalization system improvements are recommended at key intersections.

These improvements will result in increased quality of traffic flow throughout the length of the corridor and contribute to motorist safety.

Corridor Status

At the Western Avenue Advisory Panel meeting for this portion of the corridor on April 23, 1992, concept improvement alternatives were presented. Major concept alternatives presented for the Western Avenue corridor (north of 119th Street) included continuation of the existing lane configuration of four traffic lanes, a median, and two parking lanes. However, minor widening would be required between 119th Street and the junction with I-94 to develop adequate lane widths. Some parking removal in the vicinity of major intersections was recommended to increase capacity. Off-street replacement parking would be studied to offset parking removal. Also, it was recommended that unnecessary signals west of downtown be removed, and that signal coordination in the vicinity of the Lawrence/Lincoln Avenue area be improved.

The study team is currently studying the detailed application of these improvement concepts to Western Avenue. The resulting plans, and a written report summarizing the planning efforts for the corridor, will be available for review by the panel in advance of the third panel meeting, which is expected to occur in the fall of 1992. During this period, we will continue to seek input from panel members regarding the improvement concepts.

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NO. 6 SEPTEMBER/OCTOBER 1992

SRA SPOTLIGHT

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

Environmental Considerations in SRA Transportation Improvement Planning

Discussion of Issues

In planning and implementation of roadway design projects, engineers and officials frequently face environmental considerations that complicate the projects' standard engineering aspects. Environmental considerations play a significant part in engineering design decisions, as highway designers and planners deal with the stringent requirements of various environmental regulatory agencies, and state and local governments (see table on page 2). Typical roadway design environmental issues include air quality, wetlands, and impacts to both sensitive land uses and to publicly-owned land (socioeconomic impact and potential land use change to the area also are considered, as discussed in Newsletter No. 4). Plans to avoid, minimize, or mitigate such impacts are integral to the design of a project and, ultimately, affect engineering solutions.

As part of the SRA project, an environmental analysis component has been conducted to inventory existing conditions and to identify environmental and land use characteristics that may conflict with, or be affected by, proposed roadway improvements. This initial inventory and identification would be supplemented by detailed analysis of these environmental effects as individual projects proceed to more advanced design. This newsletter reviews notable environmental and land use issues typically encountered in transportation projects, and discusses how they impact design decisions.

Wetlands

Wetlands are areas that are inundated or saturated by surface or groundwater, and support a variety of plant and animal species adapted to these conditions. Wetlands generally include swamps, marshes, bogs, and similar areas, and:

- Filter pollutants naturally;
- Enhance water quality;
- Provide natural watershed storage;
- Control flooding;
- Reduce erosion;
- Provide habitat for bird and animal life; and
- Provide aesthetic, recreational, educational, and socioeconomic benefits.

Because of these values, wetlands are protected by a variety of regulations at the local, state, and federal levels. Provisions for wetland protection, restoration, or replacement often are required before a project can proceed.

The presence of wetlands in the vicinity of road improvements influences location and design decisions. If possible, the project must *avoid* damage to wetlands. If avoidance is impractical, the project then must attempt to *minimize* adverse environmental impacts. Lastly, if wetland losses are unavoidable, the project's owner must arrange to *compensate* for destroyed or degraded wetlands through a process of restoring damaged wetlands or creating new ones.

Parkland

Public parkland is protected by federal regulatory provisions, and special effort must be made to preserve and protect such lands. These provisions apply to public recreation areas, including forest preserves; conservation districts; publicly-owned golf courses; state, county, or local parks; and sites and structures listed in the National Register of Historic Places.

Projects that would acquire or adversely affect public recreation land require additional federal

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Federal Legislation for Resource Protection

Legislation	Resource Affected	Responsible Agency	Summary
Section 4(f) Evaluation	Public park and recreation land; historic resources	Federal Highway Administration	Requires consideration, consultation, and alternative studies to determine that there are no feasible and prudent alternatives to the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge of significance, as determined by the official officer having jurisdiction. Also must address measures to minimize harm. Applies to properties eligible for the National Register of Historic Places.
Section 6(f) of the Land and Water Conservation (LAWCON) Act	Public recreation land developed with LAWCON funding	Federal Highway Administration	Recreation land purchased or improved under the LAWCON Act cannot be used unless replacement land of equal value, use, and size can be supplied. Precedes completion of the Section 4(f) Evaluation.
Section 106 of the Historic Preservation Act	Cultural resources	Advisory Council on Historic Preservation	Requires evaluation of the proposed project's effect on properties included, or eligible for inclusion, in the National Register of Historic Places, and allows the Advisory Council a reasonable opportunity to comment prior to project approval. Requires documentation of special effort to avoid or to minimize harm to any landmark that may be affected adversely. Precedes completion of the Section 4(f) Evaluation.
Section 404 of the Clean Water Act	Waterways and wetlands	U.S. Army Corps of Engineers and U.S. EPA	Requires permit for discharge of dredged or fill materials into jurisdictional waters of the United States, including wetlands. These waters include navigable waters and their tributaries, interstate waters, lakes, and intermittent streams.
Wetlands Executive Order 11990	Wetlands	Federal Highway Administration	Directs federal agencies to avoid unnecessary alteration or destruction of wetlands, and requires implementation of actions to minimize the loss or degradation of wetlands affected by a federal project, or by any project that receives federal funding.

continued from page 1 . . .

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Sensitive Land Uses

Sensitive land uses also are a factor in road improvement and design decisions. Typical sensitive land uses include hospitals, schools, cemeteries, police and fire departments, and other community facilities. Emergency access is one consideration; roadway changes can impact access to and from facilities such as hospitals and police and fire departments. Noise standards (moving a roadway closer to buildings may exceed acceptable noise levels) and business and residential relocation issues are other factors to be considered. Finally, effort should be made to avoid impact to these sensitive facilities because they are integral to the physical and social fabric of the community. Whenever possible, adjustments in road design should be made to avoid disrupting such facilities.

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How Do These Environmental Considerations Affect Roadway Design?

Each of these environmental considerations contributes to the basic SRA improvement concept and affects design solutions. Engineering design is tailored to avoid or minimize effects by:

- Adjusting the alignment (e.g., focus widening to one side of the facility or the other; realign the roadway to avoid an impact)
- Incorporating retaining walls to minimize the amount of right-of-way needed
- Adjusting cross-sectional features, such as median width, to minimize the right-of-way needed
- Implementing curb-and-gutter and closed drainage systems to minimize right-of-way taking

In some cases, the presence and location of sensitive or protected land uses affect the basic SRA corridor concept. In keeping with overall planning objectives, the ability to implement a full, desirable SRA cross section must be balanced against the environmental impacts that could result. Decisions to "downsize" a corridor segment because of environmental concerns have been made on many SRA corridors.

Environmental Concerns and SRA Planning for Western Avenue

Over most of the Western Avenue corridor, environmentally sensitive land uses concerns have only limited effects on plan development because existing urban or suburban development reduces reasonable alternatives to those that could be accomplished within existing right-of-way. The various schools, parks, and cemeteries passed by Western Avenue will not be affected directly by any of the proposed improvements.

At the north end of the project corridor, the Rosehill Cemetery property on the east side of Western Avenue limits cross section width. Similarly, improvement concepts that could have utilized both Western Avenue

and Western Boulevard between 54th Street and 31st Street were discarded because of the potential effects on the wide parkway/open space between the two roadways, and effects on the function of Chicago's boulevard system.

Finally, because SRA development could have severe effects on existing properties, including sites in downtown Homewood and residential areas south of 183rd Street, the decision was made to end SRA development of the corridor at 159th Street.

Corridor Status

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Barbara Sloan

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Chicago Heights - Douglas Troiani, Mayor
Dixmoor - Henry LaBrec, President
East Hazel Crest - Thomas A. Brown, President
Flossmoor - Frank Maher, President
Harvey - David N. Johnson, Mayor
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Markham - Evans Miller, Mayor
Posen - James Adamek, President
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NO. 6 SEPTEMBER/OCTOBER 1992

SRA SPOTLIGHT

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

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NO. 7 JANUARY 1993

SRA SPOTLIGHT

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— "Pre-Phase I"

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as "Pre-Phase I" because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA. The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

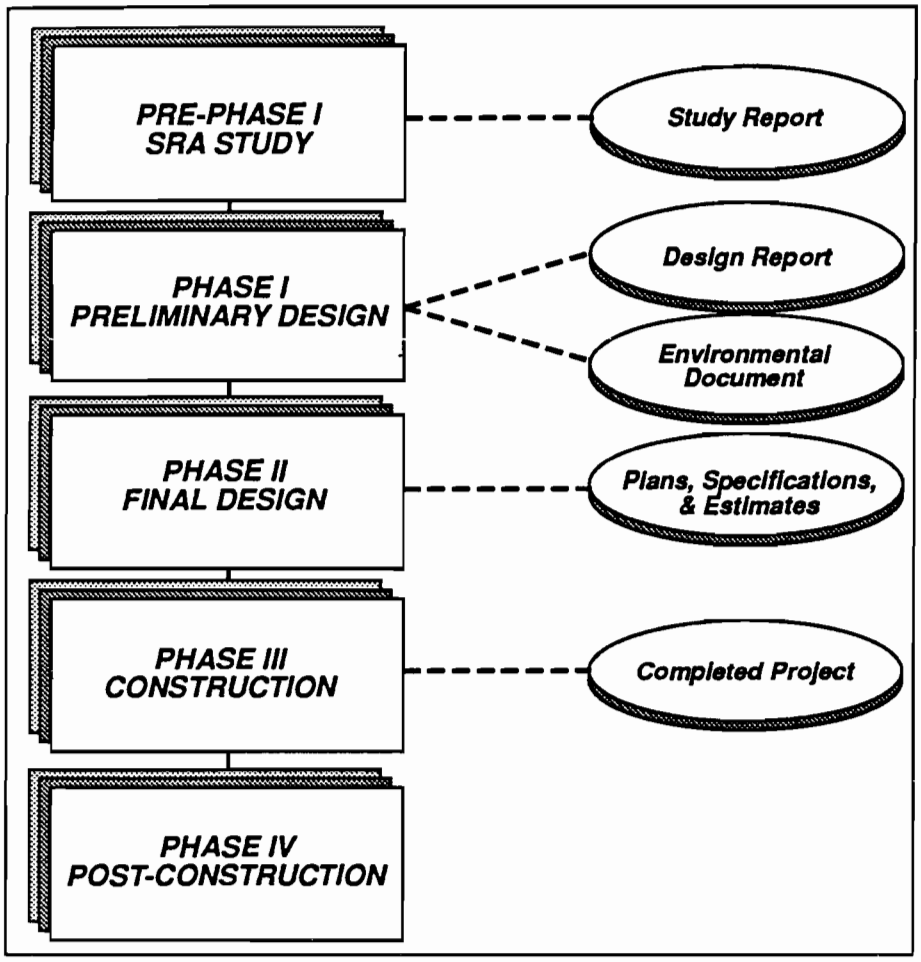
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA "Pre-Phase I" effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

Phase II Studies—Final Design

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

Phases III and IV—Construction and Post-Construction

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for Western Avenue

Since the last newsletter, CH2M HILL staff have developed a proposed improvement plan for the Western Avenue SRA corridor. A Draft Final Report has been completed to document the study findings, including existing conditions along the corridor, sensitive environmental areas, future land uses, and a plan of recommended improvements.

The Draft Final Report was distributed to Advisory Panel members for review, and was discussed at the third panel meeting held in January 1993. Two Western Avenue SRA Public Hearings are scheduled tentatively for February 1993; one hearing will be held in the City of Chicago and the second hearing will be in the suburbs south of 119th Street. The Advisory Panel members will be notified of exact times, dates, and locations as soon as they are available and an official notice will be placed in local newspapers. Advisory Panel members are encouraged to give the information regarding the hearings to anyone with an interest in the Western Avenue corridor.

During the 30-day comment period following the hearings, Advisory Panel members and the public will have the opportunity to submit comments regarding the report and improvement plan. On the basis of these comments, IDOT, the City of Chicago, and CH2M HILL may incorporate suggestions into the Western Avenue Final Report or modify the proposed plan, as appropriate.

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Advisory Panel

Panel Coordinator:

Janice Morrissy

Panel Members:

Blue Island - Donald Peloquin, Mayor
Chicago Heights - Douglas Troiani, Mayor
Dixmoor - Henry LaBrec, President
East Hazel Crest - Thomas A. Brown, President
Flossmoor - Frank Maher, President
Harvey - David N. Johnson, Mayor
Hazel Crest - Martin Kauchak, President
Homewood - John T. Doody, Acting President
Markham - Evans Miller, Mayor
Posen - James Adamek, President
Cook County - Robert Hedrick, Superintendent of Highways

Do you have questions or comments?

Please print address changes:

Please send questions, comments, or address changes to:

Janice Morrissy
South Suburban Mayors and Managers Association
14200 Chicago Road, Suite 201
Dolton, IL 60419

NO. 7 JANUARY 1993

SRA SPOTLIGHT

WESTERN/DIXIE/ILLINOIS ROUTE 1 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— "Pre-Phase I"

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as "Pre-Phase I" because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA. The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

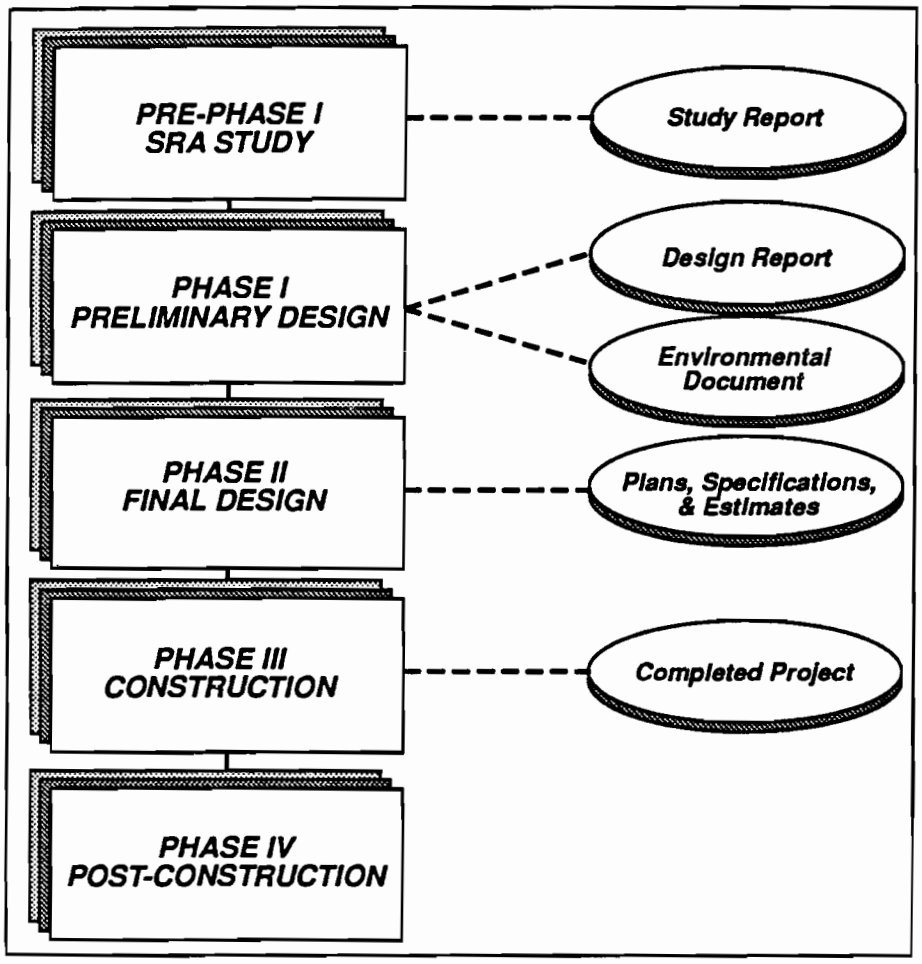
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA "Pre-Phase I" effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

Phase II Studies—Final Design

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

Phases III and IV—Construction and Post-Construction

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for Western Avenue

Since the last newsletter, CH2M HILL staff have developed a proposed improvement plan for the Western Avenue SRA corridor. A Draft Final Report has been completed to document the study findings, including existing conditions along the corridor, sensitive environmental areas, future land uses, and a plan of recommended improvements.

The Draft Final Report was distributed to Advisory Panel members for review, and was discussed at the third panel meeting held in January 1993. Two Western Avenue SRA Public Hearings are scheduled tentatively for February 1993; one hearing will be held in the City of Chicago and the second hearing will be in the suburbs south of 119th Street. The Advisory Panel members will be notified of exact times, dates, and locations as soon as they are available and an official notice will be placed in local newspapers. Advisory Panel members are encouraged to give the information regarding the hearings to anyone with an interest in the Western Avenue corridor.

During the 30-day comment period following the hearings, Advisory Panel members and the public will have the opportunity to submit comments regarding the report and improvement plan. On the basis of these comments, IDOT, the City of Chicago, and CH2M HILL may incorporate suggestions into the Western Avenue Final Report or modify the proposed plan, as appropriate.

SRA SPOTLIGHT

Publisher:
The Illinois Department of Transportation

Editor:
CH2M HILL

For:
The Strategic Regional Arterials Plan

Do you have questions or comments?

Please print address changes:

Please send questions, comments, or address changes to:

John Tomczyk
Chicago Department of Transportation
Office of Planning and Programming
320 N. Clark Street
Room 600
Chicago, Illinois 60610

Public Hearing
Comments, Questions, and Responses

MEMORANDUM CH2MHILL

TO: Illinois Department of Transportation

COPIES: Rich Starr/IDOT
Tim Neuman/CH2M HILL

FROM: Ted Reynen/CH2M HILL

DATE: May 13, 1993

SUBJECT: Western Avenue Public Hearings

PROJECT: CHI31495.08.A5

This memorandum summarizes written and oral comments taken by the Illinois Department of Transportation (IDOT), the CH2M HILL staff and the court reporter at the two public hearings for the Western Avenue SRA corridor. Responses to the comments are delineated in bold following the appropriate comments.

The Following Comments Address the Proposed Plan in the Vicinity of Blue Island

Bill Burk and Chick Krezweick representing Congressman Bobby Rush

The Congressman is opposed to the proposed elimination of parking within Blue Island because of its effect on businesses and would like to see other alternatives explored.

> **Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.**

Donald E. Peloquin, Mayor, Blue Island

On-street parking between 127th and 119th Streets should not be removed because of the negative effects it would have for businesses located in this section.

> **Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.**

Regardless of improvements elsewhere, the at-grade rail crossings in south Blue Island will continue to impede through traffic movements thereby reducing the ability of Western Avenue to function as an SRA.

> **It would be desirable to eliminate the at-grade rail crossings in south Blue Island. However, evaluation of this improvement has shown that it would be both very expensive and disruptive to the adjoining neighborhood to do so. Because the three crossings are located within about 5,200 feet of each other, the grade separation would have to be continuous starting at about 145th Street on the south and ending at the Calumet-Sag Channel bridge on the north. Grade separating the rail crossings would result in a 1-mile separation where no local access could be accomplished. Thus, to continue access to properties in this section, new local roads would have to be constructed. This would require at least doubling the existing right-of-way width and result in serious effects on adjacent properties. Although the rail crossings cause significant delays, these delays are intermittent and are not seen to offset the major expense and neighborhood impacts that would result from grade separation. It is desirable to eliminate or improve as many limiting factors as possible throughout the length of the corridor to improve operations as a whole. The inability to make all desirable improvements should not influence actions in other areas as long as safety is not compromised and overall corridor consistency in the basic number of lanes is maintained.**

Vincennes Avenue should be considered as an alternate route between 127th and 119th Streets.

> **This routing was considered early in the study. The undesirable effects of this routing were considered to be the following: Vincennes Avenue passes predominantly residential land use, which would be sensitive to large increases in traffic; Vincennes Avenue heads northeast resulting in adverse turning movements and travel between Western Avenue and Vincennes Avenue at 119th Street; and the intersections at 119th Street with both Vincennes and Western Avenue would have to be widened significantly to handle turning traffic with corresponding effects on adjoining right-of-way.**

Greater use of commuter rail service should be encouraged through use of commuter parking spaces in Blue Island.

> **The SRA plan includes enhancements for transit including better signing to commuter stations, increased bus shelters, bus stops located to assist transfers, and possible installation of signal pre-emption equipment. In addition, the SRA program is a single element within Operation Green Light. Operation Green Light also has programs specifically to improve the transit component of the total transportation system in the region. Further, the improvements to Western Avenue are designed to make operations more efficient. This will benefit transit operations on Western Avenue as well.**

Alderman Bruce Hauschild—City of Blue Island
Alderman Dennis Rangel—City of Blue Island
Alderman Andrew Davare—City of Blue Island

Each of the Alderman are opposed to removal of on-street parking from Western Avenue between 127th and 119th Streets because of concern for the effects on local businesses in this section. Alderman Hauschild noted that additional use of side streets for parking in the area would affect homeowners along those streets. Alderman Rangel noted that there was not enough existing parking and that four lanes of traffic could decrease pedestrian safety.

> **Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.**

Pam Fraser, City Clerk—City of Blue Island
Chris Disabato, City Treasurer—City of Blue Island
Ron Babb, City Parking Administrator—City of Blue Island

Each of the above City administrators are opposed to the removal of on-street parking from Western Avenue between 127th and 119th Streets because they thought it would adversely affect businesses and the tax base, and would be difficult to replace.

> **Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.**

Dominick Catinello, President—Blue Island Park District

Mr Catinello noted that the Park District opposes the removal of parking from Western Avenue between 127th and 119th Streets. There is a park located at 123rd Street and Western Avenue that has many activities including basketball, a batting cage, and other recreation programs that generate a need for parking on Western Avenue.

Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.

Elaine Lentz, Executive Director—Blue Island Chamber of Commerce

The Chamber of Commerce opposes parking removal on Western Avenue because possible adverse affects to adjoining businesses. Ms. Lentz submitted more than 3,000 signatures on a petition seeking to preserve parking on Western Avenue. Ms. Lentz also submitted a letter from State Senator Patrick O'Malley encouraging the efforts of the Chamber of Commerce (attached).

Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.

Richard May, President—Blue Island Historical Society

Mr. May expressed concern over the proposed removal of parking on Western Avenue between 127th and 119th Streets because of possible effects on adjoining businesses and surrounding residential neighborhoods. Mr. May also suggested the use of Kedzie Avenue as an alternative to Western Avenue.

Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.

The use of Kedzie Avenue as an alternative to Western Avenue in the vicinity of Blue Island would introduce an undesirable 1-mile jog in the continuity of this SRA corridor. This would involve substantial improvements at a pair of intersections to handle increased turning volumes. More importantly, the adverse affect on travel time and convenience created by the required jog would affect the overall utility of the southern section of the Western Avenue corridor. In addition, while moving the section of the SRA corridor in the

vicinity of Blue Island to Kedzie Avenue could be seen to have some advantages, elsewhere in the corridor Kedzie Avenue would present other problems due to effects on adjacent properties.

Delano DE. Haskell, Assessor—Calumet Township

Mr. Haskell noted that removal of parking on Western Avenue within Blue Island could adversely affect the property values of businesses along Western Avenue.

No response necessary.

Mr. Chris Disabato, Committeeman
Calumet Township Republican Party

Mr. Disabato submitted a resolution (attached) opposing removal of parking from Western Avenue between 127th and 119th Streets.

Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.

Janis Youngwith, Community Relations Director—St Francis Hospital

St. Francis Hospital is opposed to parking removal on Western Avenue because of the possible inconvenience to their employees and visitors.

No response necessary

Thomas J. Parsons and George Parten, Christopher Club—Knights of Columbus

The Christopher Club owns the Knights of Columbus hall on Western Avenue near 123rd Street. He noted that parking on Western Avenue is important to those who rent the hall and feared that parking removal would affect income and the Club's ability to meet expenses.

Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.

Businessmen opposed to parking removal along Western Avenue

Twenty-two individuals representing businesses along Western Avenue between 127th and 119th Streets made statements opposing the proposed parking removal due to possible adverse affects on businesses. In addition, five letters were received presenting the same viewpoint.

> **Under the revised plan, peak period parking restrictions on Western Avenue between 127th and 119th Streets will be enforced. This will result in two traffic lanes during peak directional flows. On-street parking will not be lost.**

In addition to the above comment, common to the group, the following further comments were also included:

Vincennes Avenue was suggested as an alternative between 127th and 119th Streets.

> **Vincennes Avenue runs increasingly east of Western Avenue and use of it would introduce an undesirable jog in the SRA corridor, require major widening at the 119th Street intersections to accommodate turning traffic, and route SRA traffic through predominately residential land use. Therefore, it is not recommended.**

The proposed signal at Union Street would not benefit hospital emergency traffic.

> **The primary reason for proposing a signal at Union Street is to eliminate the current stop sign that is not desirable on an SRA route. It has been represented as beneficial to emergency vehicle access to St. Francis Hospital because the emergency vehicle entrance is from Union Street.**

Money for removal of parking should be spent at the rail crossings and to relocate the SRA to Kedzie Avenue.

> **As noted earlier, use of Kedzie Avenue as an alternative would adversely affect the continuity of the SRA route and result in other undesirable effects. As described in an earlier response, grade separations at the rail crossings in south Blue Island would likely be many times more expensive than removal of parking and development of off-street lots.**

Ten years ago the businessmen spent several months studying parking in the Western Avenue area and concluded that there was no practical way to increase parking spaced in the area or replace on street parking.

No response necessary.

An economic impact study should be prepared.

No changes in operations will be made without further detailed studies, which would include full environmental evaluations. Economic impacts would be addressed at this time.

An owner of a retirement home considered loss of parking to be inconvenient for employees and visitors. He also noted that buses operating every one-half hour would interfere with traffic in the lane no longer used for parking. He commented that higher speeds would decrease safety and that the proposal runs counter to recent legislation encouraging use of transit. He suggested greater use of transit and improvements to I-57.

When buses are present, they would tend to slow traffic in the additional lane. However, there are not enough buses to seriously reduce the increased operations gained by the additional lanes. Where there are many buses, the addition of another traffic lane would be even more desirable. Transit vehicles will benefit from lack of congestion and from not having to pull back into the traffic stream. Thus, this improvement can be seen as benefitting transit operations and supporting greater transit use. There is no intention of changing the current speed limit as part of SRA planning. Finally, the SRA system is planned as a supplement the interstate system.

<u>Private citizens opposed to parking removal on Western Avenue.</u>

Seven private citizens made statements or sent letters opposing parking removal along Western Avenue. One person feared loosing her house for off-street parking. Another considered increased traffic to be a health hazard. Another expressed concern about decreasing property values.

No properties would be bought for off-street parking without the consent of the owner. It is expected that improvements to Western Avenue will decrease congestion. As this occurs air quality generally increases.

In addition to the comments noted above, 160 pages of petitions with signatures of people opposing changes to Western Avenue in Blue Island were submitted. A sample is attached.

A resolution by the city council of Blue Island opposing parking removal on Western Avenue was entered into the record. See attached copy.

The Following Comments Address the Proposed Plan North of 119th Street

J.F. Boyle Jr., Commissioner—City of Chicago, Department of Transportation

Comments from the Commissioner (attached) emphasized the need for detailed study before parking removal, and noted the need for city ordinances to effect parking restrictions. Comments also noted the need for further study and community input before removing existing traffic signals.

All comments have been reflected in the final report.

Alderman Virginia Rugai, 19th Ward—City of Chicago

Alderman Rugai reflected the concerns of local businessmen and residents expressing opposition to loss of parking and widening of Western Avenue in the Morgan Park and Beverly Hills neighborhoods of southern Chicago. Potential loss of business and decreased safety especially for children and elderly crossing Western Avenue were two primary concerns. Also see attached written comments.

The proposed configuration of Western Avenue in the segment from 119th to 54th Streets would not change from the existing configuration. The existing four-lane road with median and two parking lanes is proposed to be retained. A limited number of parking spaces are proposed to be removed at major intersections to increase capacity; otherwise parking is to remain as it is today. The proposed improvements in this section include only widening the existing roadway by 4 feet (from 72 feet to 76 feet) to achieve adequate lane width for the existing configuration.

Kathy Broderick, Executive Director—Morgan Park-Beverly Hills Business Association

The business association opposes any parking loss between 119th and 87th Streets. It also is opposed to street widening because it may affect pedestrian space that is important to fostering the business community. They are about to embark on a $500,000 street beautification plan. Also see attached written comments.

Parking loss would be minimized and confined to the vicinity of only major intersections where heavy cross-street traffic requires additional capacity. General parking would not be removed from Western Avenue in this section. It may be many years before the proposed widening would take place; most probably as a result of a need to reconstruct poor pavement. Thus, the recommendations will likely not directly conflict with current beautification plans. It would be desirable, however, and in keeping with the intention of the planning process, if beautification efforts were developed that considered the proposed widening. The SRA plan contains a general recommendation for widening that will not be implemented without detailed studies of its effects on adjacent sidewalks, trees, and other amenities.

Eda Schrimple, Director of Economic Development, Beverly Area Planning Association

The association expressed concern about widening the roadway at the expense of pedestrian uses of the existing borders and concern for the safety of school children crossing Western Avenue. They wished to avoid increased traffic. Also see attached written comments.

See above response. Also, it is unlikely that the improvements included in the Western Avenue SRA plan will directly increase traffic. They are intended to improve safety of traffic design or use of this facility.

The Following Comments Address the Proposed Plan in the Vicinity of Lincoln Avenue and Northern Study Sections

Rita Morano, Principal—Queen of Angles School

Ms. Morano is opposed to the proposed removal of the traffic signal at Sunnyside Street and Western Avenue. This intersection is used by school children to get between the school on the west side of the street and the Queen of Angles Church and Wells Park on the east side of the street.

The signal would not be removed without further detailed studies of the use of and need for the signal. In this case, public comment has established the need for the signal at Sunnyside Avenue and its removal has been eliminated from the proposed plan. The proposed plan still includes an overall signal coordination system between Montrose and Berwyn Avenues, which would improve the operation of all signals. The signal at Sunnyside Avenue would be part of that system.

Additional Comments—Sunnyside Avenue Signal

Five comments from the Public Hearing and forty letters were received opposing the removal of the signal at Sunnyside Avenue.

See above response.

Additional Public Comment

Three people noted that the signal at Berwyn Avenue should not be removed because it served a funeral home, bus turnaround, and an area of light industry east of Western Avenue.

Based on comments from the public hearing, it is no longer proposed that the signal at Berwyn Avenue be removed. Rather, it should be included in the areawide signal coordination system. Further detailed studies would be made before removal of any signal.

Three people noted that any widening of Western Avenue would make it more difficult for pedestrians, especially the elderly, to cross an already difficult street.

Further widening of Western Avenue is not proposed in this section. However, additional traffic lanes are proposed to be developed within the Lincoln Avenue overlap. The plan includes traffic signal modernization and coordination. Pedestrian call buttons would be included in the plan to provide adequate time to safely cross the street.

One person noted that removal of parking in the vicinity of Lincoln Avenue could adversely affect businesses.

Before any parking removal, the IDOT will work with the community to develop replacement parking.

One person objected to six lanes proposed between Archer Avenue and Pershing Road. He requested that we consider the proposed bike path in the parkway between 31st and 54th Streets, and was opposed to any affects to the parkway. Future land use should be taken into consideration.

The bike route is located on Western Boulevard and would not be affected by proposed plans for Western Avenue. These proposals were developed to minimize the effects on the parkway separating the Boulevard from the Avenue. The six-lane section between Archer Avenue and Pershing Road is the result of approach widening for both intersections rather than a general widening of Western Avenue to six lanes. The entire SRA system was developed to serve traffic demand based on future land use. Thus, the two are tied on a regional demand level. Detailed studies before any proposed improvement would consider local land use.

One person commenting at the north Public Hearing expressed the opinion that improvements to Western Avenue were not compatible with current state and federal legislation designed to encourage the use of transit rather than further roadway construction.

The SRA plan includes enhancements for transit, including better signing to commuter stations, increased bus shelters, bus stops located to assist transfers, and possible installation of signal pre-emption equipment. In addition, the SRA program is a single program within Operation Green Light. Operation Green Light also has programs specifically to improve the transit component of the total transportation system in the region. Further, the improvements to Western Avenue are designed to make operations more efficient. This will benefit transit operations on Western Avenue as well.

STATE CAPITOL
SENATE POST OFFICE
SPRINGFIELD, ILLINOIS 62706

STATE OF ILLINOIS
88TH GENERAL ASSEMBLY
ILLINOIS STATE SENATE

PATRICK J. O'MALLEY
STATE SENATOR
18TH DISTRICT
708/396-1818

Elaine Lentz, President
Blue Island Area Chamber
of Commerce and Industry
13122 South Western Avenue
Blue Island, Illinois 60406

RE: **IDOT Prcpcsal to Modify Western Avenue from U.S. Route 30 to Peterson Avenue**

Dear Elaine:

Thank you for sharing with me a copy of your letter of February 11, 1993 concerning the referenced project which was sent to all businesses in Blue Island.

I couldn't agree with you more that this is an "important endeavor" deserving of everyone's unqualified attention. I attended the Blue Island City Council meeting last evening at which a resolution in opposition to this project was presented and unanimously adopted. I encouraged those present to contact the public officials in Evergreen Park and Blue Island who effectively overcome a similar proposal affecting 95th Street; perhaps they have a blueprint for success.

I encourage you to contact the Evergreen Park and Oak Lawn Chambers as well, both of which were very active in this process. Recognizing that there is strength in numbers, I would also encourage you to work with the other communities who will be impacted by this project who may share similar concerns.

For my part, I will contact IDOT directly and assist you in any other way I can.

Thanking you again for sharing the Chamber's concerns about this project, I remain,

Sincerely yours,

Pat O'Malley

Patrick J. O'Malley

cc: Donald E. Peloquin, Mayor, City of Blue Island

12744 South 87th Avenue, Palos Park, Illinois 60464

CALUMET TOWNSHIP REPUBLICAN PARTY

COLUMBUS "CHRIS" DISABATO, COMMITTEEMAN

2003 Market Street • Blue Island, IL 60406

(708) 388-1503

RESOLUTION

NO. 93-001

A RESOLUTION OPPOSING THE ELIMINATION OF PARKING ON WESTERN AVENUE

RE: Strategic Regional Arterial Study, Western Avenue-Dixie Highway.

WHEREAS, it has come to the attention of the Calumet Township Republican Organization that the Illinois Department of Transportation, pursuant to the above-referenced study, intends to eliminate street parking on Western Avenue between 119th and 127th Street in Blue Island; and

WHEREAS, the elimination of parking in said area would impede the growth and viability of Calumet Township and the City of Blue Island; and

WHEREAS, traffic flow, business activity and citizen access are functioning adequately under the current parking scheme;

NOW, THEREFORE, BE IT RESOLVED by the Calumet Township Republican Organization that they oppose the proposed elimination of parking on Western Avenue.

PASSED this 17th day of February, 1993.

Chris Disabato

Chris Disabato, Committeeman

TO: ILLINOIS DEPARTMENT, OF TRANSPORTATION

RE: Strategic Regional Arterial Study
Western Avenue - Dixie Highway
U.S. 30 to Peterson Avenue

We, the undersigned, are owners and operators of businesses located on Western Avenue between 119th Street and 127th Street, patrons of those businesses, residents of the City of Blue Island, Illinois, owners and operators of other businesses located within Blue Island, Illinois and concerned citizens. By signing this petition we express our opposition to the proposal being made to eliminate on-street parking on Western Avenue between 119th Street and 127th Street, Blue Island, Illinois. We are against this proposal because of the severe negative impact this action will have on all businesses located in this specific area, the community itself and businesses located in other areas of Blue Island and surrounding communities. On-street parking is the only parking available for many of these businesses.

We are also opposed because of our concerns regarding the negative effects this action will have on traffic safety and safety for local residents and children who must cross and use Western Avenue at various points while attending to personal matters and going to school.

NAME	ADDRESS	CITY AND STATE
Columbus Disabato	2003 Market St.	Blue Island Il
Sylvia Disabato	2003 Market St.	Blue Island Il
William Solyk	12215 Greenwood	Blue Island Il
Griselda Cardenas	2738 Desplaines	Blue Island Il
Jacqueline Stella	2507 W. Orchard	Blue Island, IL 60406
[illegible]	12704 Greenwood	Blue Island, ILL 60406
Kurt [illegible]	~~13533~~ 2146 Des Plaines	Blue Island Il 60406
[illegible]	13535 S. Western	Blue Island Il 60406
Katheryn Berl	12300 Trumbull	Alsip, Il 60658
Dawn Tobin	12810 S. Western	Blue Island, Il
Julia A. [illegible]	248 E. Center	Glenwood, Il
William Yeungh	13025 Wood St	Blue Island, Il 60406
Rev Domingo Campolongo	1939 Union Street	Blue Island, Ill 60406
Fr. Luke Formosa	1939 Union St.	Blue Island Ill 60406
ALEX PASHAUSKAS	12934 LINCOLN	BL. ILL. 60406
Louise D. Cahill	2007 Market St	Blue Island Il 60406
Virginia D. Miller	2007 Market St.	Blue Island, Il. 60406
Arlene L. Disabato	2129 Grove St.	Blue Island, Il 60406
Paul Novel	12928 MOZART	BLUE ISLAND, IL.
Ann Sperazzola	2013 Desplaines	Blue Island Il

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATION

I, PAM FRASOR, DO HEREBY CERTIFY that I am the duly elected City Clerk of the City of Blue Island, Illinios, and as such City Clerk of the City of Blue Island, Illinois, I am the keeper of the minutes and records of the proceedings of the City Council of said City and have in my custody the Resolutions and books of the records of said City.

I DO FURTHER CERTIFY that the attached and foregoing is a true and correct copy of that certain RESOLUTION: EXPRESSING OPPOSITION TO THE PROPOSAL TO ELIMINATE PARKING ON WESTERN AVENUE.

RESOLUTION NO. 93-004, which was adopted at a regular meeting of the City Council of the City of Blue Island, Illinois, held on the 23rd day of February, 19 93: that at said meeting 14 Aldermen were present; that at said meeting, on motion duly made and seconded that said Resolution do pass and upon the roll being called the vote of each Alderman present on the question of the passage of said Resolution was duly and separately taken by Ayes and Nays and his name and vote recorded in the minutes of the Proceedings of said City Council; that it appears from such record that 14 Aldermen voted Aye and -0- Aldermen voted Nay.

I DO FURTHER CERTIFY that said Resolution was deposited in my Office on the 23rd day of February, 19 93.

I DO FURTHER CERTIFY that the original Resolution of which the foregoing is a true copy, is entrusted to my care for safe keeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of the City of Blue Island aforesaid, at the said City in the County and State aforesaid, this 3rd day of March 1993.

Pam Frasor
City Clerk
by Joe Kennell dep. clerk

CORPORATE SEAL

RESOLUTION

NO. 93-004

A RESOLUTION EXPRESSING OPPOSITION TO THE PROPOSAL TO ELIMINATE PARKING ON WESTERN AVENUE

WHEREAS, the Mayor and City Council have been informed that the Illinois Department of Transportation is considering a proposal to eliminate parking on Western Avenue between 119th Street on the north and 127th Street on the south; and

WHEREAS, parking on Western Avenue is critical and essential to the continuing success and survival of many stores and businesses located on Western Avenue; and

WHEREAS, parking on Western Avenue is also important and essential to many residents of Blue island who live in homes located on Western Avenue or who utilize the stores or businesses on Western Avenue; and

WHEREAS, public safety will suffer if Western Avenue is changed into a four lane highway with two through lanes travelling in each direction because of the difficulties and hazards which will occur and exist in crossing the street and in gaining access to Western Avnue from connecting side streets; and

WHEREAS, this proposal unnecessarily sacrifices the continued viability of a thriving portion of the city's business district and its neighborhoods in exchange for nothing other than a supposed ability to move traffic more quickly through Blue Island; and

WHEREAS, this proposal, if implemented, will also have a damaging impact on those businesses located south of 127th Street and throughout the remaining commercial districts in Blue Island; and

WHEREAS, the City of Blue Island has strived hard over the years to encourage people to stop and shop Blue Island businesses and to take time to enjoy the unique character and quality of its neighborhoods while travelling in or through town; and

WHEREAS, the proposal to eliminate Western Avenue parking and make it a faster place to drive will only operate to discourage people to enjoy the many attributes of Blue Island which it has to offer;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Blue Island, Cook County, Illinois that:

SECTION ONE

The City of Blue Island is unequivocally opposed to the proposal presently under consideration by the Illinois Department of Transportation to eliminate or restrict parking on Western Avenue from 119th Street on the north through 127th Street on the south.

SECTION TWO

The Mayor is authorized to express the opposition of the city to the proposal to eliminate or restrict parking on Western Avenue by forwarding a certified copy of this resolution to the Illinois Department of Transportation and to elected officials of the State of Illinois who may influence the final decision concerning this proposal.

SECTION THREE

All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION FOUR

This resolution shall be in full force and effect from and after its passage and approval as required by law.

PASSED this 23rd day of February, 1993.

Pam Strauss By Joan Hammell dep. clerk
CITY CLERK OF THE CITY OF BLUE ISLAND,
COUNTY OF COOK AND STATE OF ILLINOIS

VOTING AYE: Ald. McDermott, Mindeman, Bliss, Hauschild, Luciano, D'Antonio, Botte, Davare, Rauch, Deiters, Veyette, Rangel, Elton, Brescia

VOTING NAY: None

ABSENT: None

ABSTAIN: None

APPROVED this 23rd day of February, 1993.

Donald E. Palazzini
MAYOR OF THE CITY OF BLUE ISLAND,
COUNTY OF COOK AND STATE OF ILLINOIS

ATTESTED and FILED in my office
this 23rd day of February, 1993.

Pam Strauss
CITY CLERK
by Joan Hammell, dep. clerk

City of Chicago
Richard M. Daley, Mayor

Department of Transportation
J. F. Boyle, Jr., Commissioner
320 North Clark Street
Room 700
Chicago, Illinois 60610
(312) 744-3600
(312) 744-1200 (FAX)

April 22, 1993

Mr. Duane P. Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Mr. Rich Starr

RE: WESTERN AVENUE SRA

Dear Mr. Carlson:

Attached for inclusion with the final SRA study on Western Avenue is a list outlining various concerns that impact Western Avenue within the City of Chicago.

In addition to these concerns, we would like any correspondence from elected officials and community organizations within the City of Chicago also included within the final report.

If you have any questions or comments, please call Mr. John Tomczyk at (312) 744-4536.

Very truly yours,

J. F. Boyle, Jr.
Commissioner

Originated by:

Katherine Marrin
Deputy Commissioner

KM/JT/BMM/dmk

Attachment

WESTERN AVENUE SRA

Segment #1 - No comment - Outside City

Segment #2 - No comment - Outside City except for 119th Street intersection

Segment #3 - 119th to I-55

1. Need to review areas proposed for parking removal. Would require passage of ordinance for those sides of street in Chicago.

2. At Columbus/74th Western, closure of west leg at 74th and change to one-way EB on east leg would eliminate signalized local access onto Western Avenue between 71st and 77th. This change would need City Council approval. It does provide increased capacity to Western Avenue, however.

3. North of 55th, widening would cut into boulevard separation between Western Avenue and Western Boulevard. Parking demand on east curb lane of Western Avenue needs to be reviewed.

Segment #4

1. Selected locations' for parking elimination need to be identified. These restrictions would require an ordinance.

2. Proposed elimination of traffic signals must be reviewed prior to any action. If traffic patterns indicated that a signal location is close to meeting signal warrants and there is considerable community sentiment for retaining the signal, we would recommend investigating other means of providing priority treatment of Western Avenue traffic flow, such as replacement of fixed-time signal operation with semi-actuated operations, or optimization of pre-times signal progression.

Segment #5

1. Although the eastside of Western Avenue between Bryn Mawr and Peterson is adjacent to a cemetery, there is considerable on-street parking demand on east-side for businesses on west-side. Ordinance would be required.

2. Regarding elimination of traffic signals, see comment #2 (segment #4) above.

3. The removal and replacement of parking for capacity purposes will require significant community input.

4. Concerning Montrose to Foster signal coordination, we concur. In fact, we have proposed an entire series of interconnected systems from Howard Street to 119th Street as part of the CMAQ program. Modernization of signal equipment and installation of appropriate coordination equipment and communication is proposed.

Additional comment - all segments

If a plan/project is ultimately amended which provides for replacement of on-street parking with off-street parking lots, a follow-up mechanism for obtaining necessary ordinances for parking restrictions in timely coordination with replacement parking should be provided in order to avoid problems as encountered on Cicero Avenue, where alderman in area changed between the time of project public hearings, and project implementatio

CITY COUNCIL

CITY OF CHICAGO

10231 SOUTH WESTERN AVENUE
CHICAGO, ILLINOIS 60643
TELEPHONE: 238-8766

GINGER RUGAI
ALDERMAN, 19TH WARD

COMMITTEE MEMBERSHIPS

POLICE AND FIRE
(VICE-CHAIRMAN)

BUDGET AND GOVERNMENT OPERATIONS

COMMITTEES, RULES AND ETHICS

ECONOMIC AND CAPITAL DEVELOPMENT

FINANCE

HISTORICAL LANDMARK PRESERVATION

HUMAN RELATIONS

March 4, 1993

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196

Dear Sirs:

As Alderman of the 19th Ward in the City of Chicago, I am very concerned with IDOT'S proposal for Western Avenue. The local businesses, along with Morgan Park-Beverly Hills Business Association, have expressed their concerns and I feel that they are warranted. The impact would greatly affect their livelihood.

As this particular proposal is written, I would have to strongly oppose implementation. The potential loss of commercial parking and the increase of safety hazards for our children crossing Western Avenue enroute to schools and parks would be the two most important reasons for opposition.

Western Avenue is a very diverse thoroughfare in my community. It encompasses a mixture of residential, commercial, and public entities, such as parks and schools. With such diversity, any plan would have to reflect the different needs that are necessary for such areas to co-exist. This proposal does not even begin to address these situations.

Sincerely,

Virginia Rugai
Alderman, 19th Ward

GR/mh

MORGAN PARK-BEVERLY HILLS BUSINESS ASSOCIATIO

10827 South Western Avenue
Chicago, Illinois 60643
312/779-2530

THE MORGAN PARK/BEVERLY HILLS BUSINESS ASSOCIATION'S TESTIMONY OFFERED AGAINST ILLINOIS DEPARTMENT OF TRANSPORTATION'S PROPOSED WIDENING OF WESTERN AVENUE

3/4/93

The Morgan Park/Beverly Hills Business Association is a long-standing and viable institution in the community it serves. We are dedicated to the maintenance and improvement of our commercial strips, and cater to the needs of the individual business owners by offering a wide spectrum of benefits and programs that enhance commercial opportunities.

The Business Association encompasses the business district bound by 89th St. to the North; 119th St. to the South; Vincennes Ave. to the East; and California to the West. Western Avenue intersects our community and is certainly it's main commercial thoroughfare. There are some 1100 businesses currently operating within our boundaries. 900 of these businesses are located on Western Ave. Many of these are small businesses reliant on adequate on street parking and walking traffic.

The MP/BH BA has recently been informed of a study completed by the Illinois Department of Transportation that advises the widening of Western Ave. within our community.

The MP/BH BA, as representative of the businesses located on Western from 87th to 119th, is opposed to this proposal for the following reasons:

- The widening of Western could eliminate much of the already extremely limited on-street parking. Adequate parking space is a primary concern among merchants and shoppers alike. With fewer parking spaces available and less local traffic, many of the merchants operating small businesses could be forced out of business.

- Beautification of our commercial district is another of the priorities of the MP/BH BA. Major street scaping plans are currently being implemented along Western Ave. Thousandsof dollars have already been spent, and the current beautification proposal calls for many more thousands of dollars to be invested in beautifying the strips along Western. Planters, sidewalk repairs, brick paving, and new curbs are being placed along Western. The IDOT SRA proposal would destroy these amenities we've worked so diligently to obtain.

Beverly Area Planning Association

10233 South Wood Street, Chicago, Illinois 60643 312/233-3100

TESTIMONY TO ILLINOIS DEPARTMENT OF TRANSPORTATION/NORTHEASTERN ILLINOIS PLANNING COMMISSION AND CATS.

BY: BEVERLY AREA PLANNING ASSOCIATION
EDA SCHRIMPLE/DIRECTOR, ECONOMIC DEVELOPMENT

RE: UPGRADING TRAFFIC ON WESTERN AVENUE FROM U.S.ROUTE 30 TO PETERSON AVENUE

SPECIFICALLY FROM 87th - 119th WHICH INVOLVES THE BEVERLY/MORGAN PARK COMMUNITY.

ON: THURSDAY, MARCh 4, AT BLUE ISLAND PUBLIC LIBRARY
2433 York Street

I am here to testify AGAINST the recent proposal by IDOT, NPIC, AND CATS to make Western Avenue 4-lanes, thereby narrowing sidewalks and creating a mini expressway.

This proposal would have a devastating effect on the merchants, who are already suffering and the surrounding residential area.

Pedestrain traffic would be lost and is now at a minimal because of the high volume of traffic. An increase in traffic poses a danger to children who now cross Western Avenue to attend Clissold School, St. Walter's, Sutherland and St. Cajetan's. In fact, about 6 months ago a child from Clissold was hit by a car crossing Western Avenue at 110th Street.

If vehicles are traveling at a high speed, the visability of merchants along the strip is hindered.

The Beverly Area Planning Association speaks for 13 Civic Associations within the boundaries - 87th North, 119th Street South, California West, Vincennes East. We have worked for years to attract businesses, to create a neighborhood shopping strip that is conducive to pedestrians, meaning reducing traffic dangers and making it safe and attractive.

If this proposal is enacted, all efforts would be fruitless. The results would be a reversal of the recent positive efforts. Merchants would leave. There would be a lack of customers and it would be extremely difficult to bring shoppers or viable businesses to the strip.

Transcript available for review at Illinois Department of Transportation—District 1 headquarters.

IN RE:

STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
WESTERN AVENUE/DIXIE HIGHWAY)
FROM U. S. ROUTE 30 TO)
PETERSON AVENUE)

BLUE ISLAND PUBLIC HEARING

REPORT of comments made at the public hearing of the above-captioned matter, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Blue Island Public Library, 2433 York Street, Blue Island, Illinois, on the 4th day of March, A. D. 1993, during the hours of 2:00 P. M. and 7:00 P. M.

Transcript available for review at Illinois Department of Transportation—District 1 headquarters.

IN RE:

STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
WESTERN AVENUE/DIXIE HIGHWAY)
FROM U. S. ROUTE 30 TO)
PETERSON AVENUE)

PUBLIC HEARING AT HORNER PARK

REPORT of comments made at the public hearing of the above-captioned matter, taken before Joan M. Kenny, C. S. R. a Notary Public in and for the County of DuPage, State of Illinois, at the Horner Park Field House, 2741 West Montrose Avenue, Chicago, Illinois, on Wednesday, the 3rd day of March, A. D. 1993, during the hours of 2:00 P. M. and 7:00 P. M.

Western Avenue SRA

Appendix A
Year 2010 Intersection Planning Capacity Analysis and Arterial Analysis

Western Avenue/Dixie Highway
TABLE A-1
Year 2010 Intersection Planning Capacity Analysis

Western Ave And:	WESTERN AVENUE								CROSSROAD								TOTAL V/C
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	
159th Street*	37400	8%	55	0.94	10%	165	L-TT-R	0.57	28500	8%	55	0.94	10%	125	L-TT-TR	0.34	0.92
154th Street (1)	37500	8%	55	0.94	10%	165	L-T-TR	0.63	12000	8%	55	0.94	10%	53	L-TR	0.38	1.00
Mall Drive (1)	37500	8%	55	0.94	10%	165	L-T-TR	0.63	5000	8%	55	0.94	30%	66	L-TR	0.15	0.77
150th Street (1)	41000	8%	55	0.94	10%	180	L-T-TR	0.68	12000	8%	55	0.94	10%	53	L-TR	0.38	1.06
Sibley Boulevard	41000	8%	55	0.94	10%	180	L-TT-TR	0.49	50000	8%	55	0.94	10%	220	L-TT-TR	0.60	1.09
139th Street (1)	24800	8%	55	0.94	10%	109	L-T-TR	0.41	12000	8%	55	0.94	10%	53	L-TR	0.38	0.79
131st Street (1)	17000	8%	55	0.94	10%	75	L-TT-R	0.13	12000	8%	55	0.94	30%	158	LT	0.45	0.58
York Street (1)	17000	8%	55	0.94	10%	75	L-TT-R	0.13	12000	8%	55	0.94	30%	158	LT	0.45	0.58
Union Street (1)	17000	8%	55	0.94	10%	75	LT-TT-R	0.13	5000	8%	55	0.94	30%	66	LT	0.19	0.32
127th Street* (East)	29600	8%	55	0.94	30%	391	LL-TT-R	0.30	32000	8%	55	0.94	10%	141	L-TT	0.53	0.83
127th Street* (West)	29600	8%	55	0.94	10%	130	L-TT-R	0.23	50000	8%	55	0.94	30%	660	L-TT-R	0.73	0.96
123rd Street (1)	32500	8%	55	0.94	10%	143	L-T-TR	0.54	5000	8%	55	0.94	10%	22	L-TR	0.16	0.70

(*) Denotes SRA Corridor
(**) Projected ADT Volumes Reduced to 50,000 Maximum
(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 ADT for Minor Arterials, 5,000 ADT for Local Roadways

Western Avenue/Dixie Highway
TABLE A-1
Year 2010 Intersection Planning Capacity Analysis

Western Ave And:	WESTERN AVENUE								CROSSROAD								TOTAL V/C
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	
119th Street (1)	32500	8%	55	0.94	10%	143	L-T-TR	0.54	12000	8%	55	0.94	10%	53	L-TT-R	0.18	0.73
115th Street (1)	28100	8%	55	0.94	10%	124	L-T-TR	0.47	12000	8%	55	0.94	10%	53	L-TR	0.38	0.84
113th Street (1)	28100	8%	55	0.94	10%	124	L-TT	0.47	5000	8%	55	0.94	30%	66	LR	0.09	0.56
111th Street (1)	37100	8%	55	0.94	10%	163	L-T-TR	0.62	12000	8%	55	0.94	10%	53	L-TR	0.38	0.99
107th Street (1)	39300	8%	55	0.94	10%	173	L-T-TR	0.66	12000	8%	55	0.94	10%	53	L-TR	0.38	1.03
103rd Street (1)	39500	8%	55	0.94	10%	174	L-T-TR	0.66	12000	8%	55	0.94	10%	53	L-T-TR	0.20	0.86
101st Street (1)	39500	8%	55	0.94	10%	174	L-TT	0.66	5000	8%	55	0.94	30%	66	L-TR	0.07	0.73
99th Street (1)	45100	8%	55	0.94	10%	198	L-T-TR	0.75	5000	8%	55	0.94	10%	22	L-T-R	0.14	0.89
98th Street	45,100	8%	55	0.94	10%	211	L-TT-R	0.69	5000	8%	55	0.94	50%	110	L-LR-R	0.08	0.77
95th Street*	48000	8%	55	0.94	10%	211	L-TT-R	0.58	45300	8%	55	0.94	10%	199	L-TT-R	0.69	1.27
91st Street (1)	48000	8%	55	0.94	10%	211	L-TT	0.80	5000	8%	55	0.94	10%	22	L-R	0.15	0.95
87th Street*	45600	8%	55	0.94	10%	201	L-TT-TR	0.55	46600	8%	55	0.94	10%	205	L-TT-TR	0.56	1.11
83rd Street (1)	38500	8%	55	0.94	10%	169	L-T-TR	0.64	12000	8%	55	0.94	10%	53	L-T-TR	0.20	0.84
79th Street (1)	35700	8%	55	0.94	10%	157	L-T-TR	0.60	12000	8%	55	0.94	10%	53	L-TT-R	0.18	0.78
Columbus Avenue **	50000	8%	55	0.94	10%	220	L-TT-R	0.77	23300	8%	55	0.94	30%	308	L-LTR	0.34	1.11
71st Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21

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Western Avenue/Dixie Highway

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Western Ave And:	WESTERN AVENUE								CROSSROAD								TOTAL V/C
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	
69th Street (1)	49900	8%	55	0.94	10%	220	L-TT	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21
67th Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21
65th Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
63rd Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21
62nd Street (1)	49700	8%	55	0.94	10%	219	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
61st Street (1)	49700	8%	55	0.94	10%	219	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
59th Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21
55th Street*/ Garfield Blvd**	50000	8%	55	0.94	10%	220	L-TT-TR	0.60	41900	8%	55	0.94	10%	184	L-TT-TR	0.50	1.10
54th Street (1)	45900	8%	55	0.94	10%	202	L-TT-R	0.70	5000	8%	55	0.94	10%	22	L-TR	0.16	0.86
51st Street (1)	45900	8%	55	0.94	10%	202	L-T-TR	0.77	12000	8%	55	0.94	10%	53	L-TR	0.38	1.14
47th Street (1)	43500	8%	55	0.94	10%	191	L-T-TR	0.73	12000	8%	55	0.94	10%	53	L-TR	0.38	1.10
43rd Street (1)	39300	8%	55	0.94	10%	173	L-T-TR	0.66	20000	8%	55	0.94	20%	176	LT-TR	0.29	0.95
Pershing Road*	44100	8%	55	0.94	10%	194	L-TT-TR	0.53	48900	8%	55	0.94	10%	215	L-T-TR	0.82	1.34
Archer Avenue**	50000	8%	55	0.94	10%	220	L-TT-TR	0.60	28900	8%	55	0.94	10%	127	L-T-TR	0.48	1.08
35th Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21

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(**) Projected ADT Volumes Reduced to 50,000 Maximum

(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 ADT for Minor Arterials, 5,000 ADT for Local Roadways

Western Avenue/Dixie Highway
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Year 2010 Intersection Planning Capacity Analysis

Western Ave And:	WESTERN AVENUE TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	CROSSROAD TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TOTAL V/C
31st Street (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	5000	8%	55	0.94	10%	22	L-R	0.07	0.91
Blue Island Avenue (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-TR	0.38	1.21
24th Street (1)	43300	8%	55	0.94	10%	191	L-T-TR	0.72	5000	8%	55	0.94	10%	22	L-TR	0.16	0.88
Cermak Road**	50000	8%	55	0.94	10%	220	L-TT-TR	0.60	21800	8%	55	0.94	10%	96	L-TT-R	0.33	0.93
21st Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
18th Street (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	5000	8%	55	0.94	30%	66	L-R	0.07	0.91
16th Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
Ogden Avenue	49000	8%	55	0.94	10%	216	L-TT-TR	0.59	37500	8%	55	0.94	10%	165	L-TT-TR	0.45	1.04
Roosevelt Road	43900	8%	55	0.94	10%	193	L-TT-TR	0.53	29100	8%	55	0.94	10%	128	L-TT-R	0.45	0.97
Polk Street (1)	37400	8%	55	0.94	10%	165	L-T-TR	0.62	5000	8%	55	0.94	10%	22	L-TR	0.16	0.78
Harrison Street (1)	32600	8%	55	0.94	10%	143	L-T-TR	0.54	5000	8%	55	0.94	10%	22	L-TR	0.16	0.70
Congress Parkway (1)	32600	8%	55	0.94	10%	143	L-TT	0.39	12000	8%	55	0.94	30%	158	L-T-TR	0.20	0.59
Van Buren Street (1)**	50000	8%	55	0.94	10%	220	L-TT	0.60	12000	8%	55	0.94	30%	158	LT-TR	0.34	0.94
Jackson Street (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	5000	8%	55	0.94	30%	66	LT-T-TR	0.05	0.89
Madison Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
Warren Boulevard (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	20000	8%	55	0.94	30%	264	LT-T-TR	0.21	1.04

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Western Avenue/Dixie Highway
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Western Ave And:	WESTERN AVENUE TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	CROSSROAD TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TOTAL V/C
Washington Boulevard (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	12000	8%	55	0.94	30%	158	LT-TR	0.18	1.01
Lake Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	LT-TR	0.15	0.98
Grand Avenue (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-T-TR	0.20	1.03
Ohio Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.08	0.91
Chicago Avenue (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-T-TR	0.20	1.03
Iowa Avenue (1)**	50000	8%	55	0.94	10%	220	L-TT	0.83	5000	8%	55	0.94	30%	66	L-TR	0.07	0.91
Augusta Boulevard (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
Division Street (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	12000	8%	55	0.94	10%	53	L-T-TR	0.20	1.03
Hirsch Drive (1)**	50000	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
North* Avenue (1)**	50000	8%	55	0.94	10%	220	L-TT-TR	0.60	20000	8%	55	0.94	10%	88	L-T-TR	0.33	0.93
Milwaukee Avenue (1)	49900	8%	55	0.94	10%	220	L-TT-TR	0.60	26300	8%	55	0.94	0%	0	T-TR	0.44	1.04
Armitage Avenue (1)	49900	8%	55	0.94	10%	220	L-TT-TR	0.60	12000	8%	55	0.94	10%	53	L-T-TR	0.20	0.80
Lyndale Street (1)	49900	8%	55	0.94	10%	220	L-T-TR	0.83	5000	8%	55	0.94	10%	22	L-TR	0.16	0.99
Fullerton Avenue (1)	49900	8%	55	0.94	10%	220	L-TT-TR	0.60	20000	8%	55	0.94	10%	88	L-T-TR	0.33	0.93
I-90/94 EB Ramp (1)	48900	8%	55	0.94	0%	0	TT-TR	0.82	12000	8%	55	0.94	0%	0	TT	0.10	0.92

(*) Denotes SRA Corridor
(**) Projected ADT Volumes Reduced to 50,000 Maximum
(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 ADT for Minor Arterials, 5,000 ADT for Local Roadways

Western Avenue/Dixie Highway
TABLE A-1
Year 2010 Intersection Planning Capacity Analysis

Western Ave And:	WESTERN AVENUE								CROSSROAD								TOTAL V/C
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	
Logan Boulevard (1)	48900	8%	55	0.94	10%	215	L-TT-TR	0.59	12000	8%	55	0.94	10%	53	L-T-TR	0.20	0.79
Elston Avenue/ Diversey Pkwy (1)	45500	8%	55	0.94	10%	200	L-TT-TR	0.55	12000	8%	55	0.94	10%	53	T-TR	0.34	
									12000	8%	55	0.94	10%	53	L-T-TR	0.20	1.09
Roscoe Street (1)	45500	8%	55	0.94	10%	200	L-TT-TR	0.55	5000	8%	55	0.94	10%	22	L-TR	0.16	0.70
Addison Street (1)	45900	8%	55	0.94	10%	202	L-TT-TR	0.55	30500	8%	55	0.94	10%	134	L-T-TR	0.51	1.06
Grace Street (1)	45900	8%	55	0.94	10%	202	L-T-TR	0.77	5000	8%	55	0.94	10%	22	L-TR	0.16	0.92
Irving Park Road*	45900	8%	55	0.94	10%	202	L-TT-TR	0.55	33300	8%	55	0.94	10%	147	L-TT-R	0.51	1.06
Berteau Avenue (1)	44100	8%	55	0.94	10%	194	L-TT	0.74	5000	8%	55	0.94	30%	66	L-TR	0.14	0.88
Montrose Avenue (1)	46200	8%	55	0.94	10%	203	L-T-TR	0.55	12000	8%	55	0.94	10%	53	LT-TR	0.38	1.15
Sunneyside Avenue	46200	8%	55	0.94	10%	203	L-T-R	0.77	5000	8%	55	0.94	10%	88	L-TR	0.16	0.93
Wilson Avenue (1)	46200	8%	55	0.94	10%	203	L-T-TR	0.77	12000	8%	55	0.94	10%	53	L-TR	0.38	1.15
Leland Avenue/ Lincoln Avenue (1)	46200	8%	55	0.94	10%	203	L-TT	0.77	25400	8%	55	0.94	10%	112	LT-TR	0.75	1.52
Lawrence Avenue (1)	48000	8%	55	0.94	10%	211	L-T-TR	0.80	12000	8%	55	0.94	10%	53	L-TR	0.38	1.18
Ainsle Street/ Lincoln Avenue	48000	8%	55	0.94	10%	211	L-T-TR	0.80	25400	8%	55	0.94	20%	224	L-R-R	0.61	1.41
Winnemac Avenue (1)	48000	8%	55	0.94	10%	211	L-T-TR	0.80	5000	8%	55	0.94	30%	66	L-TR	0.14	0.94
Foster Avenue	49300	8%	55	0.94	10%	217	L-TT-TR	0.59	23800	8%	55	0.94	10%	105	L-T-R	0.67	1.26
Bryn Mawr Avenue	49300	8%	55	0.94	10%	217	L-TT	0.82	12000	8%	55	0.94	10%	53	L-TR	0.38	1.20
Peterson Avenue*	36900	8%	55	0.94	10%	162	L-TT-TR	0.44	44800	8%	55	0.94	10%	197	L-TT-TR	0.54	0.98

(*) Denotes SRA Corridor

(**) Projected ADT Volumes Reduced to 50,000 Maximum

(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 ADT for Minor Arterials, 5,000 ADT for Local Roadways

Table A-2
Suburban and Urban Arterial Level-of-Service Analysis Inputs
Western Avenue/Dixie Highway

Intersection Operations						Assumed Signal Operation					
Intersection	V/C [a]	Left-Turn Volume [a]	Number of Left-Turn Lanes [a]	G/C for Left Turn [b]	Thru G/C [c]	Capacity [d]	Cycle Length (Seconds) [e]	Arrival Type [f]	Progression Factor [g]	Spacing to Next Intersection	Arterial Type/Class and Speed [h]
159th Street	0.92	165	1	0.11	0.51	1631	120	III	1.00	3432	I-40
154th Street	1.00	165	1	0.11	0.52	1664	120	III	1.00	1330	I-40
Mall Drive	0.77	165	1	0.11	0.71	2266	120	IV	0.81	1380	I-40
150th Street	1.06	180	1	0.12	0.52	1669	120	IV	0.90	2085	I-40
Sibley Boulevard	1.09	180	1	0.12	0.33	1582	120	III	1.00	6758	I-40
139th Street	0.79	109	1	0.07	0.45	1428	120	III	1.00	5386	II-35
131st Street	0.58	75	1	0.05	0.17	836	100	III	1.00	670	III-25
York Street	0.58	75	1	0.05	0.17	836	100	III	1.00	670	III-25
Union Street	0.32	75	1	0.05	0.36	1710	100	IV	0.72	1340	III-25
127th Street (East)	0.83	391	2	0.13	0.23	740	120	IV	0.83	590	III-30
127th Street (West)	0.96	130	1	0.09	0.15	489	100	IV	0.88	2650	III-30
123rd Street	0.70	143	1	0.10	0.68	2164	120	III	1.00	2740	III-30
119th Street	0.73	143	1	0.10	0.64	2062	120	III	1.00	2680	III-30
115th Street	0.84	124	1	0.08	0.48	1526	120	III	1.00	1340	III-30
113th Street	0.56	124	1	0.08	0.76	2421	100	IV	0.72	1320	III-30
111th Street	0.99	163	1	0.11	0.52	1656	120	IV	0.90	2625	III-30
107th Street	1.03	173	1	0.12	0.53	1681	120	III	1.00	2570	III-30
103rd Street	0.86	174	1	0.12	0.65	2085	120	III	1.00	1310	III-30
101st Street	0.73	174	1	0.12	0.79	2522	100	IV	0.79	1330	III-30
99th Street	0.89	198	1	0.13	0.71	2274	120	IV	0.86	670	III-30
98th Street	0.77	110	1	0.10	0.79	2528	120	IV	0.86	1965	III-30
95th Street	1.27	211	1	0.14	0.44	1414	120	III	1.00	2650	II-35
91st Street	0.95	211	1	0.14	0.70	2245	120	III	1.00	2660	II-35
87th Street	1.11	201	1	0.13	0.36	1735	120	III	1.00	2720	II-35
83rd Street	0.84	169	1	0.11	0.65	2078	120	III	1.00	2660	II-35
79th Street	0.78	157	1	0.10	0.66	2127	120	III	1.00	3274	III-30
Columbus Avenue	1.11	220	1	0.15	0.55	1750	100	III	1.00	1975	III-30
71st Street	1.21	220	1	0.15	0.54	1726	120	III	1.00	1267	III-30

Table A-2
Suburban and Urban Arterial Level-of-Service Analysis Inputs
Western Avenue/Dixie Highway

Intersection Operations						Assumed Signal Operation					
Intersection	V/C [a]	Left-Turn Volume [a]	Number of Left-Turn Lanes [a]	G/C for Left Turn [b]	Thru G/C [c]	Capacity [d]	Cycle Length (Seconds) [e]	Arrival Type [f]	Progression Factor [g]	Spacing to Next Intersection	Arterial Type/Class and Speed [h]
69th Street	1.21	220	1	0.15	0.54	1726	120	IV	0.90	1320	III-30
67th Street	1.21	220	1	0.15	0.54	1726	120	IV	0.90	1315	III-30
65th Street	0.99	220	1	0.15	0.69	2213	120	IV	0.90	1325	III-30
63rd Street	1.21	220	1	0.15	0.54	1726	120	IV	0.90	670	III-30
62nd Street	0.99	219	1	0.15	0.69	2216	100	IV	0.90	665	III-30
61st Street	0.99	219	1	0.15	0.69	2216	120	IV	0.90	1325	III-30
59th Street	1.21	220	1	0.15	0.54	1726	120	IV	0.90	2715	III-30
55th Street/Garfield Boulevard	1.10	220	1	0.15	0.40	1914	120	III	1.00	510	III-30
54th Street	0.86	202	1	0.13	0.68	2174	120	IV	0.84	2200	III-30
51st Street	1.14	202	1	0.13	0.54	1730	120	III	1.00	1150	III-30
Access Dr.	1.14	202	1	0.13	0.54	1730	120	III	1.00	1525	III-30
47th Street	1.10	191	1	0.13	0.54	1716	120	III	1.00	2640	III-30
43rd Street	0.95	173	1	0.12	0.58	1854	100	III	1.00	2645	III-30
Pershing Road	1.34	194	1	0.13	0.27	1278	120	III	1.00	1070	III-30
Archer Avenue	1.08	220	1	0.15	0.41	1963	120	IV	0.90	1520	III-30
35th Street	1.21	220	1	0.15	0.54	1726	120	IV	0.90	3180	III-30
31st Street	0.91	220	1	0.15	0.77	2449	100	III	1.00	2218	III-30
Blue Island Avenue	1.21	220	1	0.15	0.54	1726	120	III	1.00	1290	III-30
24th Street	0.88	191	1	0.13	0.69	2211	120	IV	0.85	1310	III-30
Cermak Road	0.93	220	1	0.15	0.50	2393	120	IV	0.87	670	III-30
21st Street	0.99	220	1	0.15	0.69	2213	120	IV	0.90	1373	III-30
18th Street	0.91	220	1	0.15	0.77	2449	100	IV	0.86	780	III-30
16th Street	0.99	220	1	0.15	0.69	2213	120	IV	0.90	1980	III-30
Ogden Avenue	1.04	216	1	0.14	0.42	2032	120	III	1.00	680	III-30
Roosevelt Road	0.97	193	1	0.13	0.42	2005	120	IV	0.89	1620	III-30
Polk Street	0.78	165	1	0.11	0.68	2192	120	IV	0.81	980	III-30
Harrison Street	0.70	143	1	0.10	0.68	2164	120	IV	0.77	400	III-30
Congress Parkway	0.59	143	1	0.10	0.82	2624	100	IV	0.75	385	III-30

Table A-2
Suburban and Urban Arterial Level-of-Service Analysis Inputs
Western Avenue/Dixie Highway

Intersection Operations						Assumed Signal Operation					
Intersection	V/C [a]	Left-Turn Volume [a]	Number of Left-Turn Lanes [a]	G/C for Left Turn [b]	Thru G/C [c]	Capacity [d]	Cycle Length (Seconds) [e]	Arrival Type [f]	Progression Factor [g]	Spacing to Next Intersection	Arterial Type/Class and Speed [h]
Van Buren Street	0.94	220	1	0.15	0.74	2356	100	IV	0.90	520	III-30
Jackson Street	0.89	220	1	0.15	0.79	2515	100	IV	0.86	1285	III-30
Madison Street	0.99	220	1	0.15	0.69	2213	120	IV	0.90	340	III-30
Warren Boulevard	1.04	220	1	0.15	0.65	2085	100	IV	0.90	330	III-30
Washington Boulevard	1.01	220	1	0.15	0.68	2160	100	IV	0.90	570	III-30
Lake Street	0.98	220	1	0.15	0.70	2241	120	IV	0.89	2200	III-30
Grand Avenue	1.03	220	1	0.15	0.66	2109	120	III	1.00	540	III-30
Ohio Street	0.91	220	1	0.15	0.77	2449	100	IV	0.86	1330	III-30
Chicago Avenue	1.03	220	1	0.15	0.66	2109	120	IV	0.90	660	III-30
Iowa Avenue	0.91	220	1	0.15	0.77	2449	100	IV	0.86	650	III-30
Augusta Boulevard	0.99	220	1	0.15	0.69	2213	120	IV	0.90	1340	III-30
Division Street	1.03	220	1	0.15	0.66	2109	120	IV	0.90	1330	III-30
Hirsch Drive	0.99	220	1	0.15	0.69	2213	120	IV	0.90	1330	III-30
North Avenue	0.93	220	1	0.15	0.75	2387	120	IV	0.87	2429	III-30
Milwaukee Avenue	1.04	220	1	0.15	0.43	2065	120	III	1.00	330	III-30
Armitage Avenue	0.80	220	1	0.15	0.60	2896	120	IV	0.82	1800	III-30
Lyndale Street	0.99	220	1	0.15	0.69	2213	120	IV	0.90	905	III-30
Fullerton Avenue	0.93	220	1	0.15	0.75	2387	120	IV	0.87	790	III-30
I-90/94 EB Ramp	0.92	0	0	0.00	0.89	4278	100	IV	0.87	575	III-30
Logan Boulevard	0.79	215	1	0.14	0.60	2897	120	IV	0.82	1325	III-30
Elston Avenue/Diversey Parkway	1.09	163	1	0.11	0.30	1416	120	IV	0.89	4065	III-30
Roscoe Street	0.70	200	1	0.13	0.65	3131	120	III	1.00	1350	III-30
Addison Street	1.06	202	1	0.13	0.38	1844	120	IV	0.90	1320	III-30
Grace Street	0.92	202	1	0.13	0.70	2247	120	IV	0.87	1330	III-30
Irving Park Road	1.06	202	1	0.13	0.38	1844	120	IV	0.90	1330	III-30
Berteau Avenue	0.88	194	1	0.13	0.71	2277	100	IV	0.82	1335	III-30
Montrose Avenue	1.15	203	1	0.14	0.53	1710	120	IV	0.90	680	III-30
Sunnyside Avenue	0.93	203	1	0.14	0.69	2216	120	IV	0.90	620	III-30

Table A-2
Suburban and Urban Arterial Level-of-Service Analysis Inputs
Western Avenue/Dixie Highway

Intersection Operations						Assumed Signal Operation					
Intersection	V/C [a]	Left-Turn Volume [a]	Number of Left-Turn Lanes [a]	G/C for Left Turn [b]	Thru G/C [c]	Capacity [d]	Cycle Length (Seconds) [e]	Arrival Type [f]	Progression Factor [g]	Spacing to Next Intersection	Arterial Type/Class and Speed [h]
Wilson Avenue	1.15	203	1	0.14	0.53	1710	120	IV	0.90	700	III-30
Leland Avenue/Lincoln Avenue	1.52	203	1	0.14	0.37	1188	120	IV	0.90	650	III-30
Lawrence Avenue	1.18	211	1	0.14	0.54	1719	120	IV	0.90	645	III-30
Ainsle Street/Lincoln Avenue	1.41	211	1	0.14	0.43	1365	120	IV	0.90	800	III-30
Winnemac Avenue	0.94	211	1	0.14	0.71	2273	100	IV	0.85	1050	III-30
Foster Avenue	1.26	217	1	0.14	0.32	1553	120	IV	0.90	660	III-30
Berwyn Avenue	1.20	217	1	0.14	0.54	1724	120	III	1.00	2000	III-30
Bryn Mawr Avenue	1.20	217	1	0.14	0.54	1724	120	III	1.00	2670	III-30
Peterson Avenue	0.98	162	1	0.11	0.34	1637	120	III	1.00	-	III-30

[a] From Intersection Planning Capacity Analysis - Table A-1

[b] G/C for Left turns = $\frac{\text{LT Vol/LT Lanes}}{1500}$

[c] G/C for through movement = $\frac{\text{V/C for Western Ave}}{\text{V/C for intersection}}$ - G/C for Left turns

[d] Capacity = 1,600 x number of through lanes x G/C (for through movement)

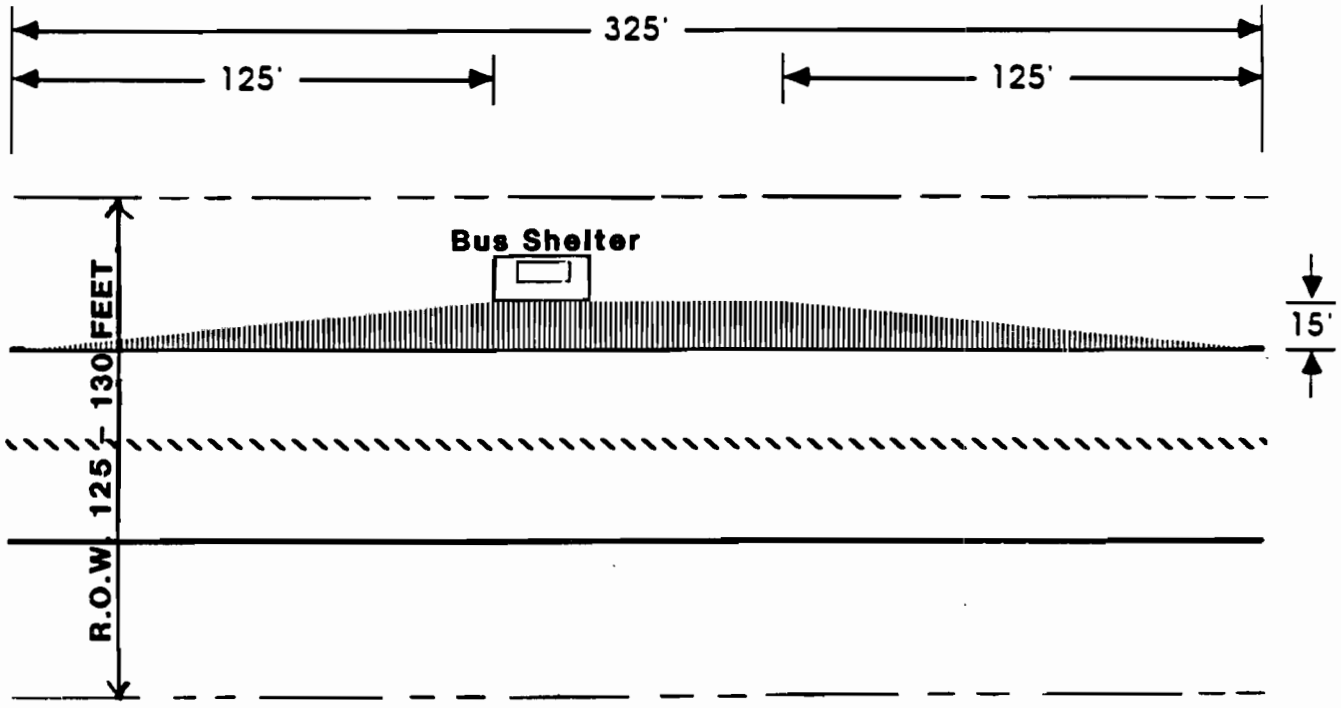
[e] Assumptions:
2-Phase signals: 60-90 seconds
3-Phase signals: 90-100 seconds
4-Phase signals: 120-150 seconds

[f] Assume Type III, IV or Type V, depending on spacing of signals relative to SRA guidelines per Highway Capacity Manual

[g] Per Highway Capacity Manual Table 11-6

[h] Per Highway Capacity Manual - Assume Types I or II for suburban SRAs

Minor and Major Arterials
(Maximum Posted Speed Limit: 50 Miles per Hour)



Reference: Pace Development Guidelines, December, 1989.

BUS TURNOUT DESIGN

APPENDIX FIGURE A-1