Strategic Regional Arterial

Illinois 19 (Irving Park Road)
from Lake Shore Drive
to Cumberland Avenue

Operation GreenLight

Illinois Department of Transportation
March 1994

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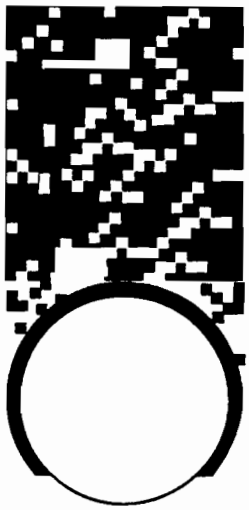

Operation GreenLight

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Foreword

Illinois 19 (Irving Park Road) is a Strategic Regional Arterial (SRA) from Cumberland Avenue to Western Avenue and a SRA connector Route from Western Avenue to Lake Shore Drive. ESM Engineering in association with CH2M HILL, Inc., has prepared this SRA report for Illinois 19 for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, Illinois 19 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.

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Illinois 19 SRA

Summary of Recommendations

Summary of Recommendations

For study purposes, the Illinois 19 (Irving Park Road) Strategic Regional Arterial (SRA) was divided into three segments (see Exhibit S-1). Major recommendations for each segment are summarized in the following sections.

SRA Segment I: Lake Shore Drive to Western Avenue (2.25 Miles)

- From Lake Shore Drive (U.S. 41) to Ashland Avenue, provide one through travel lane in each direction, no median, two parking lanes, and sidewalks
- From Ashland Avenue to Western Avenue, provide two through travel lanes in each direction, a flush median, two parking lanes, and sidewalks
- Modify or reconstruct rapid transit and commuter rail structures to provide adequate vertical and horizontal clearance
- Acquire no right-of-way

SRA Segment II: Western Avenue to Austin Avenue (4.5 Miles)

- Provide two through travel lanes in each direction, flush medians except as noted, two parking lanes, and sidewalks
- In blocks where major parks are located, implement 16-foot raised medians to provide pedestrian refuge, and adjust cross section, as required, to accommodate requirements of the raised median
- Widen bridge over the North Branch of the Chicago River
- Implement exclusive bus lanes at the Kennedy Expressway interchange to improve access to the rapid transit station; provide direct access to the Chicago Transit Authority O'Hare line rapid transit station platform from the north side of Illinois 19 to improve pedestrian safety and facilitate the transfer of transit users between bus and rail systems

- Modify or reconstruct commuter rail structures to provide adequate vertical and horizontal clearance

- Close the south leg of Monticello Avenue to improve operations at the Illinois 19/Elston Avenue intersection

- Close Clover Street

- Realign Kilpatrick Avenue to eliminate the offset intersection

- Acquire no right-of-way

SRA Segment III: Austin Avenue to Cumberland Avenue (3 Miles)

- Provide two through travel lanes in each direction and sidewalks throughout the segment, and flush medians and parking where possible

- Remove on-street parking at select locations along Illinois 19 to provide four through-travel lanes (two lanes in each direction of travel)

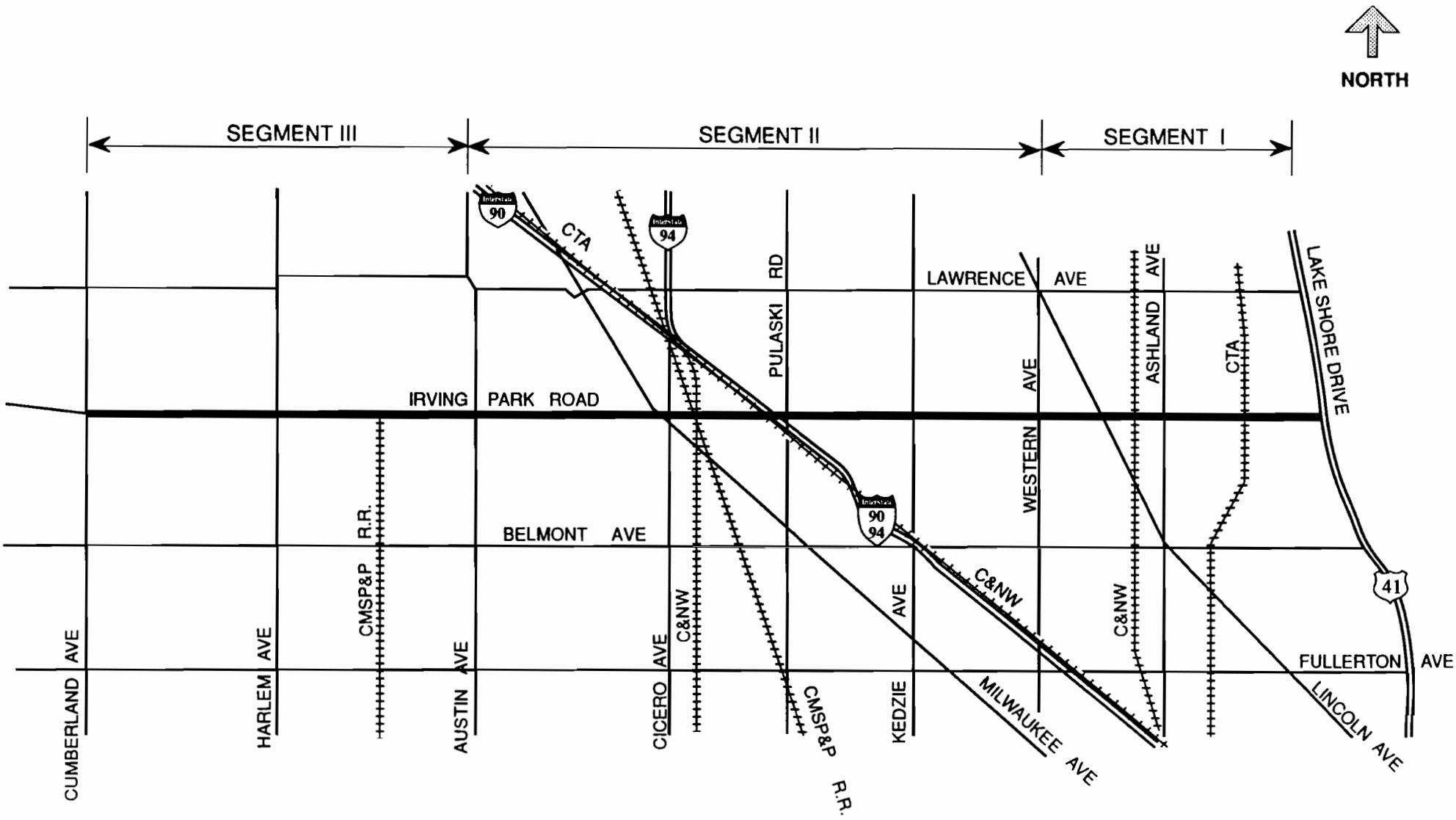
- Remove diagonal parking in the Village of Norridge, and replace it with parallel parking

- Widen symmetrically in selected areas without acquiring additional right-of-way

- Acquire limited right-of-way (no residential or commercial properties would be acquired)

- Designate a north extension of Sayre Avenue as the access to new development in the Read-Dunning area

- Close the south leg of Octavia Avenue to improve operation of the Forest Preserve Drive/Octavia Avenue intersection with Illinois 19



LOCATION MAP ILLINOIS 19, IRVING PARK ROAD

SRA Strategic Regional Arterial Planning Study

Exhibit S-1

Strategic Regional Arterial Study
Illinois 19 (Irving Park Road)

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Illinois 19 SRA

Chapter I

Introduction

Chapter I
Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

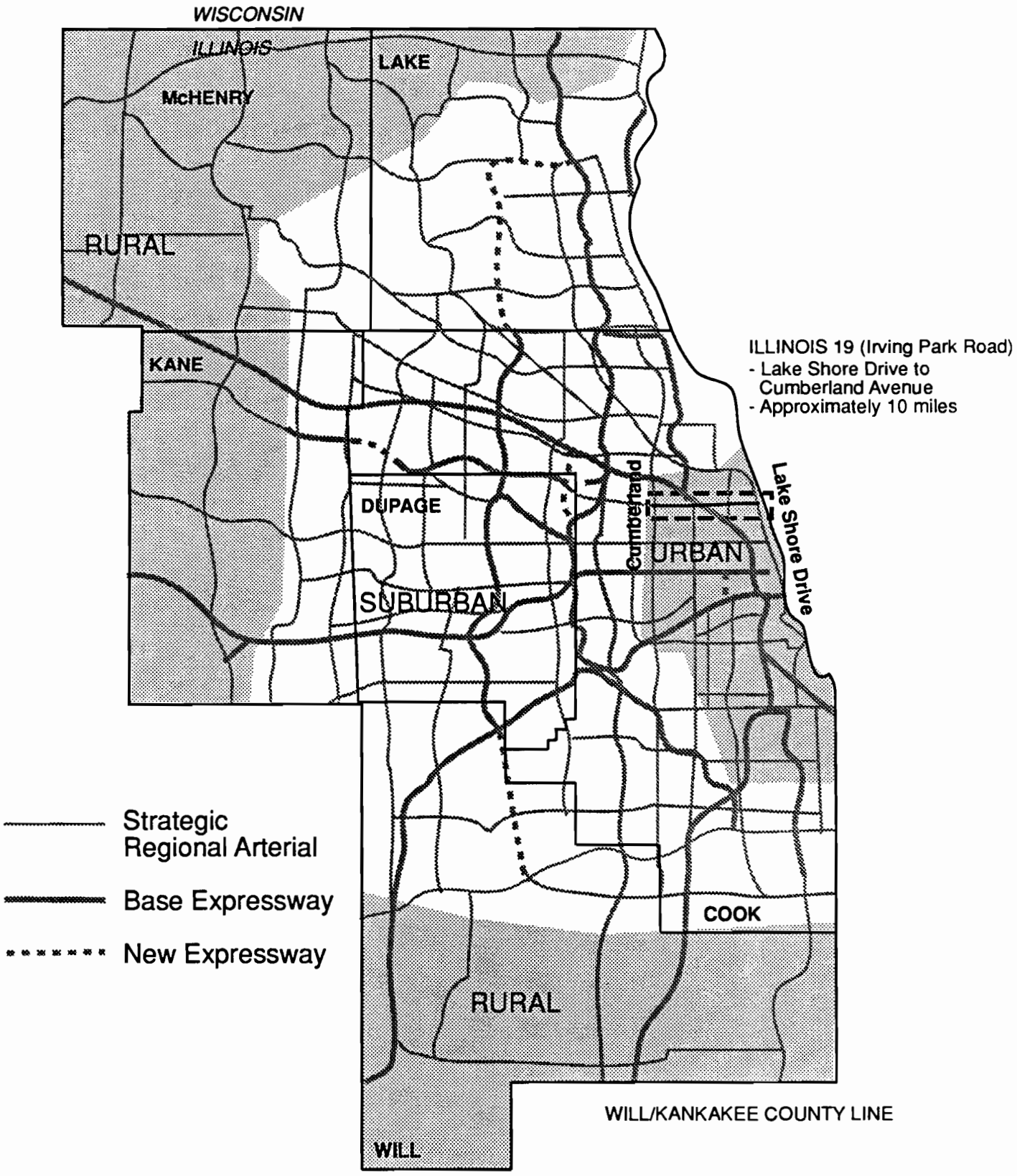
The SRA system is a 1,340-mile network of existing roads in the northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and SRAs, is shown in Exhibit 1.

Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about 3 miles apart in the more densely developed areas to about 8 miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment:

- Urban routes
- Suburban routes
- Rural routes

The designation of route types within the overall SRA system reflects the expected density of long-range development within the different portions of the region.

This report is concerned with Illinois Route 19 (Illinois 19, also known as Irving Park Road) which has been designated a SRA from Western Avenue to Cumberland Avenue (see Exhibit 1). The portion of the route from Western Avenue to U.S. 41 (Lake Shore Drive) is designated a SRA connector. The Illinois 19 SRA is entirely within the City of Chicago, with the exception of a 1.4-mile portion that travels through the Village of Norridge. The entire length of the route is classified an "urban" arterial.



ROUTE TYPES ON THE STRATEGIC REGIONAL ARTERIAL SYSTEM

SRA Strategic Regional Arterial Planning Study

Exhibit 1

SRA Planning Objectives

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

- Supplement an expanded expressway system by:
  - — Improving access to expressways
  - — Providing alternatives for some portions of expressway travel
  - — Providing a lower-cost substitute for expressways in some corridors
- Enhance public transportation and personal mobility by:
  - — Improving access to rail transit stations
  - — Improving operating conditions for buses and other transit vehicles
  - — Identifying opportunities for future transit facilities
  - — Maintaining pedestrian accessibility
- Accommodate commercial vehicle traffic by:
  - — Improving structural clearances
  - — Maximizing through traffic movement

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee. These concepts have been used as a guide, but not as a policy, in developing the improvement plan for Illinois 19 that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the Illinois 19 corridor. It is organized as follows:

- **Existing Conditions (Chapter II)**

  — This section describes the existing physical characteristics, traffic operation, safety, transit operations, environmental concerns, and land uses in the Illinois 19 corridor.

- **Planning Framework (Chapter III)**

  — This section describes the framework within which the recommended SRA plan will be situated. The chapter includes a description of route design characteristics, design criteria, travel forecasts, future land use zoning and development, future roadway and transit planning, future areas of concern, and a summary of the roadway recommendations.

- **Recommended SRA Plan (Chapter IV)**

  — This section describes the recommended SRA corridor plan, including lane arrangement, right-of-way costs, and short-term recommendations.

- **Public Involvement (Chapter V)**

  — This section documents the public involvement process undertaken for the SRA study of Illinois 19. It is divided into three major sections: Panel Advisory Meetings, Newsletters, and the Public Hearing. These three opportunities for participation allowed the general public or their elected officials to voice opinions concerning Illinois 19.

Time Frame

The SRA study of the Illinois 19 corridor began in May 1991 and has continued through calendar year 1992. Conclusions and recommendations are based on conditions existing during the study period as well as known developments and plans by others that were current at this time.

SRA planning for Illinois 19 involved the Illinois Department of Transportation (IDOT), CATS, and the communities affected by the route, including the City of Chicago and the Village of Norridge. Input was received through a series of three meetings with a SRA Advisory Panel. A public hearing was held on March 25, 1993, to present the draft recommendations.

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Illinois 19 SRA

Chapter II
Existing Conditions

Chapter II
Existing Conditions

The Illinois 19 (Irving Park Road) SRA corridor study area extends from Western Avenue to Cumberland Avenue. The portion of Illinois 19 from Western Avenue to U.S. 41 (Lake Shore Drive) is identified as a SRA connector route. With the exception of a 1.4-mile segment of the route that travels through the Village of Norridge, the study corridor is located within the City of Chicago. The distance between Cumberland Avenue and Lake Shore Drive is approximately 10 miles; the portion of the route designated a SRA is approximately 7.75 miles. As shown in Exhibit 2, the corridor has been divided into three segments for purposes of analysis and planning:

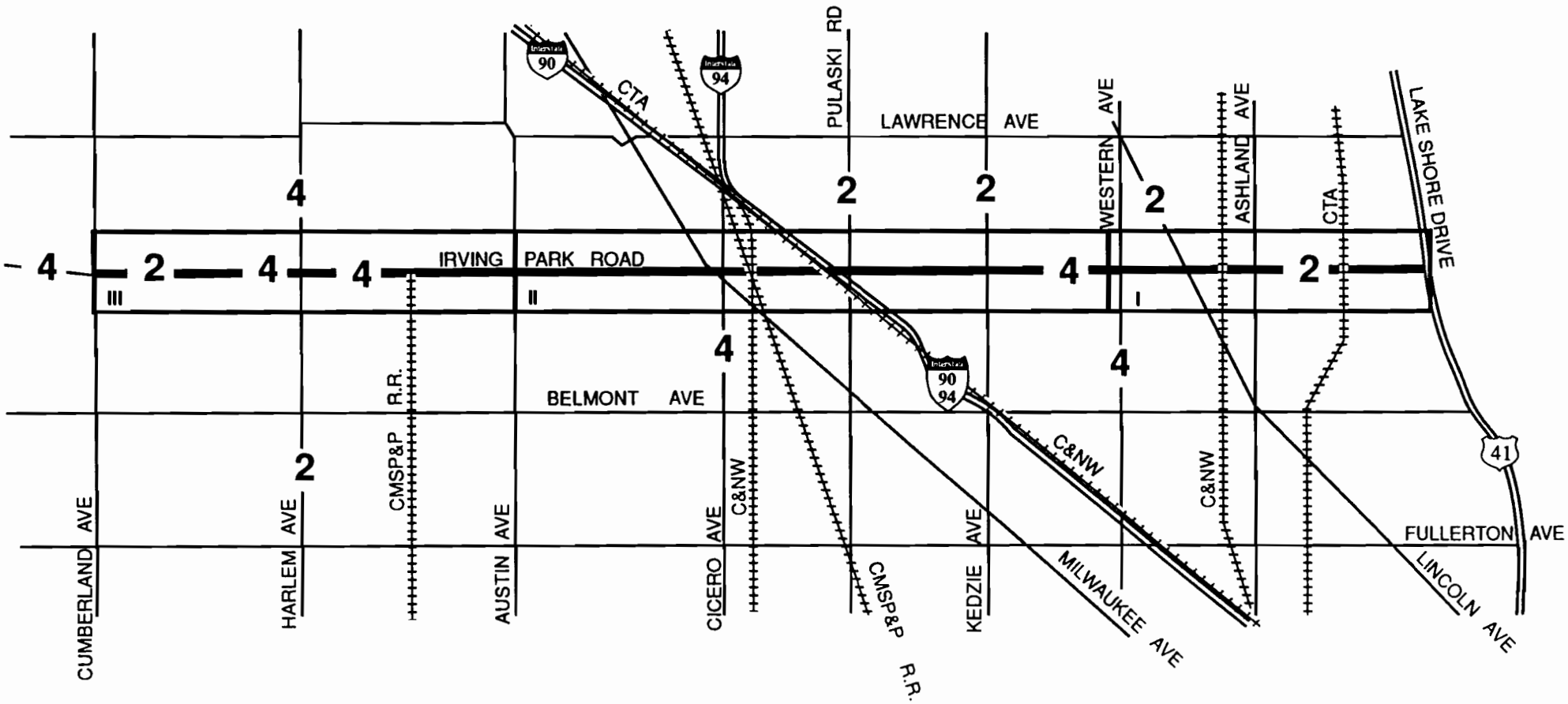
- Segment I——"East" (Lake Shore Drive to Western Avenue)
- Segment II——"Central" (Western Avenue to Austin Avenue)
- Segment III——"West" (Austin Avenue to Cumberland Avenue)

Illinois 19 serves as a major east-west route in Chicago, connecting five SRA routes: Cumberland Avenue, Harlem Avenue, Cicero Avenue, Western Avenue, and Lake Shore Drive. In addition, Illinois 19 affords direct access and egress to I-90 and I-94, both of which cross the corridor. The route also traverses many neighborhoods and serves regional and local traffic to and from neighborhood shopping facilities, larger-scale shopping centers and retail development, churches, schools, medical facilities and institutions, parks, and cemeteries.

Regional transit systems serve Illinois 19 well, including Chicago Transit Authority (CTA) buses and rapid transit lines, Metra commuter rail lines, and Pace suburban bus service. Three elevated CTA rapid transit lines cross the route, with stations at the North-South line, the Ravenswood line, and the O'Hare line. The three Metra lines that intersect Illinois 19 are the Chicago & North Western (C&NW) North line, with a Ravenswood station 1 mile north of the corridor; the C&NW Northwest line, with a station on the corridor; and the Milwaukee District North line, which has a station ½ mile north of the corridor. Bus service is extensive, not only within the actual corridor, but also intersecting it on major crosstown routes.

ILLINOIS 19 (Irving Park Road)
Lake Shore Drive to Cumberland Avenue (Approx. 10 miles)

NORTH



2 Number of Existing Lanes (Both Directions of Travel)

II Segment Number

CORRIDOR MAP ILLINOIS 19, IRVING PARK ROAD

SRA Strategic Regional Arterial Planning Study

Exhibit 2

A review of the sources listed in Table 1 provided data on existing physical characteristics, safety, traffic, and transit for each of the analysis segments. Information also was obtained from field reconnaissance, and from discussions with state, county, village, and city officials at the Advisory Panel Meetings.

Corridor Overview

Existing conditions vary along the Illinois 19 corridor, particularly with respect to the number of travel lanes; the number of lanes varies from two to four (one to two lanes in each direction of travel). Curbs exist throughout the facility, medians are generally painted (with some exceptions in Segment II), and storm sewers meet drainage requirements. Parking is permitted along most of the route, except during peak periods, at intersections and bus stops, and when prohibited by "snow route" designations.

The corridor is a non-access-controlled facility with numerous signalized intersections and two grade-separated interchanges——the Lake Shore Drive SRA at the eastern end of the corridor and the Kennedy Expressway (I-90/94) in Segment II. The study corridor begins at the Lake Shore Drive SRA and terminates at the Cumberland Avenue SRA to the west, and is intersected by SRAs at Harlem Avenue (Illinois 43), Cicero Avenue (Illinois 50), and Western Avenue. Two other SRA routes travel parallel to Illinois 19: U.S. 14, approximately 2 miles to the north, and Illinois 64 (North Avenue), approximately 3 miles to the south.

Numerous local and major streets that serve collector and arterial functions run parallel to and intersect Illinois 19 at typical urban intervals (eight to 16 blocks per mile). Most of these streets do not have the necessary operational characteristics or sufficient capacity to act as alternate routes for the regional trips that Illinois 19 serves. Illinois 19 also is wider than the major through streets that parallel it: Lawrence Avenue (1 mile north), Montrose Avenue (½ mile north), and Addison Street (½ mile south).

Table 1 Sources of Data Describing Traffic and Transportation Characteristics of Illinois 19 in 1991/1992	
Item	**Data Source**
Traffic Volumes • Average Daily Traffic • Intersection Turning Movement Counts	 - City of Chicago Traffic Counts - Illinois Department of Transportation Traffic Counts
Accidents	- Illinois Department of Transportation, Division of Traffic Safety, Collision Diagram Information (1987, 1988, and 1989)
Transit • Routes • Ridership	 - Regional Transportation Authority - Chicago Transit Authority - Metra - Pace
Traffic Control • Signalized Intersection Locations • Other Traffic Control	 - Field Reconnaissance
Cross Section • Roadway Widths • Lane Widths and Arrangements	 - As-Built Plans - Field Reconnaissance
Right-of-Way	- As-Built Plans - Field Reconnaissance
Curb/Roadside Use • Parking • Bus Stop Zones	 - Field Reconnaissance
Structures	- Field Reconnaissance
Other Features	- Field Reconnaissance

As shown in Table 2, existing traffic demand on Illinois 19 ranges from 14,000 to 37,000 vehicles per day (vpd). The lowest average daily traffic, between 14,000 and 17,000 vpd, occurs in the eastern segment of the corridor between Lake Shore Drive and Clark Street. The highest volumes, between 33,000 and 37,000 vpd, occur between Western Avenue and Pulaski Road, with average daily traffic of 37,200 vpd between California and Kedzie Avenues.

Peak period congestion currently exists throughout the corridor, particularly at the Illinois 19 approaches to Lake Shore Drive and the Kennedy Expressway, and at major intersections such as Western Avenue and Cicero Avenue. Metered parking in the commercial zones and peak period parking restrictions in the residential areas are intended to add through lanes during peak periods, however, lack of adherence to parking restrictions hinder this objective. In addition, delivery vehicles often double-park along the facility further reducing capacity.

Congestion also has been observed on Saturdays, apparently caused by an influx of motorists that usually use public transportation during the week. During the summer months, there are two additional activities that stress traffic conditions along Illinois 19 in the eastern portion: the corridor provides access to Lincoln Park and the Waveland Golf Course (located in Lincoln Park) and serves as a major access route to Wrigley Field (located ½ mile south at Addison and Clark Streets). Tour buses that deliver people to the baseball game park on Illinois 19, adjacent to the cemeteries east of Clark Street, and motorists arriving at Wrigley Field often park their vehicles in small lots at the eastern end of the corridor.

Table 2 Average Daily Traffic Volumes Along Illinois 19 in 1979-1991	
Location	**ADT (vpd)**
Lake Shore Drive to Broadway	14,000
Broadway to Sheridan Road	15,000
Sheridan Road to Clark Street	17,000
Clark Street to Ashland Avenue	22,000
Ashland Avenue to Western Avenue	29,000
Western Avenue to California Avenue	35,000
California Avenue to Kedzie Avenue	37,000
Kedzie Avenue to Kimball Avenue	34,000
Kimball Avenue to Pulaski Road	33,000
Pulaski Road to Laramie Avenue	29,000
Laramie Avenue to Central Avenue	27,000
Central Avenue to Austin Avenue	29,000
Austin Avenue to Narragansett Avenue	26,000
Narragansett Avenue to Harlem Avenue	23,000
Harlem Avenue to Cumberland Avenue	26,000

Table 3 lists other transportation facilities that cross and serve Illinois 19. The list includes Metra's C&NW North, C&NW Northwest, and Milwaukee Division North commuter rail lines, and CTA's Howard, Ravenswood, and O'Hare rapid transit lines. Freight trains also operate on the Wisconsin Central Railroad, which shares its tracks with the Milwaukee Division North commuter rail line and the C&NW North line. All railroad crossings are grade separated. Several CTA and Pace bus routes operate along the corridor, and numerous CTA north/south routes cross the corridor. Table 3 summarizes the important characteristics of these routes.

Table 3
Existing Transit Facilities and Operation Along Illinois 19

Route	Frequency	Location of Facility	Average Weekday Boardings[a]
Metra Lines and Nearest Stations			
Chicago & North Western/ North Line Ravenswood Station	Weekday: 20 inbound, 20 outbound Saturday: 11 inbound, 11 outbound Sunday: 8 inbound, 8 outbound	4801 N. Ravenswood Avenue (at Lawrence Avenue)	663
Chicago & North Western/ Northwest Line Irving Park Station	Weekday: 19 inbound, 23 outbound Saturday: 12 inbound, 11 outbound Sunday: 7 inbound, 8 outbound	4000 N. Kedvale Avenue	257
Milwaukee District/ North Line Mayfair Station	Weekday: 20 inbound, 16 outbound Saturday: 9 inbound, 9 outbound Sunday: 7 inbound, 7 outbound	4357 N. Cicero Avenue (at Montrose Avenue)	109
Milwaukee District/ North Line Grayland Station	Weekday: 21 inbound, 16 outbound Saturday: 9 inbound, 9 outbound Sunday: 7 inbound, 7 outbound	3805 N. Kilbourn Street (at Milwaukee Avenue and Grace Street)	119
CTA Rapid Transit Lines and Nearest Stations			
CTA-Howard Line Sheridan Station	"A" stop handles certain trains; 24-hour service; frequent, except during late evening and owl service	1/2 block south of Irving Park Road on Sheridan Road	2,950
CTA-Ravenswood Line Irving Park Station	"AB" stop handles all trains; 24-hour service; frequent, except during late evening and owl service	At Ravenswood Avenue	1,950
CTA-O'Hare Line Irving Park Station	"AB" stop handles all trains; 24-hour service; frequent, except during late evening and owl service	At the Kennedy Expressway	4,450
CTA Bus Routes			
CTA 80	Weekday A.M.: 8.2 Minutes Weekday Base: 10 Minutes Weekday P.M.: 8 Minutes	Along corridor from Broadway/Clarendon Avenue to Cumberland Avenue and from Cumberland Avenue to Lake Shore Drive	832
CTA 147	Weekday A.M.: 5.4 Minutes Weekday Base: 15 Minutes Weekday P.M.: 4.4 Minutes	Crosses on Lake Shore Drive (Outer Drive)	1,848

Table 3
Existing Transit Facilities and Operation Along Illinois 19

Route	Frequency	Location of Facility	Average Weekday Boardings[a]
CTA 136	Weekday A.M.: 5.1 Minutes Weekday Base: No Service Weekday P.M.: 5.3 Minutes	Crosses on Marine Drive and Lake Shore Drive (Outer Drive)	1,317
CTA 146	Weekday A.M.: 3.6 Minutes Weekday Base: 15 Minutes Weekday P.M.: 4.5 Minutes	Crosses on Marine Drive and Lake Shore Drive (Inner Drive)	3,043
CTA 135	Weekday A.M.: 3.3 Minutes Weekday Base: No Service Weekday P.M.: 3.6 Minutes	Along corridor between Lake Shore Drive and Clarendon Avenue	2,016
CTA 145	Weekday A.M.: 3.3 Minutes Weekday Base: 15 Minutes Weekday P.M.: 4.6 Minutes	Along corridor between Lake Shore Drive and Clarendon Avenue	3,043
CTA 36	Weekday A.M.: 4.3 Minutes Weekday Base: 9 Minutes Weekday P.M.: 4.4 Minutes	Crosses on Broadway	1,406
CTA 151	Weekday A.M.: 1.8 Minutes Weekday Base: 5 Minutes Weekday P.M.: 2.3 Minutes	Crosses on Sheridan Road	3,110
CTA 22	Weekday A.M.: 2.5 Minutes Weekday Base: 9 Minutes Weekday P.M.: 3.8 Minutes	Crosses on Clark Street	2,024
CTA 9	Weekday A.M.: 5 Minutes Weekday Base: 7.5 Minutes Weekday P.M.: 5.4 Minutes	Along corridor from Southport Avenue to Ashland Avenue and from Ashland Avenue to Clark Street	1,402
CTA 50	Weekday A.M.: 12 Minutes Weekday Base: 15 Minutes Weekday P.M.: 10 Minutes	Crosses on Damen Avenue	527
CTA 11	Weekday A.M.: 7.5 Minutes Weekday Base: 12 Minutes Weekday P.M.: 8 Minutes	Crosses on Lincoln Avenue	669

Table 3
Existing Transit Facilities and Operation Along Illinois 19

Route	Frequency	Location of Facility	Average Weekday Boardings[a]
CTA 49	Weekday A.M.: 5.6 Minutes Weekday Base: 10 Minutes Weekday P.M.: 7 Minutes	Crosses on Western Avenue	1,216
CTA 89	N/A	Crosses on Kedzie Avenue	N/A
CTA 82	Weekday A.M.: 4.2 Minutes Weekday Base: 10 Minutes Weekday P.M.: 7 Minutes	Crosses on Kimball Avenue	1,173
CTA 41	Weekday A.M.: 15 Minutes Weekday Base: 20 Minutes Weekday P.M.: 15 Minutes	Crosses on Elston Avenue	184
CTA 53	Weekday A.M.: 4.5 Minutes Weekday Base: 9 Minutes Weekday P.M.: 5.8 Minutes	Crosses on Pulaski Road	1,134
CTA 54A	Weekday A.M.: 20 Minutes Weekday Base: 30 Minutes Weekday P.M.: 20 Minutes	Along corridor between Pulaski Road and Cicero Avenue	234
CTA 54	Weekday A.M.: 7.5 Minutes Weekday Base: 10 Minutes Weekday P.M.: 7.5 Minutes	Crosses on Cicero Avenue	688
CTA 56	Weekday A.M.: 9 Minutes Weekday Base: 10 Minutes Weekday P.M.: 9 Minutes	Crosses on Milwaukee Avenue	1,116
CTA 85	Weekday A.M.: 4.6 Minutes Weekday Base: 12 Minutes Weekday P.M.: 6.9 Minutes	Crosses on Central Avenue	1,210
CTA 91	Weekday A.M.: 4.4 Minutes Weekday Base: 10 Minutes Weekday P.M.: 6 Minutes	Crosses on Austin Avenue	1,239
CTA 86	Weekday A.M.: 15 Minutes Weekday Base: 20 Minutes Weekday P.M.: 15 Minutes	Along corridor between Neenah Avenue and Narragansett Avenue; travels on Narragansett Avenue	423

Table 3
Existing Transit Facilities and Operation Along Illinois 19

Route	Frequency	Location of Facility	Average Weekday Boardings[a]
CTA 78	Weekday A.M.: 10 Minutes Weekday Base: 12 Minutes Weekday P.M.: 10 Minutes	Terminates at corridor on Forest Preserve	538
CTA 90	Weekday A.M.: 10 Minutes Weekday Base: 15 Minutes Weekday P.M.: 12 Minutes	Crosses on Harlem Avenue	455
Pace Bus Routes			
Pace 210	Weekday: 16-17 eastbound, 16-19 westbound Saturday: 6 eastbound, 6 westbound No Sunday or holiday service	Along corridor between Lake Shore Drive and Western Avenue	1,055
Pace 326	Weekday: 20-21 eastbound/19-20 westbound No Saturday, Sunday, or holiday service	Along corridor between Harlem Avenue and Cumberland Avenue	505
Pace 331	Weekday: 31 northbound, 31 southbound Saturday: 11 northbound, 11 southbound No Sunday or holiday service	Crosses on Cumberland Avenue	1,985

[a]For CTA buses, this column represents the "One-Hour Passenger Volume at Maximum Load Point" as a sum of 1 hour of the A.M. rush travel and 1 hour of the P.M. rush travel. For Pace buses, this column represents average weekday ridership.

Sources: Metra and Pace, *"Future Agenda for Suburban Transportation"* (April 1992), and Pace, *"Quarterly Route Review: January-March, 1992"* (June 1992)

The land throughout the corridor is fully developed with residential, park, cemeteries, commercial, institutional, and industrial uses. Hospitals and health centers, schools, and churches are among the institutions. Industrial uses are generally "light" industries. Uses adjacent to the corridor are largely residential. Commercial activities include both neighborhood and regional shopping facilities——many block faces are filled with storefronts that rely on walk-in traffic or nearby parking. There are also larger shopping areas with off-street parking facilities located along Illinois 19, such as the Harlem-Irving Plaza at Harlem Avenue, Dunning Square at Narragansett Avenue, and the Sears store at Cicero and Milwaukee Avenues.

There are several physical and environmental concerns along Illinois 19. Limited right-of-way is a concern, particularly in the eastern and western segments where available right-of-way is only 66 feet in some areas. In several instances, buildings (several of which have historic designations) sit at or close to the existing right-of-way. In addition to historic sites, there are several other environmental concerns related to parks, cemeteries, leaking underground storage tank (LUST) sites, and forest preserves. Sources for these data are listed in Table 4.

Current Planning, Design, and Construction Activity

There are several current planning, design, and construction activities that have a direct bearing on Illinois 19. The following activities, because of their current status, are considered "existing conditions" for the Illinois 19 SRA study. The projects in progress or proposed along the route for the next 5 years include:

- Rebuilding the Kennedy Expressway (I-90), including the viaduct over Illinois 19, and the Illinois 19/I-90 entrance and exit ramps;

- Reconstructing the Metra/C&NW structures on the Northwest and the North commuter rail lines;

- Installing new sewers and related repaving of Clark Street at its intersection with Illinois 19, and at other locations along Illinois 19;

Table 4 Sources of Environmental and Land Use Data Along Illinois 19	
Item	**Data Source**
Parkland and Other Open Space	Listing of Land and Water Conservation Fund (LAWCON) Projects; U.S. Department of the Interior, National Park Service 1985 Bikeways Plan; Northeastern Illinois Planning Commission Illinois Natural Areas Inventory; Illinois Department of Transportation Bureaus of Location and Design Illinois Nature Preserves System 1987-1988 Report and 1990 Update; Illinois Nature Preserves Commission Cook County Forest Preserve Maps City of Chicago Bikeway System, Bureau of Traffic Engineering and Operations Northeastern Illinois Regional Greenways Plan; Northwestern Illinois Planning Commission, 1992 Visual Survey, 7/91
Wetlands	National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service
Floodplains	FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency FLOODWAY, Flood Boundary and Floodway Map; United States Department of Housing and Urban Development
Hazardous Materials	Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) Listing, 5/91; U.S. EPA Superfund Program Leaking Underground Storage Tank (LUST) Listing, 12/88; Illinois Environmental Protection Agency Files
Historic Sites	The National Register of Historic Places, 1990; U.S. Department of the Interior Illinois State Historical Markers Text Book, 1973; Illinois Historic Structures Survey Inventory of Historic Structures and Historic Landmarks, 1973; Illinois Historic Structures Survey Chicago Commission on Landmarks, 1992 Survey

- Adding a through lane in each direction of travel along Narragansett Avenue;
- Widening Oak Park Avenue between Montrose Avenue and Illinois 19;
- Addressing future industrial development policies for the "Addison Corridor" industrial area near Western Avenue;
- Landscaping and "streetscaping" between Kedzie Avenue and Pulaski Road; and
- Developing a planned unit development, that includes institutional, industrial, and residential components, in the Read-Dunning area.

The recommended plan presented in Chapter IV considers each of these projects.

Summary of Findings

The existing physical characteristics, traffic operation, safety, public transportation, environmental concerns, and land use in the three segments defined along Illinois 19 are presented below. Unless otherwise noted, the segment being summarized is entirely within the City of Chicago.

Segment I——"East" (Lake Shore Drive to Western Avenue)

Segment I of the Illinois 19 SRA, which is approximately 2¼ miles long, extends from Lake Shore Drive (U.S. 41) to Western Avenue (a crossing SRA).

Physical Characteristics

Most of this segment, from Lake Shore Drive to Ashland Avenue, has two travel lanes, one in each direction, with a parking lane on each side of the roadway. The right-of-way in this portion of the route generally is 66 feet. The limited right-of-way and historically-significant buildings, including the American Islamic College (formerly Immaculatta School), The Pattington residential buildings, and the J.P. Sommer building, severely constrain traffic movement in this segment. Between Ashland and Western Avenues, the right-of-way generally widens to 100 feet, with two lanes in each direction of travel and a parking lane on

each side of the facility. There are no medians from Lake Shore Drive to Ashland Avenue. Illinois 19 has a painted median from Ashland Avenue to Ravenswood Avenue, where a raised median is in place to Western Avenue. Sidewalk and curb-and-gutter exists throughout the segment.

Except for a dip in the pavement to permit a 12-foot-10-inch vertical clearance at the C&NW North line structure, which crosses Illinois 19 at Ravenswood Avenue, the vertical alignment in this segment is straight. The Lake Shore Drive viaduct over Illinois 19 does not have the vertical clearance necessary to accommodate trucks, but this is not a major problem because trucks are not permitted to use Lake Shore Drive. The vertical clearance at the elevated CTA Ravenswood line is 14 feet, which is less than SRA desirable standard clearances.

The horizontal alignment along the route is straight. East of Ashland Avenue, the right-of-way narrows from 100 to 66 feet. Horizontal clearance at both the C&NW North line and the CTA Howard line is constrained by columns supporting the structures. The other structure in this segment is at the elevated Ravenswood line, which crosses Illinois 19 just west of Ravenswood Avenue. Table 5 lists these structures.

Table 5
Existing Structures Along Segment I of Illinois 19

IDOT Structure Reference	Feature		
	Over	Under	Clearance (feet/inches)
016-6186 (Lake Shore Drive)	Illinois 19	——	——
016-9887 (CTA Howard Line)	Illinois 19	——	——
016-0332 (C&NW North Line)	Illinois 19	——	12/10
016-9886 (CTA Ravenswood Line)	Illinois 19	——	14/0

Traffic Control, Operations, and Safety

Illinois 19 has major intersections with the Lake Shore Drive SRA (U.S. 41) at the eastern boundary of the corridor, and within Segment I at Clarendon Avenue (an extension of Halsted Street), Broadway Avenue, Sheridan Road, Clark Street, Ashland Avenue, Lincoln Avenue, Damen Avenue, and the Western Avenue SRA. Signals control each of these intersections. Left-turn lanes exist for northbound- to-westbound turns from the Inner Drive onto Illinois 19, for westbound-to-southbound turns from Illinois 19 to Lake Shore Drive, and for Lake Shore Drive access from southbound Marine Drive. Left-turn lanes also exist at Illinois 19 and Clark Street, Southport Avenue, Ashland Avenue, Ravenswood Avenue, Damen Avenue, Sheridan Road, Leavitt Avenue, and Western Avenue. Right-turn-only lanes exist at the Illinois 19 intersection with Lake Shore Drive for east-to-south movements onto the Inner or Outer Drive.

During the morning and evening peak hours, motorists crossing through the SRA/SRA intersections often experience long queues and frequently have to wait through two or more signal cycles. A multi-leg intersection exists at Illinois 19 and Damen and Lincoln Avenues. Left-turn restrictions from Lincoln and Damen Avenues onto Illinois 19 are in effect during the morning and evening peak periods.

Between Ashland Avenue and Lake Shore Drive, parking is restricted during the peak period in the peak travel direction. The parking lane then converts to an additional through lane to provide three through travel lanes (two in the peak direction). As noted previously, the utility of this additional through lane is rarely realized fully because of illegally-parked vehicles. All parking is prohibited along Illinois 19 when snowfalls exceed 2 inches, and between 3 a.m. and 7 a.m. from December 1 to April 1. The speed limit is generally 30 miles per hour (mph).

Existing traffic demand in this segment (see Exhibits A-1 to A-4), based on City of Chicago and IDOT traffic count data, is 14,000 vpd between Lake Shore Drive and Broadway, 15,000 vpd between Broadway and Sheridan Road, 17,000 vpd between Sheridan Road and Clark Street, 22,000 vpd between Clark Street and Ashland Avenue, and 29,000 vpd between Ashland and Western Avenues. Traffic volumes increase as the route travels westward, collecting traffic from north-south arterials and distributing it to east-west routes (particularly to the I-90/94 expressways).

Accident data (see Exhibits A-1 to A-4) were obtained for 1987, 1988, and 1989. Intersection accident rates of 6.2 accidents per million entering vehicles (MEV) were calculated at Clark Street, 4.4 accidents per MEV at Sheridan Road, 4.3 accidents per MEV at Lake Shore Drive, and 4.2 accidents per MEV at Western Avenue. Segment accident rates were calculated at 74.4 accidents per million vehicle miles (MVM) from Lake Shore Drive to Clarendon Avenue, 52.8 accidents per MVM from Clarendon Avenue to Sheridan Road, 38.6 accidents per MVM from Sheridan Road to Ashland Avenue, and 25.6 accidents per MVM from Ashland Avenue to Western Avenue. The higher accident rates in the eastern portion of the corridor could be related to greater development density and its impact on the constrained roadway.

Public Transportation

The CTA provides extensive service to this segment of the corridor. The CTA operates bus Routes 135 (the Wilson/LaSalle Express) and 145 (the Wilson/Michigan Express, between Clarendon Avenue and Lake Shore Drive). A portion of Pace's Express Route 210 operates between Western Avenue and Lake Shore Drive, and CTA's Sheridan/LaSalle Express Route 136 enters and exits Lake Shore Drive at Illinois 19. CTA's Route 80, which provides local service in the corridor, operates eastbound only between Broadway and Lake Shore Drive, and loops around on Sheridan Road and Clarendon Avenue; its stop on the northwest corner of Broadway Avenue and Illinois 19 is the first westbound stop in the corridor. The Ashland bus, Route 9, also operates on Illinois 19 briefly, travelling eastbound between Ashland Avenue and Clark Street and westbound between Southport and Ashland Avenues. CTA bus routes that cross the corridor in this segment include 146 at Lake Shore Drive, 36 at Broadway Avenue, 151 at Sheridan Road, 22 at Clark Street, 50 at Damen Avenue, 11 at Lincoln Avenue, and 49 at Western Avenue.

Two CTA elevated rail lines cross the corridor in this segment. The Howard line crosses just west of Sheridan Road, approximately at Kenmore Avenue, and curves sharply east to its station on the west side of Sheridan Road, south of the Illinois 19 intersection. Approximately 2,950 entering daily passengers use this busy line, which provides 24-hour service. The Ravenswood line, which has a station on the north side of Illinois 19, serves approximately 1,950 daily entering passengers, and provides full service between 5 a.m. and 10 p.m. daily (Monday through Friday), and from 5:45 a.m. to 8 p.m. on Saturday. At other times, the line operates as a shuttle between Belmont and Kimball Avenues, serving the

Irving Park station. The Ravenswood line shuts down for 2 to 3 hours (depending on weekday or weekend schedule) in the middle of the night.

The only Metra line that crosses the corridor in this segment is the C&NW North line. The station closest to the corridor (there is no station on the corridor) is the Ravenswood Station, with an average of 663 daily boardings in 1991, located 1 mile north of Illinois 19 at the intersection of Lawrence and Ravenswood Avenues. Service on this Metra line operates hourly from about 6 a.m. to 1 a.m., and more frequently during peak periods.

Table 3 summarizes the public transportation that serves Illinois 19.

Environmental Constraints and Land Use

The primary environmental concerns within this segment from east to west (see Table 6 and Exhibits B-1 to B-4) consist of parkland, historic sites, and cemeteries. Lincoln Park and the Waveland Golf Course are located at the eastern boundary of the corridor. Between Lake Shore Drive and the Clarendon Avenue intersection, there are a number of historic and significant structures: the American Islamic College (formerly Immaculatta School) and the Pattington residential complex, both of which are on the National Register of Historic Places. Not on the National Register but well over 50 years old are the Kelshore and Irving apartment complexes on the east side of the Clarendon Avenue/Illinois 19 intersection. Cemeteries at Illinois 19 and Clark Street include Hebrew Cemetery, Wunders Cemetery, and Graceland Cemetery. The Graceland Cemetery features monuments designed by notable architects such as Sullivan and Wright, and the St. Gaudens sculpture. Other significant buildings and sites along Illinois 19 are the J.P. Sommer Building at 1420-22 West Irving Park Road, an industrial building at 1755 West Irving Park Road, the Peter Heim Building at 1958 West Irving Park Road, and the East Ravenswood Historic District. These structures are not on the National Register but have been recognized by the Commission on Chicago Historical and Architectural Landmarks—Individual Resource Forms.

Table 6
Summary of Environmentally Sensitive Land Uses and Sites Along Segment I of Illinois 19

Item	Exhibit No.	Reference	Description
Historic Sites	B-1	H-11[c]	American Islamic College (formerly Immaculatta School), 640 West Irving Park Road
	B-1	H-10[c]	Pattington Residential Building, 700 West Irving Park Road
	B-2	H-12	J.P. Sommer Building, 1420-22 West Irving Park Road
	B-3	H-9	Industrial, 1755 West Irving Park Road
	B-3	H-21[c]	East Ravenswood Historic District
	B-3	H-13	Peter Heim Building, 1958 West Irving Park Road
	B-4	H-8	St. Benedict's Church, 2215 West Irving Park Road
CERCLIS Sites[a]	——	——	None Noted
LUST Sites[b]	——	——	None Noted

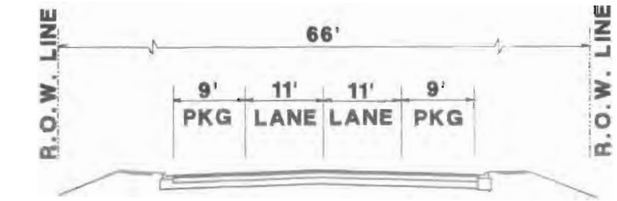
[a]CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System.
[b]LUST: Leaking Underground Storage Tank.
[c]Listed in the National Register of Historic Places.

Institutions in the segment, in addition to American Islamic College, include a U.S. Post Office at Southport Avenue and Lakeview High School at Ashland Avenue. St. Benedict's Church and High School are located in the block between Leavitt and Bell Streets. Hospitals in the area include Thorek Hospital and Medical Center, just west of the Broadway Avenue intersection, and Martha Washington Hospital (now inactive) at Western Avenue.

West of Clarendon Avenue, commercial uses such as stores, restaurants, taverns, and gas stations——supported by the surrounding neighborhoods——generally line the street face. Apartments often occupy the upper floors above the stores. Residential streets travel parallel to and intersect Illinois 19 frequently.

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
BROADWAY AVE . TO LAKE SHORE DR.

1988 - 1990 AVERAGE DAILY TRAFFIC	17,000		15,000		14,000
ACCIDENT RATE	4.44/MEV	52.8 / MVM	2.84/MEV	74.4 / MVM	3.45/MEV 4.28/MEV
TRANSIT ROUTES	CTA BUS ROUTE 80, PACE BUS ROUTE 210			CTA ROUTE 135, 145 PACE ROUTE 210	
	CTA RAIL RIDERSHIP NONE				
EDGE OF ROAD USE NORTH	(P) 4-6 *		(P) 4-6 *	(P) 4-6 *	(P)
EDGE OF ROAD USE SOUTH	(P) 7-9	(P) 7-9	(P) 7-9	(P) 7-9	(P)

* PARKING RESTRICTED ON THURDAY DURING SUMMER MONTHS

ILLINOIS 19 IRVING PARK RD – EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-1

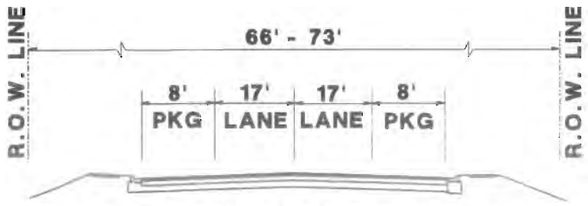
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
SOUTHPORT AVE TO BROADWAY

1988 - 1990 AVERAGE DAILY TRAFFIC		22,000		17,000		15,000
ACCIDENT RATE			6.2/MEV	38.6 / MVM	4.4/MEV	52.8 / MVM
TRANSIT ROUTES		CTA BUS ROUTE 9		CTA RAIL RIDERSHIP NONE CTA BUS ROUTE 80, PACE BUS ROUTE 210		
EDGE OF ROAD USE	NORTH	(P) 3-7		(P) DURING BASEBALL GAMES	(P) 4-6 *	(P) 4-6 * (P) 4-6 *
	SOUTH	(P) 7-9		(P) DURING BASEBALL GAMES	(P) 7-9	(P) 7-9 (P) 7-9

* PARKING RESTRICTED ON THURDAYS DURING SUMMER MONTHS

ILLINOIS 19 IRVING PARK RD – EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-2

Scale: 0' 100' 200' feet

Prepared by CH2M HILL in association with
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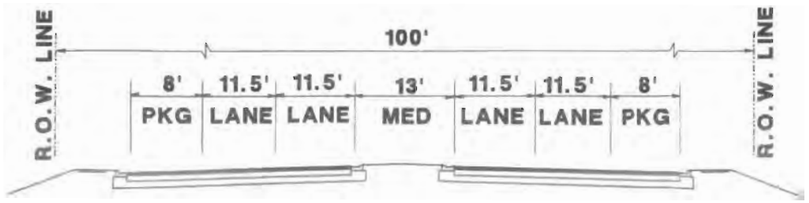
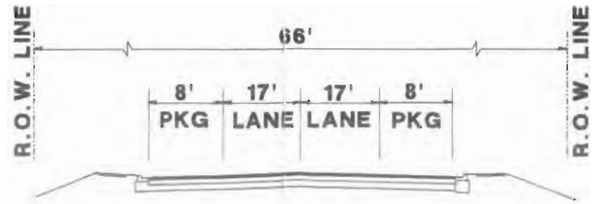
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
WEST OF WOLCOTT AVE. TO ASHLAND AVE.



ROADWAY SECTION B - B
ASHLAND AVE. TO WEST OF SOUTHPORT AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC		29,000			22,000
ACCIDENT RATE		25.6 / MVM			38.6 / MVM
				3.80/MEV	
TRANSIT ROUTES		CTA RAIL RIDERSHIP C*NW RAIL RIDERSHIP NONE			
		CTA BUS ROUTE 80 PACE BUS ROUTE 210			CTA BUS ROUTE 80, 9 PACE BUS ROUTE 210
EDGE OF ROAD USE	NORTH	(P) 7-9 *	(P) 7-9 *	(P) 7-9 *	(P) 7-9 * (P) 7-9 *
	SOUTH	(P) 7-9	(P) 7-9	(P) 7-9	(P) 7-9 (P) 7-9

* PARKING RESTRICTED ON THURDAYS DURING SUMMER MONTHS

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-3

Scale 0 100 200' feet

Prepared by CH2M HILL in association with
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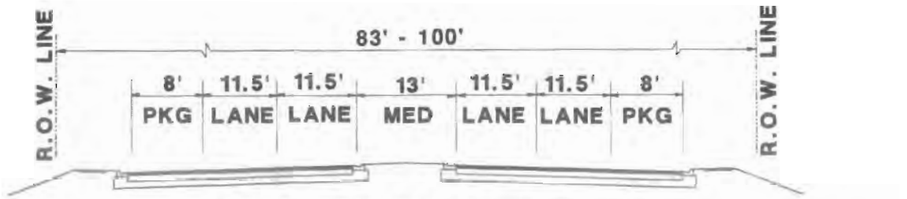
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
WEST OF WESTERN AVE. TO EAST OF DAMEN AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC		35,000		29,000	
ACCIDENT RATE		16.6 / MVM	4.2/MEV	25.6 / MVM	3.74/MEV
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE			
		CTA BUS ROUTE 80		CTA BUS ROUTE 80, PACE BUS ROUTE 210	
EDGE OF ROAD USE	WEST	(P) 7-9 *	(P) 7-9 *	(P) 7-9 *	(P) 7-9 * (P) 7-9 *
	EAST	(P) 7-9 *	(P) 7-9 *	(P) 7-9 *	(P) 7-9 * (P) 7-9 *

* PARKING RESTRICTED ON THURDAYS DURING SUMMER MONTHS

ILLINOIS 19 IRVING PARK RD – EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-4

Scale: 0' 100' 200' feet

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

PLANNING FOCUS AREAS

A) SHERIDAN ROAD INTERSECTION

- Lack of guide signs to rapid transit station

B) SHERIDAN TO LAKE SHORE

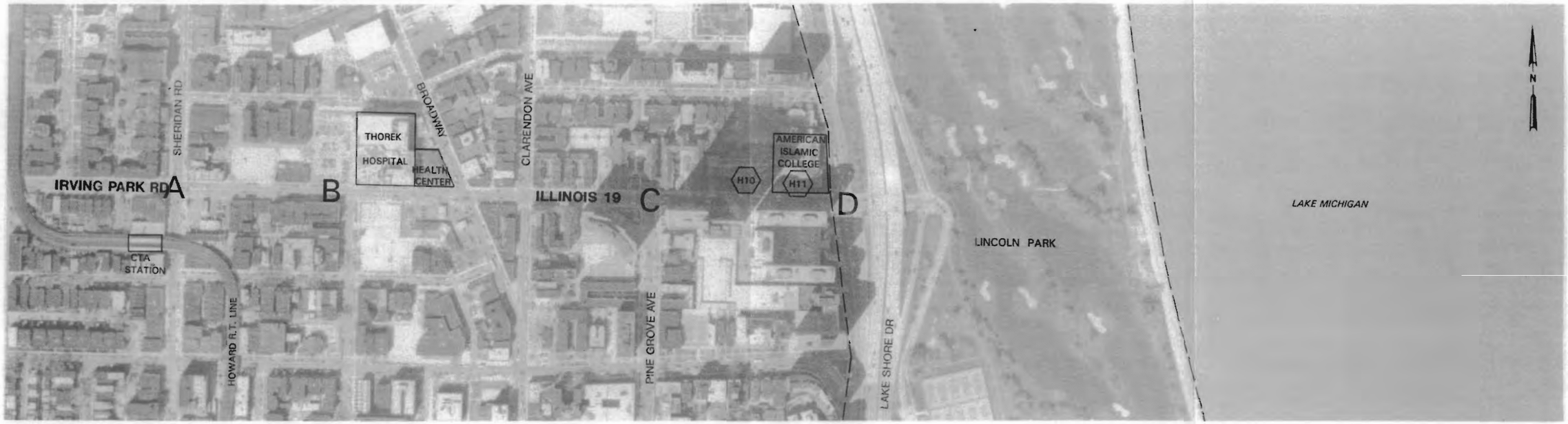
- On-street parking

C) PINE GROVE AVENUE INTERSECTION

- Capacity improvements for high volume intersection constrained by adjacent land use
- High pedestrian crossing volumes

D) LAKE SHORE DRIVE INTERSECTION

- Intersecting SRA



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-1

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

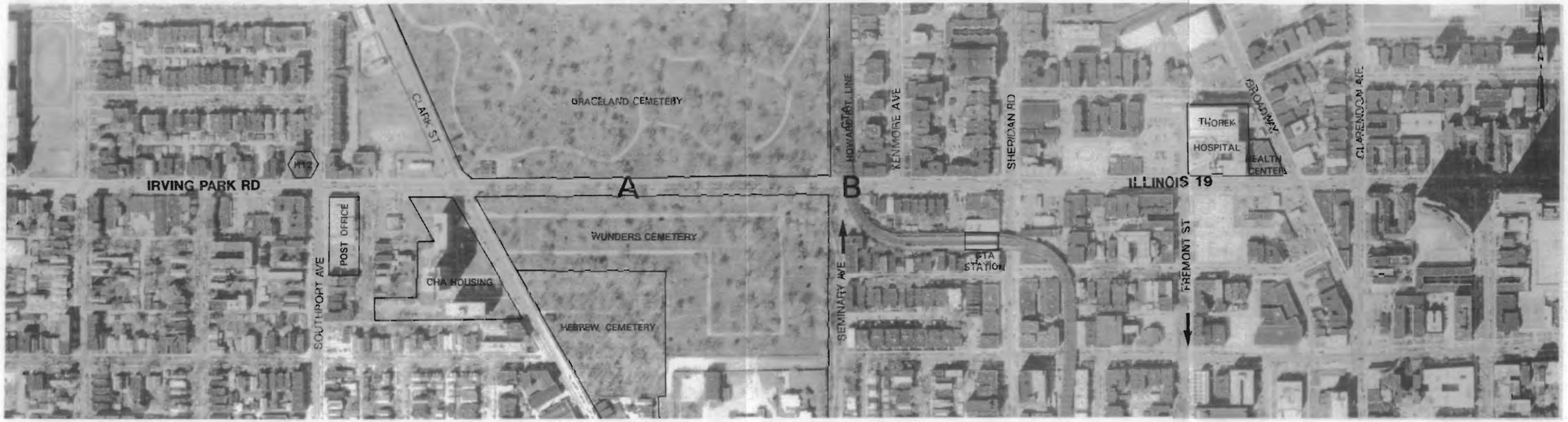
PLANNING FOCUS AREAS

A) CLARK STREET TO SEMINARY AVENUE

- **On-street parking of charter buses during Chicago Cubs baseball games may affect through capacity on Irving Park Road**
- **Limited available right-of-way**

B) CTA RAPID TRANSIT BRIDGE - HOWARD/EVANSTON LINE

- **Limited horizontal clearance**



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- G1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-2**

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) DAMEN AVENUE/LINCOLN AVENUE INTERSECTION

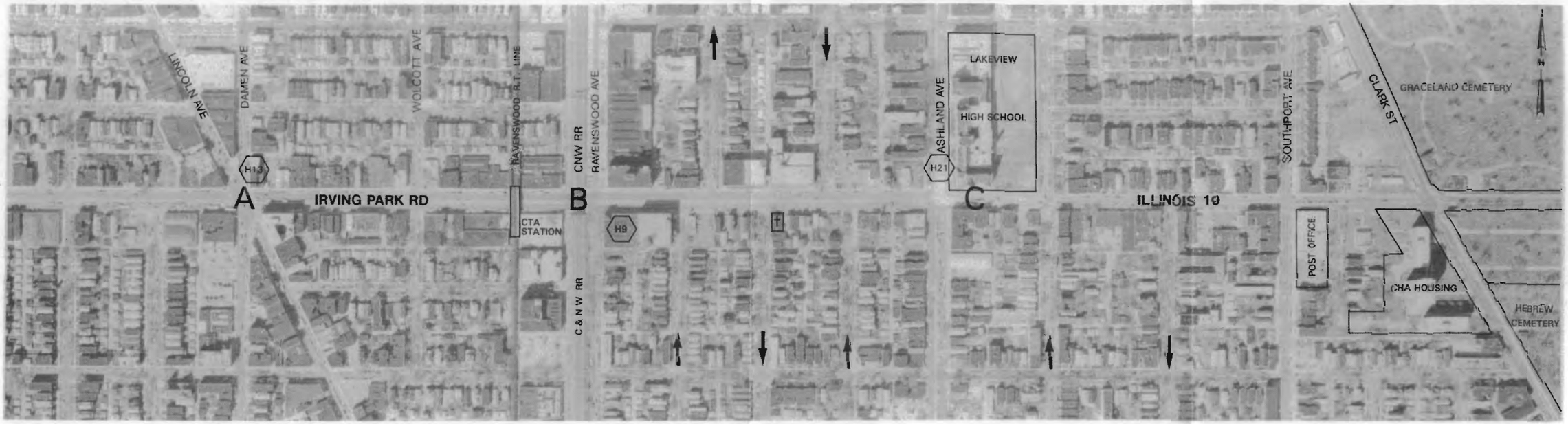
- Multi-leg high volume intersection limits through capacity of Irving Park Road

B) CTA RAPID TRANSIT BRIDGE - RAVENSWOOD LINE AND METRA - CHICAGO NORTHWESTERN RAILROAD (NORTH LINE) BRIDGE

- Limited horizontal clearance

C) EAST OF ASHLAND AVENUE

- Pavement narrows
- Limited available right-of-way



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-3**

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

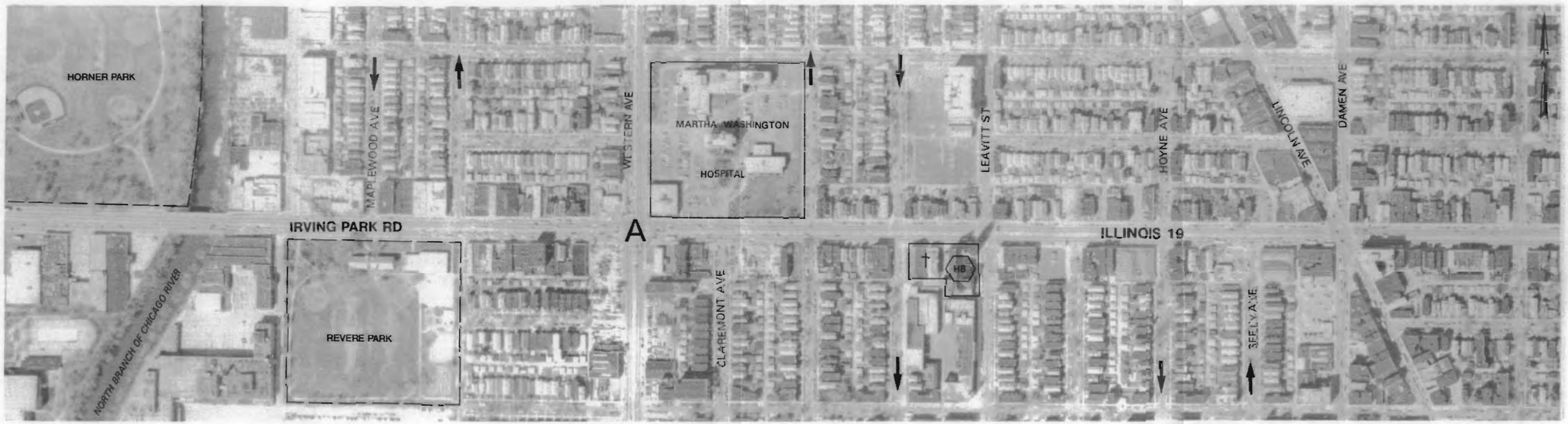
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) WESTERN AVENUE INTERSECTION

- **Intersecting SRA**



ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-4

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

Segment II——"Central" (Western Avenue to Austin Avenue)

Segment II of the Illinois 19 SRA is approximately 4.5 miles long, extending from Western Avenue (an intersecting SRA) to Austin Avenue.

Physical Characteristics

This segment is the widest portion of this SRA route, with two travel lanes in each direction, one lane of parking on each side of the roadway, and curbs, gutters and sidewalks throughout. The right-of-way in this portion of the route is generally 100 feet. Between Western and Kildare Avenues, the median is raised; west of Kildare Avenue, there is no median. Sidewalks west of Kildare Avenue are wide, varying from 17 to 20 feet. The horizontal alignment in this segment is tangent, and the vertical alignment is level with no substantial grades.

Vertical clearance is less than the SRA desirable criteria at a number of locations. These locations include the CTA O'Hare line, the C&NW Northwest line, and the Kennedy Expressway structures over Irving Park Road, where existing vertical clearance is 13 feet 2 inches. At the Metra Milwaukee Division North line, which crosses the Illinois 19 SRA between Clover and Kilbourn Streets, the clearance is 13 feet.

Horizontal clearance is adequate throughout most of the segment. Horizontal clearance is limited in some areas by existing structures——particularly at the bridge over the North Branch of the Chicago River, which is 67 feet wide. Table 7 lists the structures that exist in this segment.

Traffic Control, Operations, and Safety

From east to west, starting at Western Avenue, Illinois 19 intersects other major arterials in this segment: California Avenue, Kedzie Avenue, Elston Avenue, Pulaski Road, the Kennedy Expressway (I-90 and I-94), Milwaukee Avenue/Cicero Avenue (Illinois 50), Central Avenue, and Austin Avenue. There are two multi-leg intersections, one at Elston and Monticello Avenues, and the other at Cicero and Milwaukee Avenues. Left-turn lanes are provided along Illinois 19 at all signalized intersections except Monticello Avenue/Elston Avenue and at Milwaukee Avenue/Cicero Avenue, where left turns are restricted.

Table 7 Existing Structures Along Segment II of Illinois 19			
IDOT Structure Reference	Feature		
	Over	Under	Clearance (feet/inches)
016-6082 (N. Br. Chicago River)	——	Illinois 19	——
016-9885 (CTA O'Hare Line)	Illinois 19	——	13/2
016-0115 (Kennedy Expressway)	Illinois 19	——	13/2
016-0116 (Kennedy Expressway)	Illinois 19	——	13/2
016-0330 (C&NW Northwest Line)	Illinois 19	——	13/2
016-0329 (C&NW Northwest Line)	Illinois 19	——	13/2
016-0328 (Metra/Milw. Div. North Line)	Illinois 19	——	13/0

Signals have left-turn phases eastbound at Western Avenue, at Pulaski Road, eastbound at Keeler Avenue, and westbound at Austin Avenue. Right-turn-only lanes are in place eastbound to southbound at Pulaski Road, westbound to northbound and eastbound to southbound at the Kennedy Expressway, westbound to northbound and eastbound to southbound at Cicero and Milwaukee Avenues, and westbound to northbound at Austin Avenue. Through much of this segment, on-street parking is metered and is restricted during the peak periods. All parking is prohibited when snowfalls exceed 2 inches. The speed limit is generally 30 mph.

Based on City of Chicago and IDOT traffic counts, existing traffic demand in this segment ranges from 35,000 vpd from Western to California Avenues, 37,000 vpd from California to Kedzie Avenues, 34,000 vpd from Kedzie to Kimball Avenues, 33,000 vpd from Kimball Avenue to Pulaski Road, 29,000 vpd from Pulaski Road to Laramie Avenue, 27,000 vpd from Laramie to Central Avenues, and 29,000 vpd from Central to Austin Avenues (see Exhibits A-5 to A-11). The segment is characterized by severe congestion during the peak travel periods——particularly in the portion of the route east of the Kennedy Expressway. During these periods, queues often form at the intersections, and motorists frequently have to wait through two or more signal cycles.

Accident data (see Exhibits A-5 to A-11) were obtained for 1987, 1988, and 1989. Intersection accident rates range from 3.2 accidents per MEV at Pulaski Road and Laramie Avenue to 1.8 accidents per MEV at Austin Avenue. Segment accident rates were calculated at 20.2 accidents per MVM from Western Avenue to Kedzie Avenue, 21.6 to 22.8 accidents per MVM from Kedzie Avenue to Central Avenue, and 16 accidents per MVM from Central Avenue to Austin Avenue.

Public Transportation

CTA and Metra rail lines serve this segment of the corridor. CTA's O'Hare Rapid Transit line crosses the corridor on the Kennedy Expressway, with station access on the south side of the street under the structure. An exit stairway from the platform also exists on the north side of the street. On an average day, 4,450 passengers enter this station (well above CTA's average of 3,250 entering passengers). With this high passenger volume, large numbers of people must cross Illinois 19 under less than ideal conditions to enter the station. Metra's C&NW Northwest line station, south of Illinois 19, averaged 257 daily boardings in 1991. For the unfamiliar commuter, its entry is difficult to locate. The Metra Milwaukee Division North line stations are within ½ mile north and south of the corridor. Mayfair Station (at Montrose Avenue near Cicero Avenue) had an average of 109 daily boardings in 1991, and the Grayland Station (at Milwaukee and Kilbourn Avenues) had an average of 119 daily boardings in 1991.

CTA buses also serve this segment, with east-west service provided by Route 80. The Route 54A bus, which connects this corridor to Old Orchard Shopping Center and the Cook County Courthouse in Skokie, also operates on Illinois 19 between Kedvale Avenue and Kilpatrick Street. The corridor is intersected by various CTA bus routes, including: 49 at Western Avenue, 89 at Kedzie Avenue, 82 at Kimball Avenue, 41 at Elston Avenue (weekdays only), 53 at Pulaski Road, 56 at Milwaukee Avenue, 54 at Cicero Avenue, 85 at Central Avenue, and 91 at Austin Avenue.

Table 3 summarizes the public transportation that serves Illinois 19.

Environmental Constraints and Land Use

The environmental concerns within this segment (see Table 8 and Exhibits B-5 to B-11) include parklands, historic sites, and LUST sites. The parks, from east to west, are Revere,

Horner, California, Independence, and Portage. The North Branch of the Chicago River crosses the corridor adjacent to Horner and California Parks. There are 11 historic sites of varying uses in this segment (see Table 8), including commercial buildings, a funeral home, a residence, private business establishments, and a masonic temple.

The structures identified in Table 8 "Historic Sites" are not listed on the National Register of Historic Places. They have, however, been identified by the Commission on Chicago Historical and Architectural Landmarks—Individual Resource Forms. The Whistle Stop Tavern is a designated Chicago Landmark. The three LUST sites are at Milwaukee Avenue just south of the corridor, at California Avenue and Illinois 19, and along the north side of Illinois 19 east of Kostner Avenue. These LUST sites may have been remediated since this list was compiled.

Institutions in this segment include a library at Ridgeway Avenue, the Alvernia High School just south of Illinois 19 at Ridgeway Avenue, a church east of LeClaire Avenue, and a U.S. Post Office between Natchez and Narragansett Avenues.

Other land uses in Segment II are similar to uses in the eastern segment of the corridor (Segment I); commercial activity lines most of the streetface and residential use abuts the commercial buildings. West of the Kennedy Expressway, there are a number of car dealerships. Some small industrial facilities exist, and a major shopping area anchored by Sears is located at Cicero Avenue. "Streetscaping" enhances this shopping area.

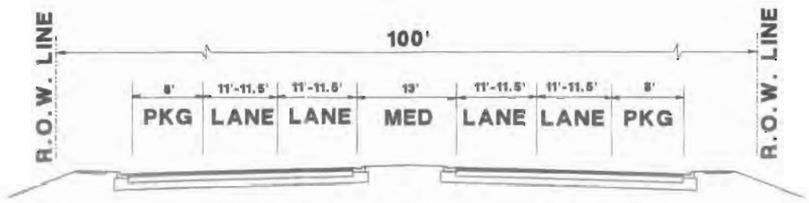
Table 8
Summary of Environmentally Sensitive Land Uses and Sites Along Segment II of Illinois 19

Item	Exhibit No.	Reference	Description
Historic Sites	B-5, B-6	H-7	Commercial, 3014-16 West Irving Park Road
	B-5, B-6	H-6	Commercial, 3159 West Irving Park Road
	B-6	H-14	Klemundt Funeral Home, 3313 West Irving Park Road
	B-6, B-7	H-5	Residence, 3522 West Irving Park Road
	B-6	H-15	Hill Block Building, 3600-04 West Irving Park Road
	B-6	H-16	Heat Cool Service Co., 4001 N. Elston Avenue
	B-7	H-17	WM Bell Construction Co., 3806-08 West Irving Park Road
	B-7	H-18	Edelstein & Edelstein, 3939-47 West Irving Park Road
	B-7	H-19	The Whistle Stop Tavern, 4200 West Irving Park Road
	B-7, B-8	H-4	Myrtle Masonic Temple, 4240 West Irving Park Road
	B-9	H-3	Peoples Gas, Light, & Coke Co., 4839 West Irving Park Road
CERCLIS Sites[a]	—	—	None Noted
LUST Sites[b]	B-5	L-3	Parkview Associates, 2800 West Irving Park Road
	B-8	L-2	Kronon Lincoln Mercury, 4330 West Irving Park Road
	B-9	L-4	RB Enterprises, 3922 N. Milwaukee Avenue

[a]CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System.
[b]LUST: Leaking Underground Storage Tank.

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION B - B
WEST OF SACRAMENTO AVE TO EAST OF ROCKWELL ST

NOTE: 3' MEDIAN AND NO PARKING OVER CHICAGO RIVER

1988 - 1990 AVERAGE DAILY TRAFFIC	37,000		35,000
ACCIDENT RATE	20.2 / MVM	2.94/MEV	16.6 / MVM
TRANSIT ROUTES	CTA RAIL RIDERSHIP NONE		
	CTA BUS ROUTE 80		
EDGE OF ROAD USE NORTH	(P)	(P)	(P) (P)
EDGE OF ROAD USE SOUTH	(P)	(P)	(P) (P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-5

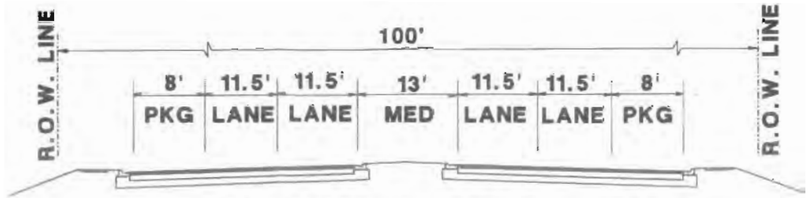
Scale: 0' 100' 200' feet

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

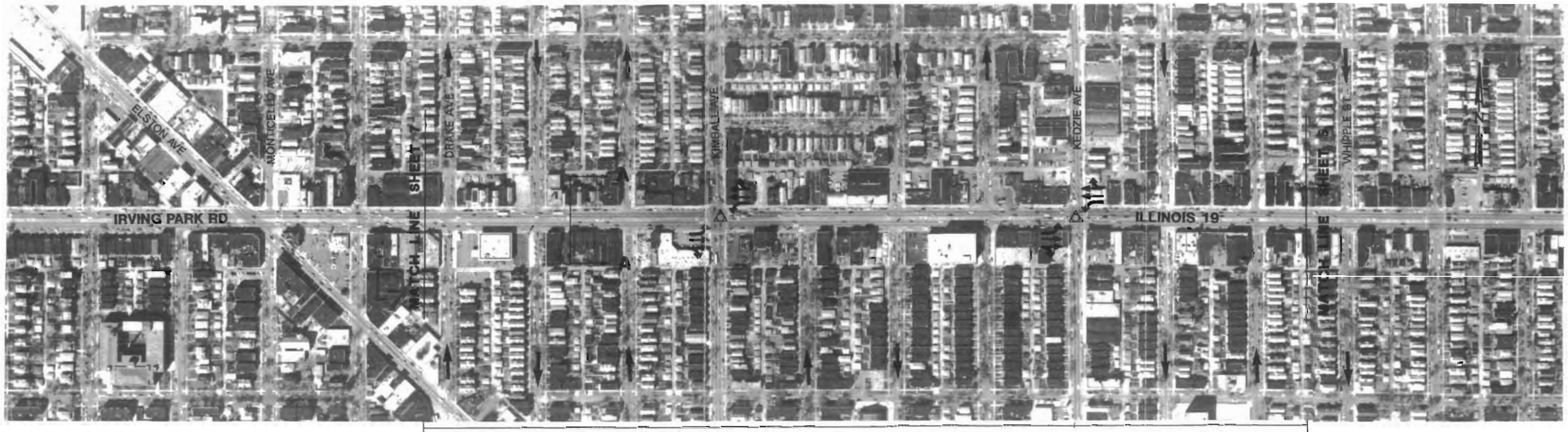
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
DRAKE AVE. TO EAST OF KEDZIE AVE.



1988 - 1990 AVERAGE DAILY TRAFFIC		33,000	34,000	37,000
ACCIDENT RATE		22.8 / MVM — 2.56/MEV	21.6 / MVM — 3.08/MEV	20.2 / MVM
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE CTA BUS ROUTE 80		
EDGE OF ROAD USE	NORTH	(P)	(P)	(P) (P)
	SOUTH	(P)	(P)	(P) (P)

ILLINOIS 19 IRVING PARK RD – EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-6

Prepared by CH2M HILL in association with
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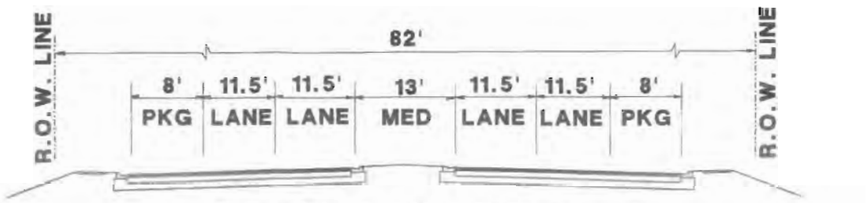
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
EAST OF PULASKI RD. TO EAST OF CENTRAL PARK AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC		33,000
ACCIDENT RATE		22.8 / MVM
TRANSIT ROUTES		METRA RAIL NONE CTA BUS 80
EDGE OF ROAD USE	NORTH	(P) (P) (P)
	SOUTH	(P) (P) (P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-7

Scale: 0 100' 200' feet

Prepared by CH2M HILL in association with
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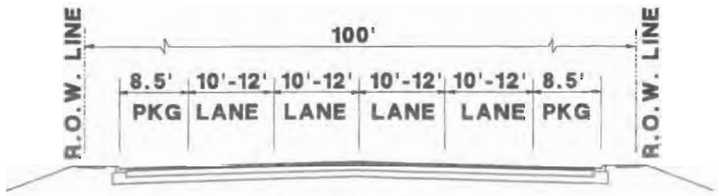
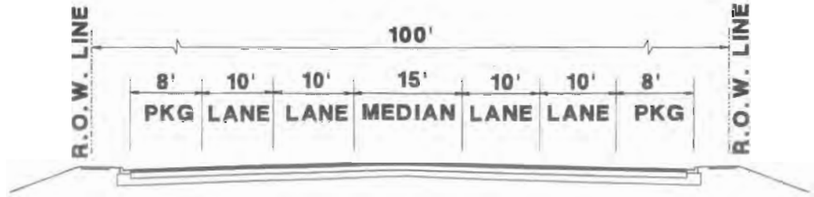
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
KOSTNER AVE. TO KILDARE AVE



ROADWAY SECTION B - B
KILDARE AVE. TO PULASKI RD.

1988 - 1990 AVERAGE DAILY TRAFFIC

29,000

ACCIDENT RATE

1.9./MEV — 27.0 / MVM — 3.20/MEV

TRANSIT ROUTES

CTA RAIL RIDERSHIP NONE
CTA BUS ROUTE 80, 54A

EDGE OF ROAD USE

NORTH	(P) 4-6	(P) 4-6	(P)	(P)	(P)	(P)
SOUTH	(P)	(P)	(P)	(P)	(P)	(P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-8

Prepared by CH2M HILL in association with
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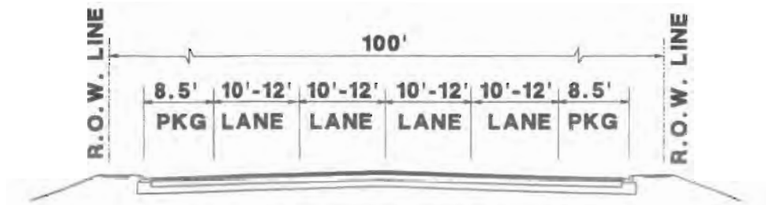
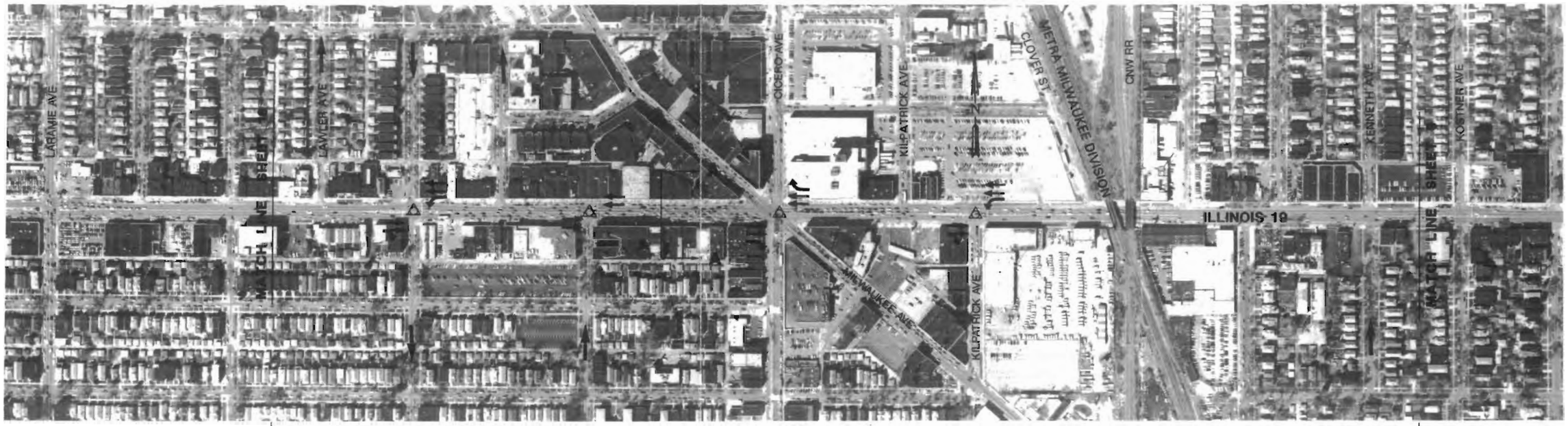
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
LAWLER AVE. TO WEST OF KOSTNER AVE.



1988 - 1990 AVERAGE DAILY TRAFFIC		29,000							
ACCIDENT RATE		27.0 / MVM							
TRANSIT ROUTES		CTA BUS ROUTE 80			CTA RAIL RIDERSHIP NONE			CTA BUS ROUTE 80, 54A	
EDGE OF ROAD USE	NORTH	(P) 1 HR. 9-4	(P)	(P)	(P)	(P)	(P) 4-6	(P) 4-6	(P) 4-6
	SOUTH	(P) 1 HR. 9-5	(P) 1 HR. 9-5	(P)	(P)	(P)	(P)	(P)	(P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-9

Prepared by CH2M HILL in association with
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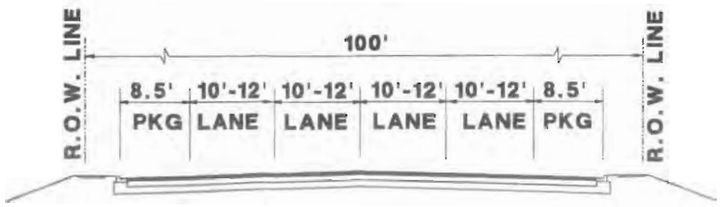
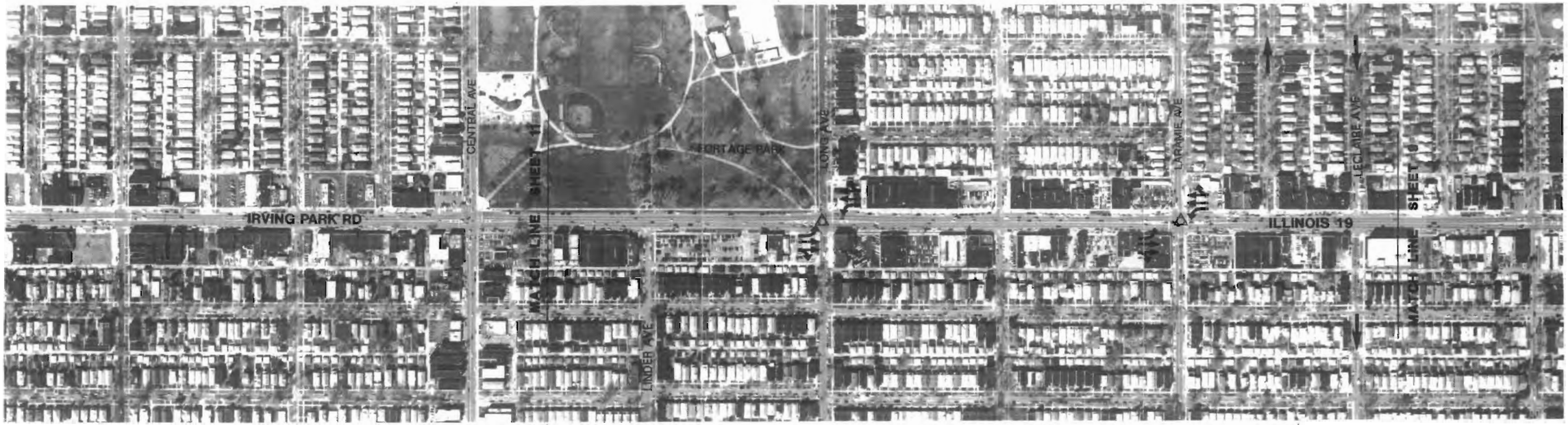
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
EAST OF CENTRAL AVE. TO EAST OF LARAMIE AVE.



1988 - 1990 AVERAGE DAILY TRAFFIC		27,000		29,000
ACCIDENT RATE		17.4 / MVM	17.4/ MVM	13.5 / MVM 3.16/MEV
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE CTA BUS ROUTE 80		
EDGE OF ROAD USE	NORTH	(P)	(P) 7-9 / (P) 1 HR. 9-4	(P) 1 HR. 9-4
	SOUTH	(P) 1 HR. 9-6	(P) 7-9 / (P) 1 HR. 9-6	(P) 1 HR. 9-6

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study — EXHIBIT A-10

Prepared by CH2M HILL in association with
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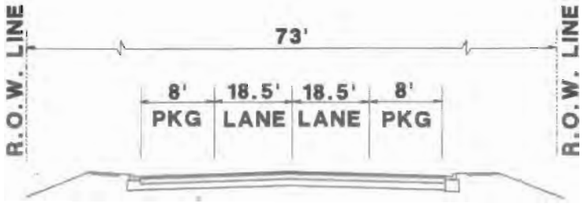
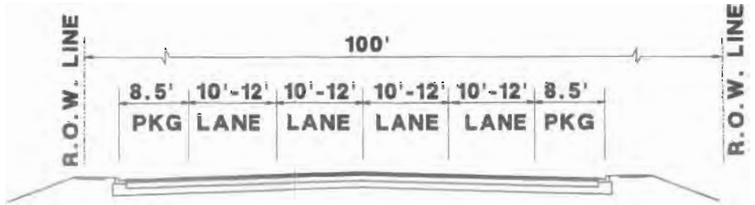
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

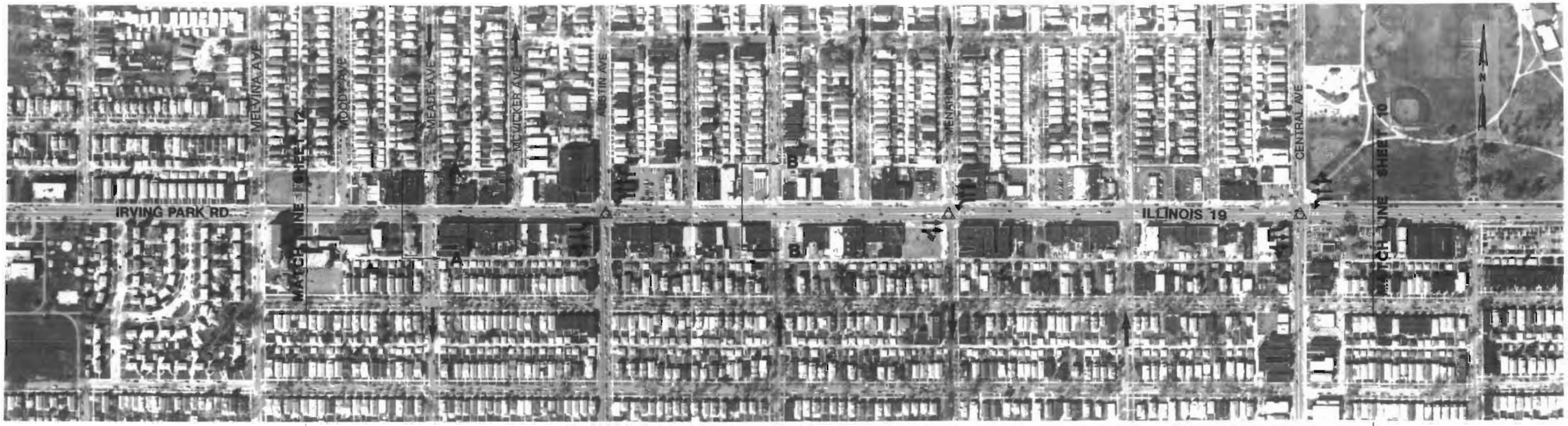
- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
EAST OF MELVINA AVE. TO AUSTIN AVE.



ROADWAY SECTION B - B
AUSTIN AVE. TO CENTRAL AVE



1988 - 1990 AVERAGE DAILY TRAFFIC		26,000		29,000		
ACCIDENT RATE		20.0 / MVM	1.82/MEV	16.0 / MVM	2.86/MEV	
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE				
		CTA BUS ROUTE 80				
EDGE OF ROAD USE	NORTH	(P) 1 HR. 9-4	(P) 1 HR. 9-4	(P) 1 HR. 9-4	(P) 1 HR. 9-4	(P) 1 HR. 9-4
	SOUTH	(P)	(P)	(P) 1 HR. 9-6	(P) 1 HR. 9-6	(P) 1 HR. 9-6

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-11

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

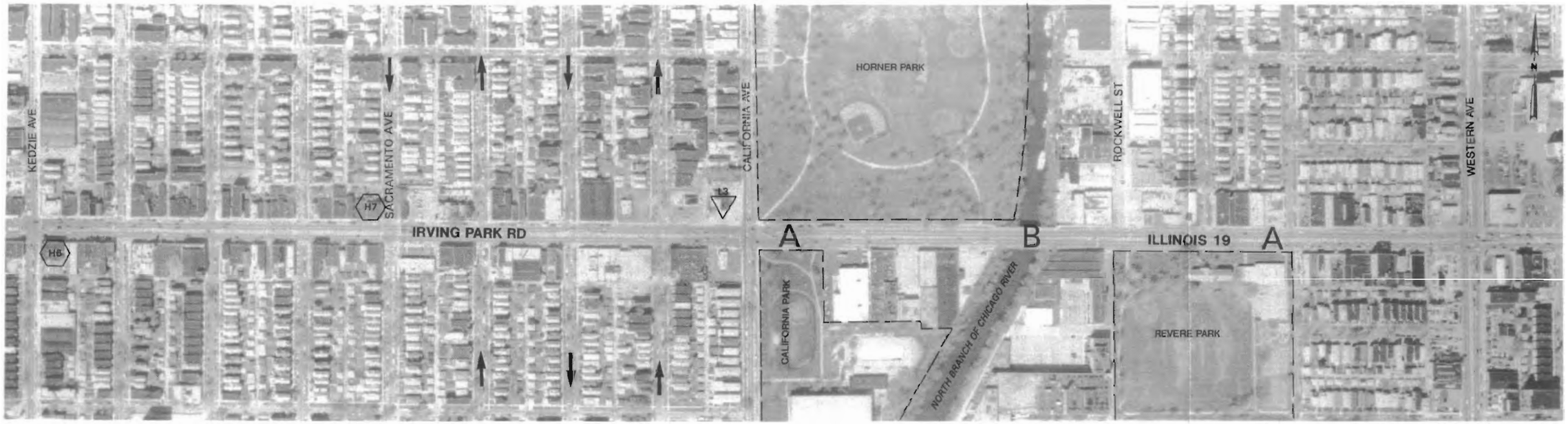
PLANNING FOCUS AREAS

A) HORNER PARK, CALIFORNIA PARK, AND REVERE PARK

- Limited available right-of-way (100 feet)

B) CHICAGO RIVER BRIDGE

- Limited horizontal clearance



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-5

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) ELSTON AVENUE/MONTICELLO AVENUE INTERSECTION

- Multi-leg high volume intersection limits through capacity of Irving Park Road

URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- (G1) — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- (H1) — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-6**

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

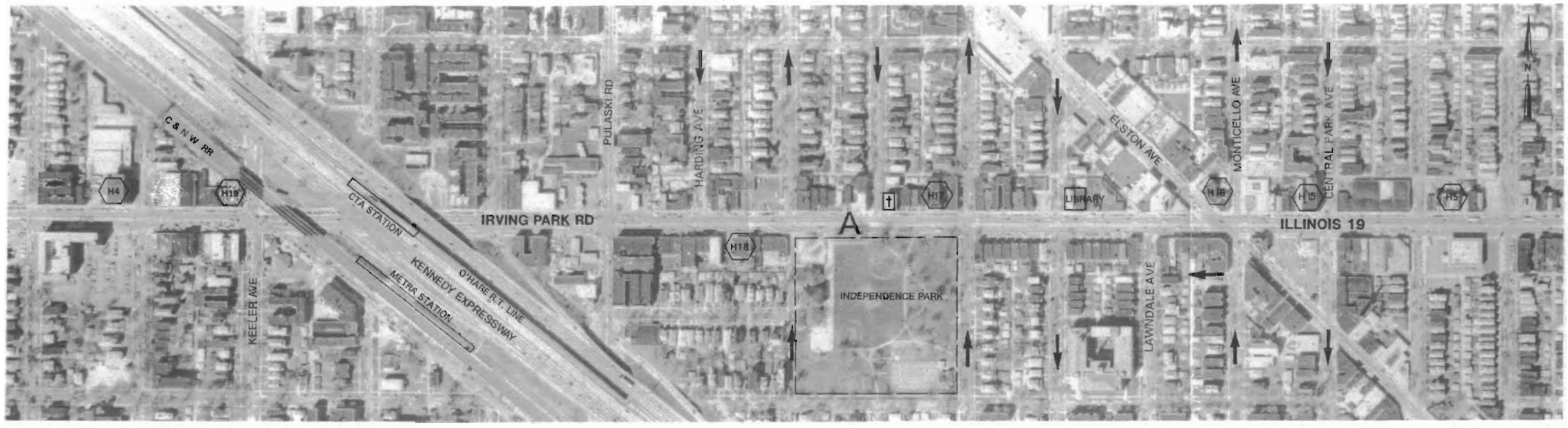
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) INDEPENDENCE PARK

- Limited available right-of-way (100 feet)



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study EXHIBIT B-7

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) EASTBOUND ENTRANCE TO I-90/94 (JOHN F. KENNEDY EXPRESSWAY)

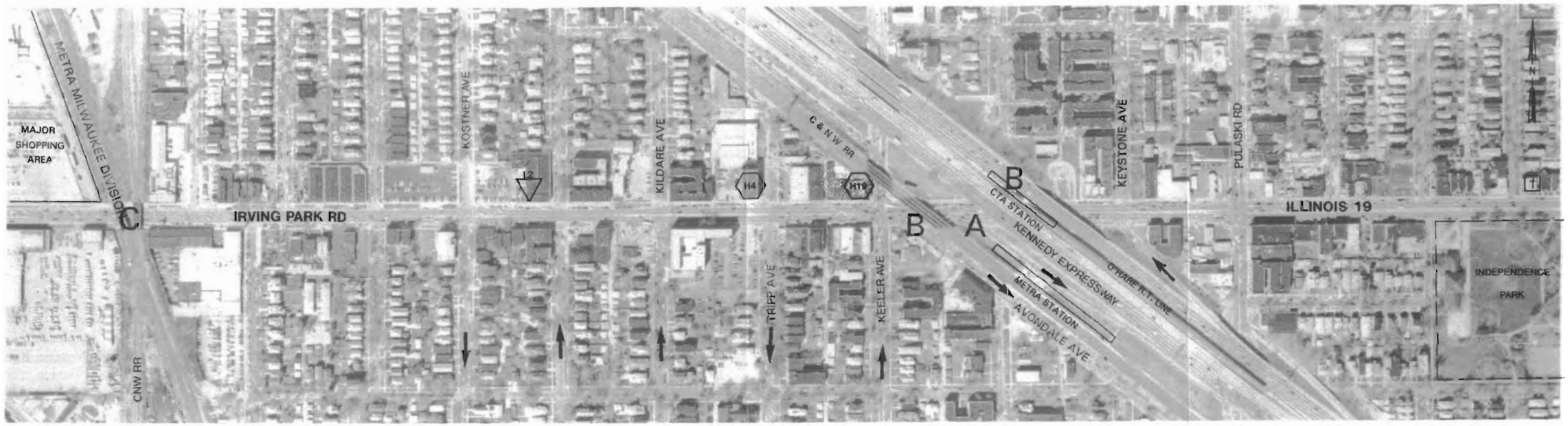
- Hidden entrance to ramp

B) CTA RAPID TRANSIT - O'HARE LINE, METRA - CHICAGO & NORTHWESTERN RAILROAD (NORTHWEST LINE) AND I-90/94 (JOHN F. KENNEDY EXPRESSWAY)

- Proximity of station entrances and expressway affects through capacity of Irving Park Road
- Limited horizontal clearance
- Lack of guide signs to CTA and Metra stations

C) CHICAGO, MINNEAPOLIS, ST. PAUL & PACIFIC RAILROAD BRIDGE, AND CHICAGO & NORTHWESTERN RAILROAD BRIDGE

- Limited horizontal clearance



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-8

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

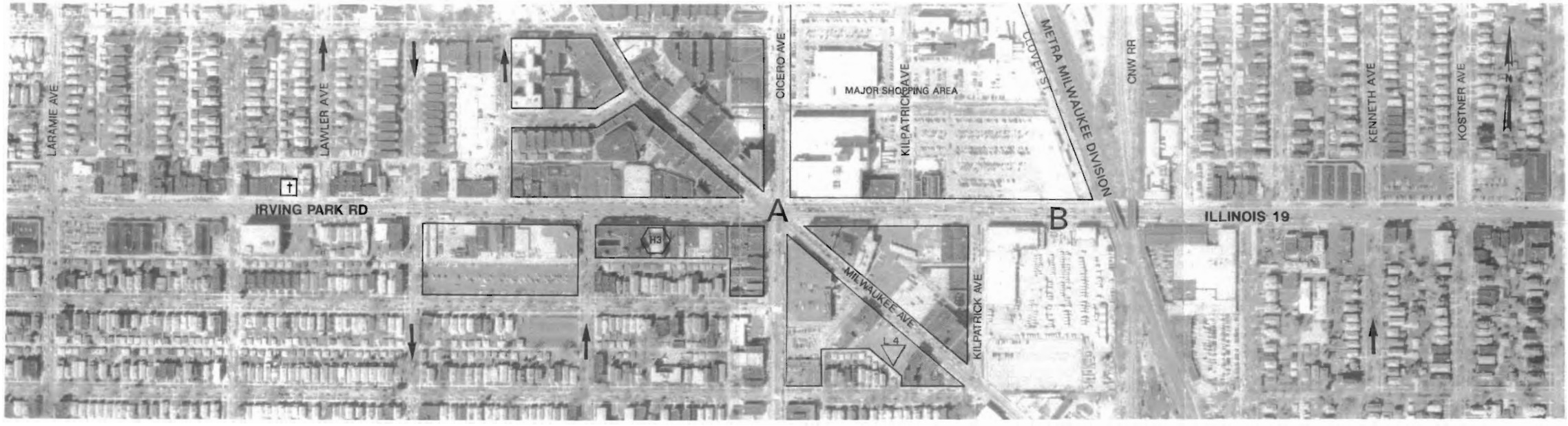
PLANNING FOCUS AREAS

A) MILWAUKEE AVENUE/CICERO AVENUE INTERSECTION

- Intersecting SRA
- Multi-leg high volume intersection limits through capacity of Irving Park Road

B) KILPATRICK AVENUE TO RAILROAD OVERPASSES

Multiple driveway/cross street access points may affect SRA operation



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
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- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study EXHIBIT B-9

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

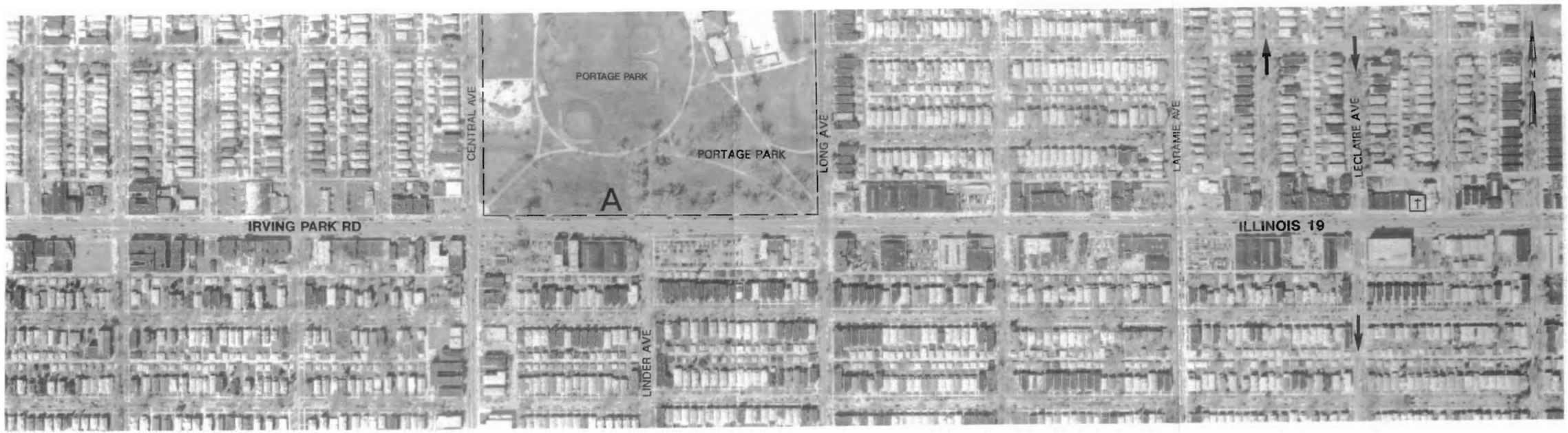
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) PORTAGE PARK

- Limited available right-of-way



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
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- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-10

Prepared by CH2M HILL in association with
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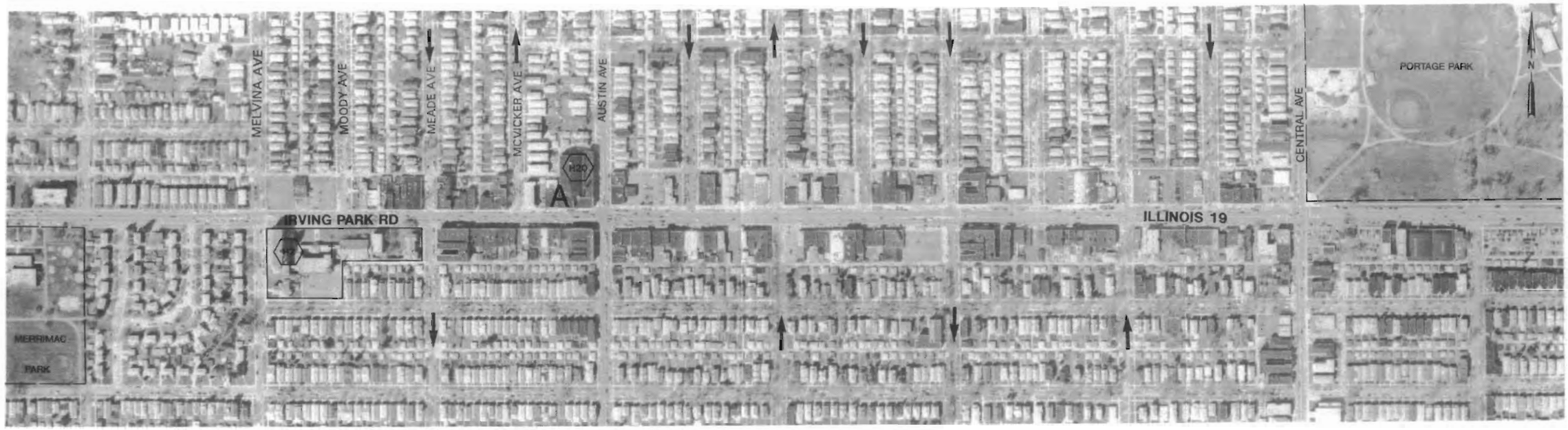
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) WEST OF AUSTIN AVENUE

- Pavement narrows
- Limited available right-of-way



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- LT — Leaking Underground Storage Tank
- H1 — Historic Building/District
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- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-11

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 300 feet

Segment III——"West" (Austin Avenue to Cumberland Avenue)

Segment III of the Illinois 19 SRA extends from Austin Avenue to Cumberland Avenue (an intersecting SRA) for a length of approximately 3.0 miles.

Physical Characteristics

Segment III, the western portion of Illinois 19, is narrower than Segment II. Right-of-way width varies from 73 feet from Austin Avenue to west of Mobile Avenue, where it narrows to 66 feet until Neenah Avenue. From Neenah Avenue to 256 feet west of Ottawa Avenue, the right-of-way widens to 85 feet and then narrows to 66 feet to Pacific Avenue. From Pacific Avenue to Cumberland Avenue, although right-of way is 100 feet, the actual paved portion of the roadway ranges from 40 to 54 feet. Most of this segment has only two travel lanes (one in each direction of travel). Curbs and gutters exist throughout and, except for the north portion of the route that abuts Chicago-Read Mental Health Center, sidewalks also exist throughout. There are no medians in this segment.

The vertical alignment in this segment is level, and the horizontal alignment is straight. There are no structures in this segment (therefore, no vertical or horizontal clearance problems exist).

Traffic Control, Operations, and Safety

Beyond Western Avenue, traveling from east to west, major intersections include: Narragansett Avenue, Oak Park Avenue, Harlem Avenue (Illinois 43), Forest Preserve Avenue, Oriole Avenue, and Cumberland Avenue. Both Harlem and Cumberland Avenues are intersecting SRAs. Left-turn lanes are provided at all of these intersections, except Oriole Avenue. Signals control each of these intersections, and left-turn phases are provided at Harlem Avenue, eastbound at Forest Preserve and Octavia Avenues, and at Cumberland Avenue. There are no right-turn lanes in this segment.

In Segment III, parking is permitted on both sides of the street. On-street parking is generally metered in commercial areas, with some peak period restrictions. All parking is prohibited when snowfalls exceed 2 inches. In the Village of Norridge, diagonal parking is permitted in the right-of-way for an approximate 1½-mile portion of Segment III.

Based on City of Chicago and IDOT traffic counts, existing traffic demand in this segment is 26,000 vpd from Austin Avenue to Narragansett Avenue, 23,000 vpd from Narragansett Avenue to Harlem Avenue, and 26,000 vpd from Harlem Avenue to Cumberland Avenue.

Accident data (see Exhibits A-12 to A-15) were obtained for 1987, 1988, and 1989. Intersection accident rates of 3.81 accidents per MEV were calculated at Narragansett Avenue, 3.3 accidents per MEV at Harlem Avenue, and 2.36 accidents per MEV at Oak Park Avenue. Segment accident rates were calculated at 20.0 accidents per MVM from Austin Avenue to Narragansett Avenue, 17.0 accidents per MVM from Narragansett Avenue to Oak Park Avenue, and 15.8 accidents per MVM from Oak Park Avenue to Harlem Avenue.

Public Transportation

No rail lines cross the corridor in this segment. CTA and Pace bus systems provide comprehensive service throughout the segment. CTA Route 80 provides local east-west service on Illinois 19 throughout the study area and operates as far west as Cumberland Avenue. The corridor is intersected by CTA Routes 91/Austin (also noted in the discussion of Segment II) and Route 90/Harlem. Route 86/Narragansett operates as far north as Illinois 19, and on Illinois 19 to its turnaround at Neenah Avenue. Route 78/Montrose operates on Forest Preserve Avenue to Illinois 19, where it turns around. Pace Route 331, which operates from CTA's Cumberland Rapid Transit Station on the O'Hare Rapid Transit line to Metra's Burlington Northern station in LaGrange, crosses the corridor on Cumberland Avenue, and the eastern terminus of Pace Route 326 is on Illinois 19 at Harlem Avenue.

Table 3 summarizes the public transportation that serves Illinois 19.

Environmental Constraints and Land Use

The environmental concerns within this segment (see Table 9 and Exhibits B-12 to B-15) include historic sites (some of which are institutions), parks, cemeteries, and LUST sites. From east to west on Illinois 19, these concerns are the Patio Theater just west of Austin Avenue, St. Pascal's Church at Melvina Avenue, Merrimac Park, Scandinavian Lutheran and Mt. Olive Cemeteries (between Narragansett and Oak Park Avenues south of Illinois 19), Chicago-Read Mental Health Center at Oak Park Avenue, and Irving Park and Acacia Park

Cemeteries (between Ottawa Avenue and Thatcher Road). A LUST site is also identified at Acacia Park Cemetery. The west end of the corridor is bounded by forest preserves.

The structures listed in Table 9 as "Historic Sites" are not designated on the National Register of Historic Places. They are, however, recognized by the Commisssion on Chicago Historical and Architectural Landmarks—Individual Resource Forms.

Other institutions and government buildings in the corridor include a U.S. Post Office west of Narragansett Avenue, an IDOT Maintenance Center, and the Norridge Village Hall. Harlem-Irving Plaza, a major shopping center, and Dunning Square, a smaller shopping center, also are located along Illinois 19. The area just west of Austin Avenue is developed commercially, with vintage storefronts serving the surrounding neighborhoods. Although commercial activity continues to the end of the corridor, land use in the westernmost portion of this segment is primarily residential, with low-density apartments and single-family housing.

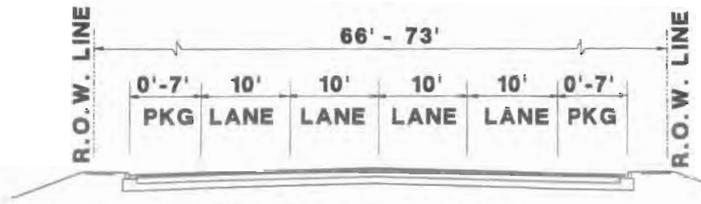
Table 9
Summary of Environmentally Sensitive Land Uses and Sites Along Segment III of Illinois 19

Item	Exhibit No.	Reference	Description
Historic Sites	B-11	H-20	Patio Theatre, 6008 W. Irving Park Road
	B-11, B-12	H-2	St. Pascal's Church, 3935 N. Melvina Avenue
	B-12, B-13	H-1	Chicago-Read Mental Health Center, 4200 N. Oak Park Avenue
CERCLIS Sites[a]	——	——	None Noted
LUST Sites	B-14, B-15	L-1	Acacia Park Cemetery, 7800 W. Irving Park Road

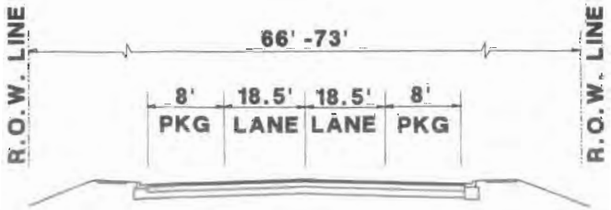
[a]CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System.
[b]LUST: Leaking Underground Storage Tank.

LEGEND

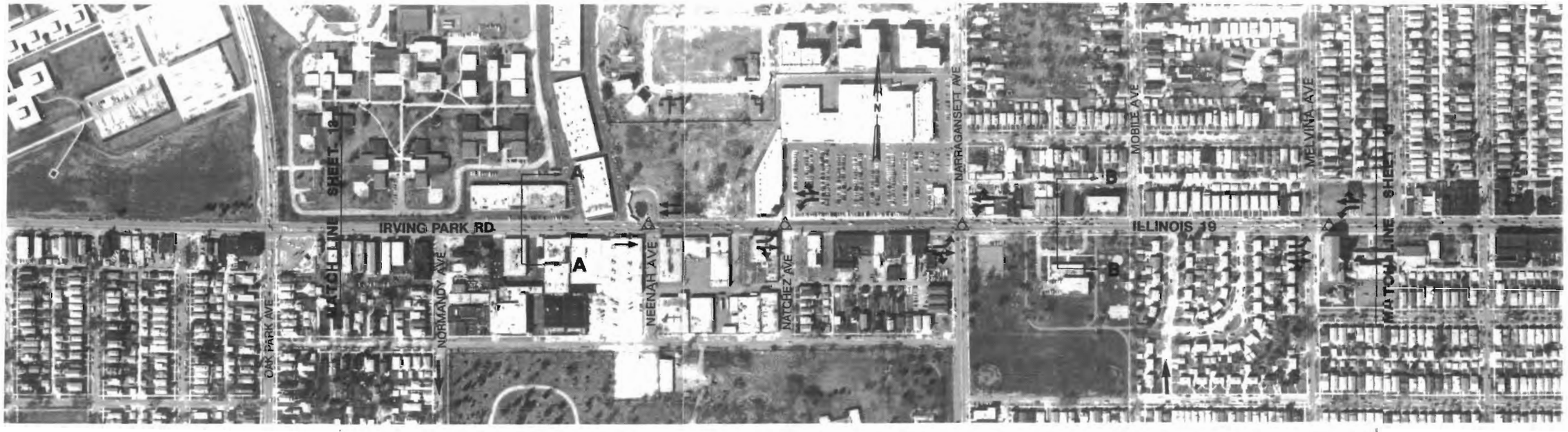
- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NPR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
EAST OF OAK PARK AVE. TO NARRAGANSETT AVE.



ROADWAY SECTION B - B
NARRAGANSETT AVE. TO MELVINA AVE.



1988 - 1990 AVERAGE DAILY TRAFFIC		23,000			26,000
ACCIDENT RATE		17.0 / MVM			20.0 / MVM
				3.81/MEV	
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE			
		CTA BUS ROUTE 86 CTA BUS ROUTE 80			
EDGE OF ROAD USE	NORTH	(P)	(P)	(P)	(P) 1 HR. 9-4
	SOUTH	(P)	(P)	(P)	(P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-12

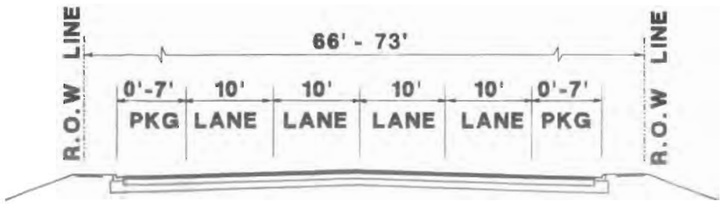
Scale: 0' 100' 200' feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
WEST OF HARLEM AVE. TO EAST OF OAK PARK AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC		26,000	23,000
ACCIDENT RATE		3.30/MEV	15.8 / MVM; 2.36/MEV
TRANSIT ROUTES		CTA RAIL RIDERSHIP NONE; CTA BUS ROUTE 80	
EDGE OF ROAD USE	NORTH	(P)	(P) (P)
	SOUTH	(P)	(P) (P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-13

Prepared by CH2M HILL in association with
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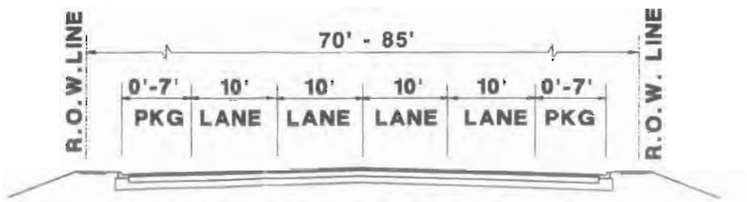
ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
PACIFIC AVE. TO EAST OF OCATVIA AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC	26,000				
ACCIDENT RATE					
TRANSIT ROUTES	CTA RAIL RIDERSHIP NONE				
	CTA BUS ROUTE 80, PACE BUS ROUTE 326				
EDGE OF ROAD USE NORTH	(P)	(P)	(P)	(P)	
EDGE OF ROAD USE SOUTH	(P)	(P)	(P)	(P)	

ILLINOIS 19 IRVING PARK RD – EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-14

Scale: 0 100' 200' feet

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- △ SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
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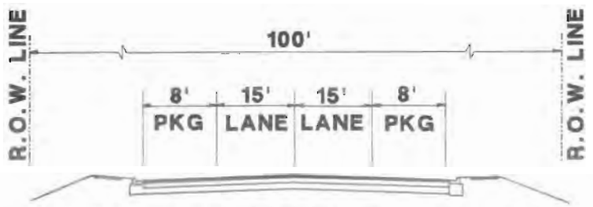

ROADWAY SECTION A - A
CUMBERLAND AVE. TO PACIFIC AVE.

1988 - 1990 AVERAGE DAILY TRAFFIC	26,000
ACCIDENT RATE	
TRANSIT ROUTES	CTA RAIL RIDERSHIP NONE CTA BUS ROUTE 80, PACE BUS ROUTE 326
EDGE OF ROAD USE NORTH	(P)
EDGE OF ROAD USE SOUTH	(P)

ILLINOIS 19 IRVING PARK RD - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study

EXHIBIT A-15

Scale: 0 100 200 feet

Prepared by CH2M HILL in association with
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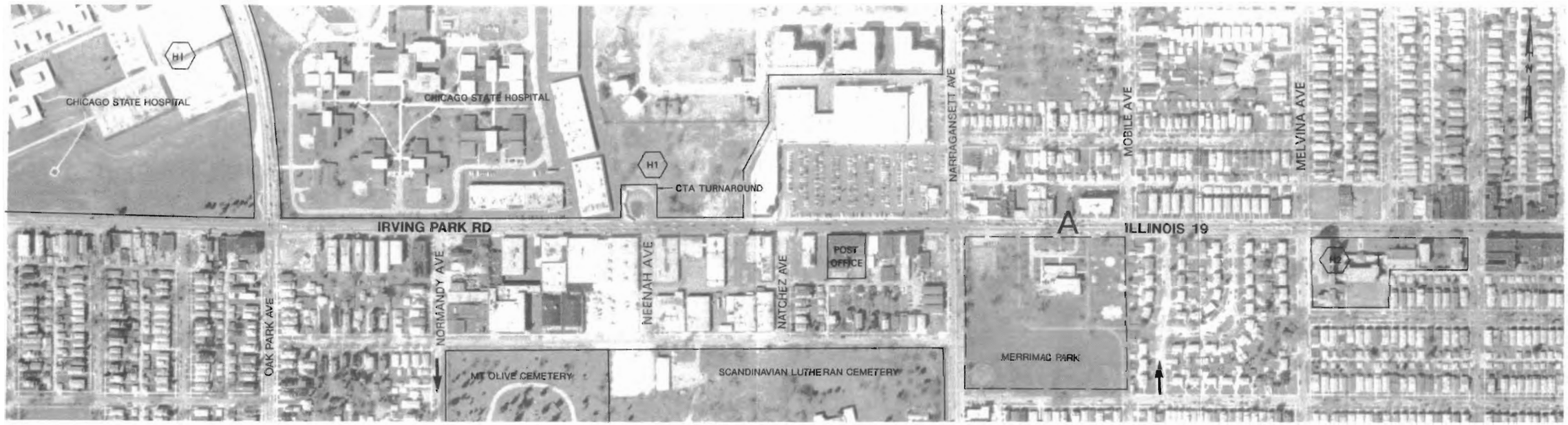
ILLINOIS DEPARTMENT OF TRANSPORTATION

PLANNING FOCUS AREAS

A) MERRIMAC PARK

- Limited available right-of-way



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-12

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) FOREST PRESERVE AVENUE/OCTAVIA AVENUE INTERSECTION

- Multi-leg high volume intersection limits through capacity of Irving Park Road
- Multiple driveway/cross street access points may affect SRA operation

B) HARLEM AVENUE INTERSECTION

- Intersecting SRA

URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
- C1 — Hazardous Waste Site
- LT — Leaking Underground Storage Tank
- H1 — Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-13

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) ORIOLE AVENUE TO THE WEST

- Limited available right-of-way

URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D
- C1 — Hazardous Waste Site
- L1 — Leaking Underground Storage Tank
- H1 — Historic Building/District
- * — Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

ILLINOIS 19 IRVING PARK RD

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-14

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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

PLANNING FOCUS AREAS

A) SEYMOUR SIMON FOREST PRESERVE

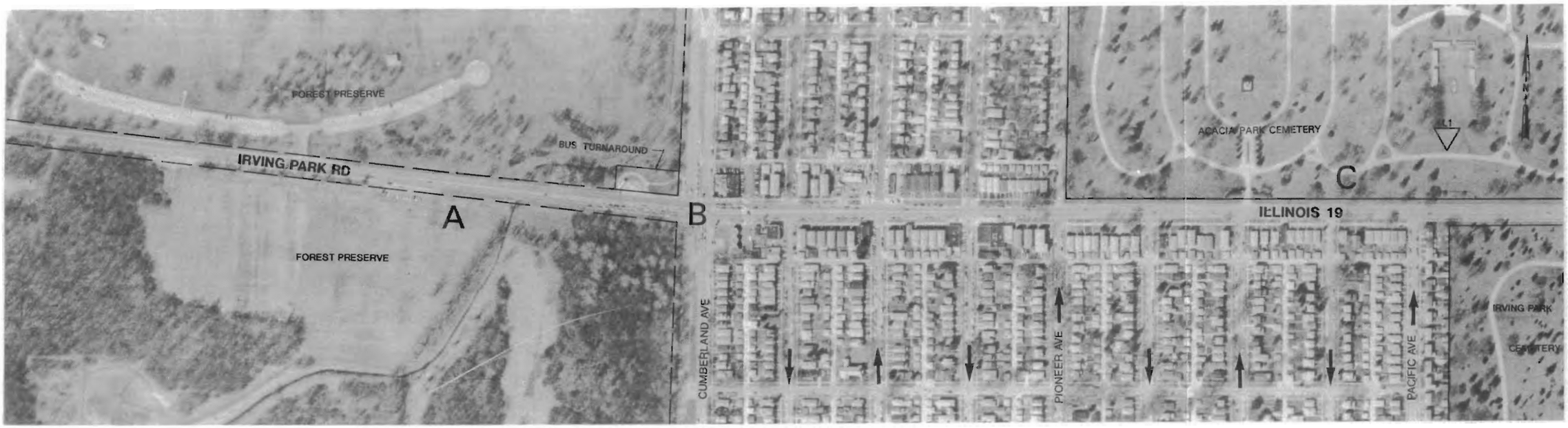
- Limited available right-of-way

B) CUMBERLAND AVENUE

- Intersecting SRA
- CTA bus turn-around may affect through capacity of Irving Park Road

C) PIONEER AVENUE TO THE EAST

- Limited available right-of-way



URBAN SRA -- 96' TO 110' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A — Planning Focus Area I.D.
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ILLINOIS 19 IRVING PARK RD

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EXHIBIT B-15

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METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet

Summary

The Illinois 19 SRA corridor, which is approximately 10 miles long, is characterized by many different land uses and environmental concerns. The character of the roadway, serving a mature urban corridor, is similar throughout. Parcels that are not fully developed and offer opportunities for infill development occur infrequently at isolated locations.

Intensive development along the route, combined with numerous sensitive sites throughout the corridor (historic sites, parks, and cemeteries), restrict the options for improving traffic capacity on Illinois 19. Traffic volumes are highest in the middle segment of the corridor where Illinois 19 connects to other high-volume routes such as Western Avenue, the Kennedy Expressway, and Cicero, Milwaukee, and Harlem Avenues. Over the next 20 years, traffic volumes are expected to increase, with growth concentrated in the center portion of the corridor.

The planning framework within which the recommended plan was developed is explained in Chapter III. Topics discussed in Chapter III include route design considerations, expected year 2010 transportation system changes and traffic volumes, year 2010 land use planning and development information, and any future areas of concern identified during improvement planning.

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Chapter III

Illinois 19 SRA Planning Framework

Chapter III
Illinois 19 SRA Planning Framework

Long-range planning for the Illinois 19 corridor must be based on a range of transportation, land use, and community concerns. Regional transportation needs require balancing with local interests, plans, and constraints.

This chapter outlines the planning framework within which the Illinois 19 corridor should be viewed. Discussion in the chapter addresses both existing problems and conditions, as well as expected or forecast conditions for the long range. The following is a summary of the important elements of the Illinois 19 planning framework:

- Functional classification (the roles of SRAs in general, and Illinois 19 specifically, in serving regional transportation needs)
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Illinois 19
- Other planned transportation improvements within, crossing, or near the Illinois 19 corridor
- Long-range land use plans for the City of Chicago and the Village of Norridge along the Illinois 19 corridor
- Existing safety and traffic operational problems along Illinois 19
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

These comprehensive and often conflicting inputs were used to establish a basic concept for Illinois 19, which specifies:

- The number of continuous through lanes in each direction along the route
- Locations of future signalized intersections
- Locations of special intersection design needs (i.e., possible interchanges)
- A general approach to parking and access management
- Improvements to existing transit facilities
- The need for and locations of special or unique roadway solutions

Functional Classification

Previous planning efforts by IDOT and CATS have established Illinois 19 as a SRA. The corridor being examined in this phase of SRA planning is classified as an "urban" route for its entire length, from Lake Shore Drive (U.S. 41) to Cumberland Avenue. As an urban SRA, the desirable characteristics of Illinois 19 include four basic continuous lanes (two lanes in each direction of travel) with a flush or painted median, as appropriate for an area with limited right-of-way (see Exhibit 3). Other desirable features include providing sidewalks; providing continuous left-turn protection; removing parking to minimize friction effects associated with parking maneuvers and bus movements, and to allow right turns; improving vertical clearances to provide 14 feet 6 inches of clearance; and improving horizontal clearances to accommodate four 12-foot through lanes, a median, and a 2-foot margin from curb to structure. These desirable features represent initial goals in planning, recognizing that they may not be achievable. The goal that is considered essential, however, is planning for a minimum of four continuous basic through lanes (two lanes in each direction).

Route Design Considerations

The SRA Design Concept Report, which serves as a guide in the planning of the SRA system, presents the desirable cross sections for each SRA route designation in order to ensure adequate traffic service and geometric design within the right-of-way width indicated. The SRA desirable cross section for the urban designation is shown in Exhibit 3.

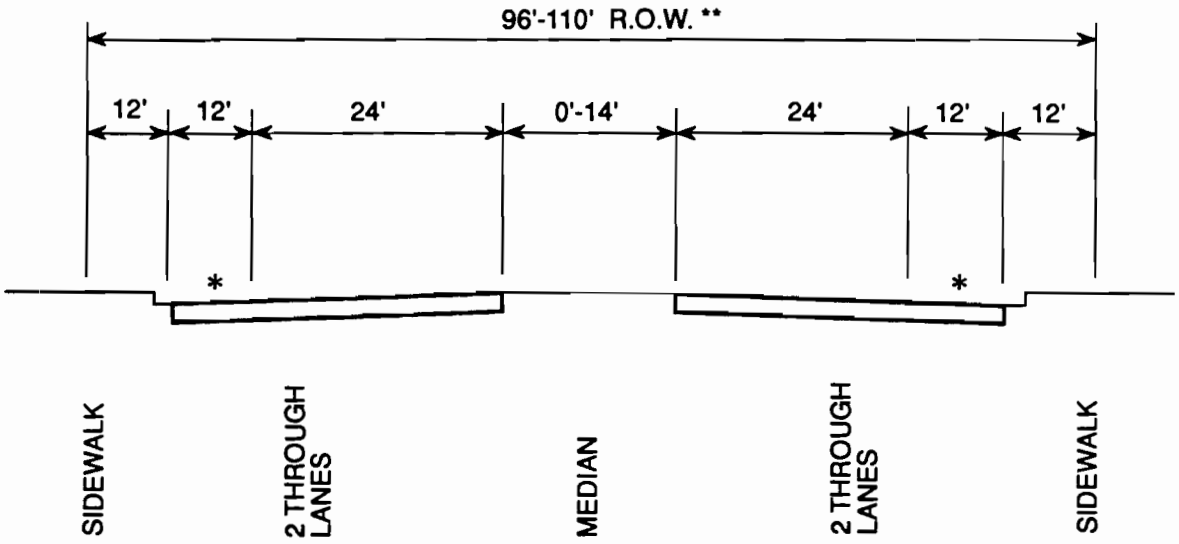
The most desirable urban SRA concept cross section requires 96 to 110 feet of right-of-way, which would be 72 to 86 feet without bus/high-occupancy vehicle lanes. This width accommodates a four-lane roadway (two 11- or 12-foot lanes in each direction), a median width of up to 14 feet, curbs, 1- to 2-foot gutters, and 10-foot sidewalks. Other information about the desirable route characteristics of an urban SRA are listed in Table 10.

In two existing segments of the corridor, available right-of-way is limited to only 66 feet, which is less than the desirable cross section. This is 6 feet less than the minimum acceptable right-of-way standard, and 30 feet less than the desirable cross section.

Except for areas of the corridor where there are parks or cemeteries, development along Illinois 19 is continuous. Commercial and residential buildings often are built right up to the property lines, making acquisition of additional right-of-way both difficult and disruptive. Various historic sites and existing on-street parking compound this problem.

The 2010 Transportation Network

Exhibit 4 illustrates Illinois 19 in a regional context. The corridor is crossed by I-90 and I-94 (the Kennedy and Edens Expressways), which cross over Illinois 19 on grade-separated overpasses. Illinois 19 also is crossed by five other SRAs. Lake Shore Drive (U.S. 41) and Cumberland Avenue mark the east and west boundaries of the corridor. Lake Shore Drive is grade separated, crossing over Illinois 19. The other SRA routes are Harlem Avenue (Illinois 43), Cicero Avenue (Illinois 50), and Western Avenue. These routes, in combination with Illinois 19, form a network of roadways intended to serve local and regional travel in the area. To the extent that they are complete, plans for the other SRA routes are taken into consideration in this study.



NOTE: 11' LANES MAY BE USED IF R.O.W. IS RESTRICTED

* BUS/HOV ONLY IN PEAK HOUR (SEE SECTION 5.4)

** TYPICALLY NO BUS/HOV ONLY LANES, R.O.W. IS 72'-86'

Urban Classification

Lake Shore Drive To Cumberland Avenue

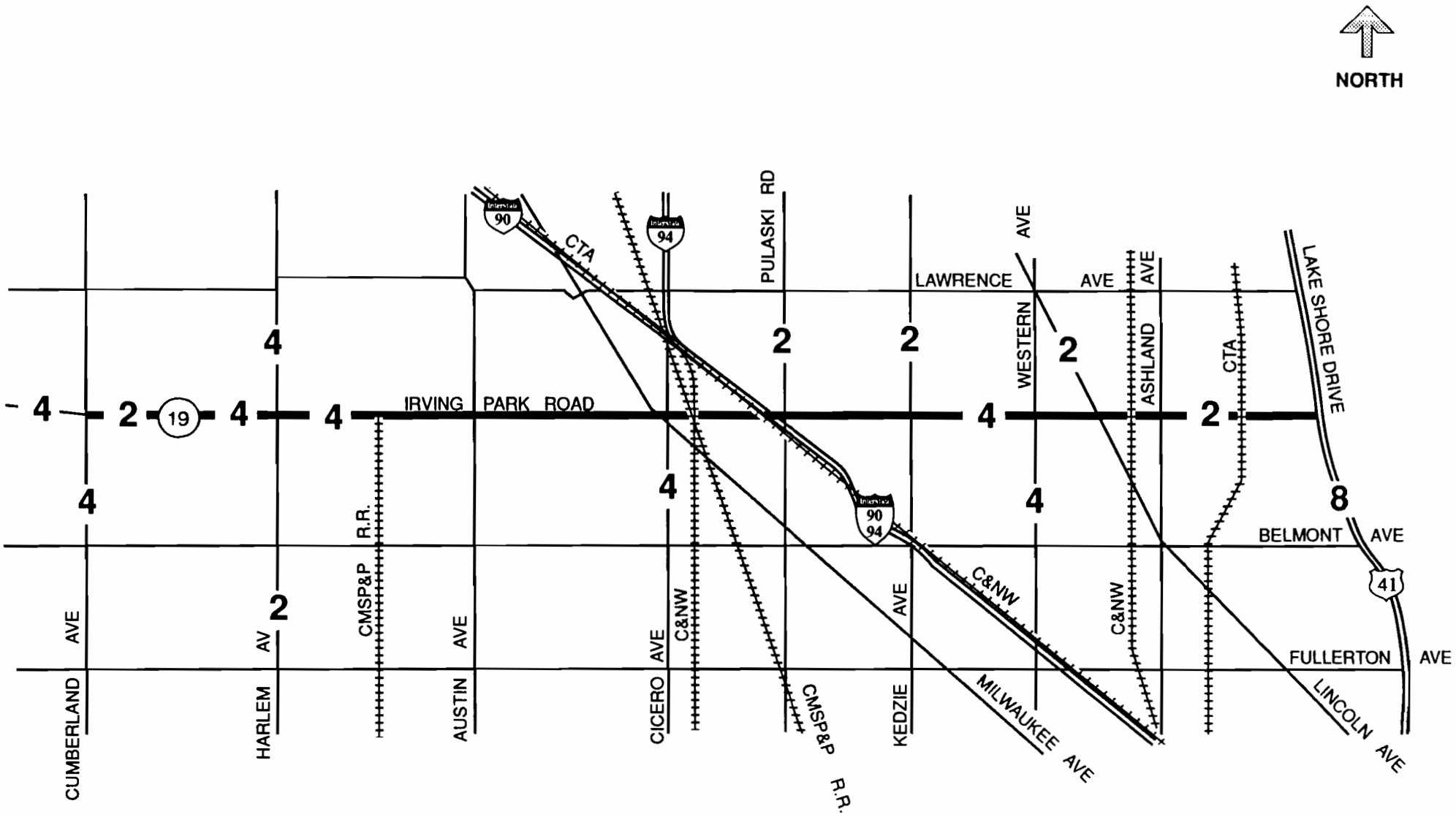
DESIRABLE URBAN CROSS SECTIONS

SRA Strategic Regional Arterial Planning Study

Exhibit 3

Table 10 Year 2010 Desirable Route Characteristics for Urban SRAs	
Right-of-Way Width	96 to 110 feet[a]
Level of Service (Peak Hour)/Design Speed	D/35 mph
Number of Through Lanes	Two in each direction; 12-foot width desirable, 11-foot width acceptable
Median Width	14 feet desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1- to 2-foot gutters
Sidewalks	Yes, 10-foot width when adjacent to curb
Parking	Not recommended, replace with off-street parking
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/right-out preferred
Transit	Bus/HOV lanes in peak hours; local bus service with signs, shelters, and signal pre-emption potential
Number of Traffic Signals per Mile	Four are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearances	14 feet, 6 inches
Loading	Loading zone with peak hour restrictions or alley loading

[a]72 to 86 feet where bus/HOV lanes are not provided.



2 Number of Existing Lanes (Both Directions of Travel)

Note: Illinois 64 - North Avenue (SRA)
3 miles South of Illinois 19
U.S. 14 (SRA) 2 miles North of Illinois 19

CORRIDOR MAP ILLINOIS 19, IRVING PARK ROAD

SRA Strategic Regional Arterial Planning Study

Exhibit 4

Two other SRA routes parallel Illinois 19: U.S. 14 (the Northwest Highway), approximately 2 miles north of the corridor, and North Avenue (Illinois 64), approximately 3 miles south of the corridor.

As noted in Chapter II, numerous local streets and major streets that serve collector and arterial functions travel parallel to and intersect Illinois 19 at typical urban intervals (eight to 16 blocks per mile). Most of these streets do not have the necessary operational characteristics or sufficient capacity to act as alternate routes for the regional trips that Illinois 19 serves. Major through streets that parallel the corridor are Lawrence Avenue (1 mile north), Montrose Avenue (½ mile north), and Addison Street (½ mile south). Other major streets that cross the route are Milwaukee Avenue, Pulaski Road, Kedzie Avenue, Lincoln and Damen Avenues, and Sheridan Road.

Between Lake Shore Drive and Cumberland Avenue, seven rail lines cross Illinois 19: three CTA rapid transit lines (the Howard, Ravenswood, and O'Hare lines), three Metra commuter rail lines (the C&NW North and Northwest lines, and the Milwaukee Division North line), and the C&NW freight rail line. All rail crossings are grade separated.

Year 2010 and Existing Traffic

Traffic forecasts were prepared by CATS to illustrate the level and pattern of traffic under expected future conditions. The forecasts were based on regional land use assumptions furnished by NIPC, and assume a network as specified in the year 2010 plan, with the full SRA system in place.

The traffic forecasts are used as a reference only——not as a primary tool in corridor sizing. They provide a means, particularly when compared to existing traffic, of judging the long-range need for corridor improvements. In short, traffic volumes can be expected to increase over the next 20 years. Employment and population are projected to increase in the City of Chicago between 1990 and 2010, reversing the trends of the past 20 years. This general increase, and the projected continuing growth in suburban employment that will generate increased "reverse" commuting (Chicago to suburban locations), are likely to affect travel growth projections. With the exception of a large, mixed-use planned unit development on the site of the Chicago-Read Mental Health Center, land use in the

already densely-developed corridor is not expected to change dramatically over the next 20 years.

As Table 11 shows, the traffic forecast along Illinois 19 varies. From Clarendon Avenue to the east, it is approximately 18,000 vpd. Between Laramie and Central Avenues, it reaches a high of approximately 37,400 vpd, and the level remains high to Austin Avenue where it is 36,600 vpd. With the exception of the segment between Harlem Avenue and Cumberland Avenue where traffic volume is projected to increase only about 5 percent, traffic volume throughout the corridor is projected to increase about 25 to 30 percent over existing levels between 1990 and 2010.

Other Corridor Planning Activities

Roadway Improvements

Previous and current planning information was obtained for the Illinois 19 SRA corridor from IDOT, CATS, NIPC, the City of Chicago, and the Village of Norridge. Some of the projects that are covered in these documents are expected to be completed within the next 5 years. Table 12 lists previous and current studies that are relevant to the corridor.

City and Village Comprehensive Plans

Information regarding other local transportation plans, land use plans, and community improvement projects affecting the Illinois 19 corridor was gathered from plans and programs prepared by local and regional agencies (see Table 12).

Table 11
Year 2010 Average Daily Traffic (ADT) Forecast for the Illinois 19 SRA[a]

Location	Existing ADT (vpd) (1979-1991)	2010 ADT (vpd) Forecast
Lake Shore Drive to Broadway Avenue	14,000	19,100
Broadway Avenue to Sheridan Road	15,000	27,300
Sheridan Road to Clark Street	17,000	32,200
Clark Street to Ashland Avenue	22,000	33,400
Ashland Avenue to Western Avenue	29,000	33,900
Western Avenue to California Avenue	35,000	33,300
California Avenue to Kedzie Avenue	37,000	32,700
Kedzie Avenue to Kimball Avenue	34,000	33,300
Kimball Avenue to Pulaski Road	33,000	31,900
Pulaski Road to Laramie Avenue	29,000	36,300
Laramie Avenue to Central Avenue	27,000	37,400
Central Avenue to Austin Avenue	29,000	36,600
Austin Avenue to Narragansett Avenue	26,000	34,900
Narragansett Avenue to Oak Park Avenue	23,000	34,200
Oak Park Avenue to Harlem Avenue	23,000	33,600
Harlem Avenue to Cumberland Avenue	26,000	27,500

[a]Source: Chicago Area Transportation Study.

CHI253/057.WP5

Table 12
Summary of Previous and Current Planning Studies Relevant to Illinois 19

Study, Plan, or Report	Source	Status as of 1992
Transportation Planning Studies		
• CATS 2010 Transportation System Development Plan	CATS	Official
• Kennedy Expressway Reconstruction	IDOT	Official
• Capital Improvements Program (1992-1996)	Chicago	Official
Land Use and Comprehensive Plans		
• Corridors of Industrial Development	Chicago	Official
Other Plans and Studies		
• Harlem-Irving Planning Study	Barton-Aschman Associates, Inc.	Preliminary

Transit Improvements

As noted earlier in this document, the Illinois 19 corridor is a well-established, mature corridor. Transit services that either intersect the corridor, or operate within it, also are well-established. No significant additions to the existing levels of transit service are expected to occur in this corridor in the near future. However, two potential additions to the rapid transit system have been identified as "corridors of the future" in the 2010 Transportation System Development Plan (see Table 13).

One future corridor, the "Skokie-O'Hare Connector," would extend from the Dempster terminal of the Skokie Swift to the Montrose Avenue Station (½ mile from the Illinois 19 corridor) on CTA's O'Hare Rapid Transit line. This connector would improve access from the communities north of the City of Chicago to O'Hare International Airport, and would serve suburban employment and activity centers to benefit reverse commuters.

The second major transit facility included in the 2010 Transportation System Development Plan, the "O'Hare/Ryan Interline Connector," would connect the O'Hare Rapid Transit line (at either the Jefferson Park or the Montrose Avenue station) with the Dan Ryan line at 87th Street. The line would provide connections to three other rapid transit and five commuter rail lines that would intersect it. The north/south portion of the new connector would parallel Cicero Avenue.

Another major investment in the transit system will be made by Metra, which plans to rebuild railroad bridges on the C&NW railroad over a 20-year period (see Table 13). Although this improvement will not change existing service levels, it does represent a significant investment in infrastructure and ensures that existing high levels of service can be maintained over the long term. Bridges on the C&NW Northwest line, including the bridges that cross Illinois 19 at the Kennedy Expressway, are in the current 5-year program. The railroad bridge rebuilding program is expected to take 10 years, with construction beginning as early as 1994. Bridges on the C&NW North line, which crosses the corridor at Ravenswood Avenue, also will be rebuilt, but construction will occur later in the current plan period.

Table 13
Future Transit Facilities and Operations Proposed and/or Planned By Others for Illinois 19

Transit Facility or Route	Location	Status/Comment
Metra C&NW—North Line	Crosses at Ravenswood Avenue	Vertical clearance improvements and pier removal
Metra C&NW—Northwest Line	Crosses at the Kennedy Expressway	Vertical clearance improvements and pier removal
Metra Milwaukee District—North Line	Crosses between Clover Street and Kolmar Avenue	Vertical clearance improvements and pier removal
CTA—Rapid Transit Skokie Swift Line	North of Irving Park Road	Expansion to extend service to Montrose Avenue and O'Hare International Airport
CTA-Rapid Transit O'Hare/Ryan Line Connector	Crosses just east of Cicero Avenue	New line designed to serve connections between O'Hare and Midway Airports and 87th Street on the Dan Ryan Line

Future Land Use and Development

Information regarding existing and future land use plans was obtained from field observations, from the Illinois 19 Advisory Panel, and from the communities or neighborhoods that Illinois 19 serves (see Table 12).

Future Conditions

Future land use in this mature corridor is not expected to change substantially from existing uses. The corridor is now characterized by commercial development that serves neighborhood and regional markets; residential uses; light industry; institutions such as schools, churches, and hospitals; parks; and cemeteries.

The site now occupied by Chicago-Read Mental Health Center is planned for future redevelopment as a planned unit development that would incorporate institutional, industrial, and residential components. This site is adjacent to the Dunning Square shopping center, which would provide commercial support for the area's planned redevelopment.

Existing Environmental Constraints, Unique Conditions, and Areas of Concern

Lake Shore Drive to Western Avenue

Lincoln Park abuts the Illinois 19 corridor at its easternmost boundary. Right-of-way between Lake Shore Drive and Ashland Avenue is constrained severely by existing buildings, historically-significant sites, cemeteries, and schools.

Most of the right-of-way between these intersections is limited to 66 feet. On-street parking to accommodate both residents and businesses further constrains traffic flow. Between Ashland and Western Avenues, the right-of-way widens to 100 feet. Horizontal clearance is limited by structures at the C&NW North and the CTA Howard lines, and vertical clearance is limited at the Lake Shore Drive viaduct, the C&NW North line, and the CTA Ravenswood line.

Western Avenue to Austin Avenue

Sensitive land uses in this segment include historic and institutional sites, as well as parks. The corridor crosses the North Branch of the Chicago River just west of Rockwell Avenue.

Three LUST sites have been identified in this segment, located at 2800 West Irving Park Road, 4330 West Irving Park Road, and at 3922 North Milwaukee Avenue.

There is also an interchange for the Kennedy Expressway in this segment. Vertical clearance is a concern at two railroad bridges: the C&NW Northwest line structure at the Kennedy Expressway/Keeler Avenue exit ramp (programmed for improvement as noted in the discussion of transit improvements) and the Metra Milwaukee Division North line. Right-of-way in this segment is adequate (generally 100 feet).

Western Avenue to Cumberland Avenue

This segment also includes historic and institutional sites, as well as cemeteries. Much of the segment is residential, particularly toward the west boundary. A forest preserve is located at the westernmost boundary of the corridor, abutting the western edge of Cumberland Avenue. With the exception of the area between Pacific and Cumberland Avenues where the right-of-way is 100 feet, right-of-way in this segment varies from 66 to 85 feet, with much of it at 66 feet. On-street parking, which is permitted to accommodate the residential and business demand, further constrains traffic flow.

Community Concerns, Interests, and Attitudes

The interests of the communities and neighborhoods through which Illinois 19 passes are important factors in the development of a reasonable consensus plan for the SRA. A corridor Advisory Panel was established, comprised of elected officials and technical staff from the City of Chicago and the Village of Norridge. Three panel meetings were held to present SRA concepts, to discuss the corridor, and to provide the IDOT consultant with background on community interests and concerns.

Chapter V contains minutes from the Advisory Panel meetings, held on October 16, 1991; April 23, 1992; and January 28, 1993. The following is a summary of key concerns discussed during these meetings:

- Bus turning movements at Illinois 19 and Clarendon Avenue adversely affect operation of the intersection.

- Signalization and storage for left-turning movements need improvement at several intersections in the corridor.

- Pedestrian safety is a concern, particularly at access points to the CTA O'Hare elevated station and to the parks in Segment II.

- There are conflicts affecting efficient traffic flow in the vicinity of the larger commercial districts, particularly in the Irving Park Road/Cicero Avenue/Milwaukee Avenue area.

- Availability of parking is a major concern, particularly for the businesses in the corridor.

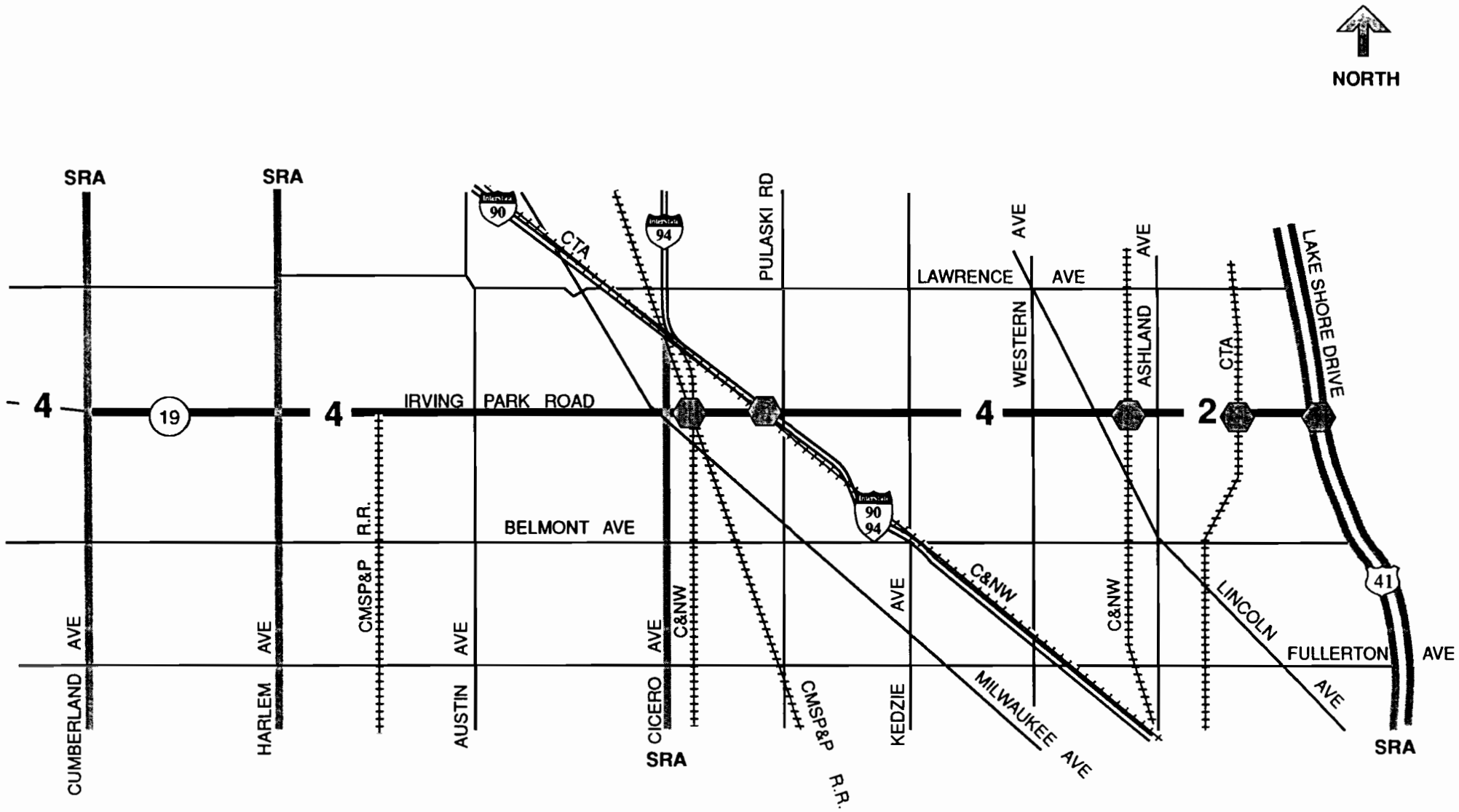
- Removal of diagonal/angle parking west of Octavia Avenue.

Recommended SRA Corridor Concept for Illinois 19

Based on the above information, the recommended corridor concept for Illinois 19 illustrated in Exhibit 5 was established.

Basic Number of Lanes

Illinois 19 is an important east-west arterial that provides access to the Lake Michigan shore, Lincoln Park, and Lake Shore Drive, as well as to the Kennedy and Edens Expressways (I-90 and I-94). As noted earlier, travel volumes in much of the corridor are expected to increase 25 to 30 percent by the year 2010.



4 Number of Future Lanes (Both Directions of Travel)

Grade Separations and/or Interchanges

RECOMMENDED SRA CORRIDOR CONCEPT
ILLINOIS 19, IRVING PARK ROAD

SRA Strategic Regional Arterial Planning Study

Exhibit 5

Strictly from a regional transportation perspective, the need for a continuous four-lane arterial is evident. Development of a feasible corridor concept, however, must be based on the effects of its implementation on adjacent land use, on environmental considerations, and on other non-transportation factors.

Much of the right-of-way through the corridor is only 66 feet. Only in Segment II (Western Avenue to Austin Avenue), where right-of-way widens to 100 feet, does the Illinois 19 SRA conform to the desirable SRA urban standard cross section of 96 to 110 feet. Where the right-of-way dimensions are constrained, the nature of the adjacent land uses (which include historic sites, parks, cemeteries, and residential and commercial buildings) precludes widening without costly and unnecessary property acquisition. In these instances, it is only possible to achieve four travel lanes by removing parking and replacing it at alternative locations. Achieving the optimum right-of-way width is not possible in much of the corridor.

Given the above considerations, this study recommends that the Illinois 19 SRA be planned as a continuous, four-lane arterial throughout Segments II and III (a distance of about 7½ miles from Western to Cumberland Avenues) with left-turn protection at all intersections, and right-of-way ranging from 66 to 100 feet. It also is recommended that Segment I (from Lake Shore Drive to Western Avenue) be designated as an SRA connector route. This recommendation recognizes that implementation of a four-basic-lane cross section between Lake Shore Drive and Ashland Avenues would not be possible without elimination of on-street parking and encroachment on existing buildings and/or historic sites.

Intersection and Interchange Improvements

An important and cost-effective approach to improving the Illinois 19 SRA corridor focuses on improving the operational efficiency of major intersections. Maintaining reasonable average speeds and achieving peak period levels-of-service per SRA criteria will require intersection improvements along Illinois 19. These improvements include providing left-turn protection, lengthening left-turn storage lanes, adding left-turn phases to signals, improving signal coordination, and removing parking within 150 feet of signalized intersections to allow for right turns and bus stops. At non-signalized intersections where bus stops are located, a standard 105 feet is reserved for bus stops. At some intersections (such as the six-leg intersections at Damen/Lincoln Avenues), left turns may be prohibited. Where the Kennedy Expressway (I-90 and I-94) crosses Illinois 19, major interchange improvements will be completed as part of the Kennedy Expressway rehabilitation project.

Access Control

The frequency, spacing, and complexity of access points and the locations of signalized intersections are important considerations in operating the recommended four-lane arterial. With the exception of selected blocks in Segment II where a major objective is to provide pedestrian refuge, medians are flush rather than raised. In Segment I, there are no medians east of Clark Street. Similarly, there are no medians in one portion of Segment III. Where medians do exist, they are at least 10 feet wide to provide sufficient width to shelter left-turning vehicles.

Where there are no medians, it is recommended that left turns from Illinois 19 to intersecting streets be prohibited at non-signalized intersections. It is also recommended that "right turns on red" onto Illinois 19 be prohibited, but that "right turns on red" from Illinois 19 to intersecting streets be permitted to clear intersections more efficiently.

Where possible, it is recommended that streets at six-leg intersections be closed to minimize the complexity of the intersection and to improve its operations and safety.

Special Features

To improve the operation of the SRA in the vicinity of the Kennedy Expressway interchange, and to facilitate the transit users' transfer between bus and rail systems, it is recommended that diamond lanes (for bus travel only) be established where the expressway crosses Illinois 19 between Keeler and Keystone Avenues. It is also recommended that the CTA elevated station at this location be reconfigured and equipped with automatic fare collection equipment to accommodate entering passengers from the bus stop on the north side of Illinois 19. This would minimize pedestrian crossings, improving pedestrian safety and enhancing roadway efficiency.

The CTA has initiated a project to equip its bus fleet for signal pre-emption. To complement this initiative, signals throughout the SRA corridor also should be equipped for transit pre-emption. Generally, bus stops on the SRA should be located on the far side of the signalized intersections to obtain maximum travel time benefit from the pre-emption feature.

The proposed plan for implementing the SRA concept on Illinois 19 is discussed in Chapter IV.

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Illinois 19 SRA

Chapter IV

Recommended Illinois 19 SRA Plan

Chapter IV
Recommended Illinois 19 SRA Plan

This chapter describes in detail the recommended plan for the Illinois 19 SRA corridor. For clarity, the discussion has been divided into the 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 IDOT 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 IDOT. 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 section also are shown.

Segment I——"East"
(Lake Shore Drive to Western Avenue)

Segment I of the Illinois 19 SRA is approximately 2.25 miles long, extending from the Lake Shore Drive SRA at the east end of the corridor to the Western Avenue SRA (see Exhibits C-1 to C-4). Segment I is located completely within the City of Chicago.

As noted in Chapter III, Segment I of the Illinois 19 SRA corridor has been designated a "SRA Connector," connecting the Lake Shore Drive SRA to the Western Avenue SRA. This recommendation recognizes the disruption and impacts associated with implementation of a four-basic-lane cross section from Lake Shore Drive to Ashland Avenue.

Cross Section and Geometric Characteristics

There are two basic recommended cross sections in this segment. From Lake Shore Drive to Ashland Avenue, the recommended cross section is constrained by the 66-foot right-of-way (varying from 66 to 73 feet from Broadway Avenue to Clark Street). This cross section includes two through travel lanes (one in each direction of travel), two parking lanes, sidewalks, and curb and gutter. There is no median east of Clark Street, but a flush median is recommended from Clark Street to Ashland Avenue. The second recommended cross section, with right-of-way width varying from 85 to 100 feet, extends from Ashland Avenue to Western Avenue. It includes four through travel lanes, two parking lanes, sidewalks, curb and gutter, and flush medians.

In developing the recommended cross section, the alignment has been tailored to existing conditions. Because right-of-way constraints through much of this segment limit improvement options, a major objective in the development of the recommended plan is to maintain continuity in traffic flow. In this segment, it is often impossible to achieve 12-foot travel lanes. Where the right-of-way is narrowest, travel lanes are 11 feet wide. Travel lanes widen to 14 feet between Broadway Avenue and Clark Street, where the roadway must accommodate charter buses serving Wrigley Field during baseball season.

Additional right-of-way would be required to achieve full SRA standards in this segment. As noted earlier in this report, the presence of residential areas, historic and institutional

sites, and cemeteries along Illinois 19 make acquisition of right-of-way infeasible. In addition, because parking availability is essential to residents and businesses in the area, it can be restricted but not removed. Because it is not possible to achieve SRA standards in this segment, it is recommended that this segment be removed from the SRA system. However, in recognition of the importance of Illinois 19 as a connection between the Lake Shore Drive and Western Avenue SRAs, and to the Kennedy and Edens Expressways, it is suggested that this segment be designated as a SRA Connector route. Special attention should be paid to this connector because it functions as a supplement to the SRA system.

Traffic Control, Operations, and Safety

The land use and local street system in Segment I are well established, and are not expected to change significantly. Given the constraints that have been identified, improving signal systems and controlling access afford the greatest opportunities to improve the operation of Illinois 19.

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 also notes the proposed types and locations of medians. Where there are no medians shown, the intent of the plan is to prohibit left turns at non-signalized intersections. Vehicles entering or exiting intersecting streets would be restricted to right-in/right-out movement only.

There are two general recommendations that apply throughout Segment I. The recommended plan prohibits "right turns on red" onto Illinois 19, and permits "right turns on red" from Illinois 19 to intersecting streets. It also prohibits parking within 150 feet of signalized intersections to provide for right-turning movements, accommodate bus stops, and increase left-turn storage capacity at select locations.

The traffic control plan for Segment I would retain all signals that are currently in place, and proposes no additional signals. Except for intersections where there are crossing diagonal streets (e.g., Broadway Avenue and Clark Street), signals are located at approximately ¼-mile intervals consistent with SRA standards. Because 725 feet is the greatest distance that a pedestrian would be required to walk to cross at a signalized

intersection, additional signalized pedestrian crossings——which would cause increased vehicular delay——are not recommended.

Coordinated signal cycles occur from Clarendon Avenue to Ravenswood Avenue, and from Damen Avenue to Western Avenue, but there currently are gaps in coordination at Ravenswood Avenue and at Western Avenue. To improve progression in Segment I, it is recommended that a common cycle length be implemented for all signals from Lake Shore Drive to Western Avenue. Although a detailed study should be completed before the type of signal system is determined, consideration should be given to a closed-loop system, which would provide a high degree of flexibility for varying traffic conditions throughout the day, and would be able to accommodate unusual demands on the system (i.e., traffic generated by special events, such as ballgames).

Except at the Clarendon Avenue and Broadway Avenue intersections, the SRA plan for Segment I would clear parking within 150 feet of all signalized intersections to provide adequate distance for storage of left-turning vehicles. The plan recommends prohibiting westbound vehicles from turning left onto Broadway Avenue; westbound to southbound movements can access Broadway Avenue from Clarendon Avenue. In addition, in order to provide maximum protection for left-turn storage lanes, the plan recommends restricting left turns for eastbound vehicles onto Hoyne Avenue and for westbound vehicles onto Claremont Avenue. At the Lake Shore Drive intersection, signals have left-turn phases onto Illinois 19 as well as for southbound access to Lake Shore Drive. There is a left-turn phase provided for eastbound traffic at Ashland Avenue. Other signals in this segment would not be phased in this manner, generally permitting increased through traffic capacity. Future Phase I engineering studies will determine the appropriate signal phasing that should be implemented at other high-volume intersections in this segment.

Although parking cannot be removed to accommodate four through travel lanes in Segment I, restrictions currently in place should be retained. The peak period parking prohibition in the peak travel direction effectively provides two through travel lanes when the restriction is in effect and enforced. In addition, Illinois 19 is designated a "snow route," and overnight parking is prohibited throughout its length from December 1 to April 1. Clearly, the effectiveness of these measures depends on strict enforcement; it is recommended that enforcement be continued and enhanced.

To verify the reasonableness of the recommended improvements, a planning-level intersection capacity analysis was performed. Table 14 shows the results of the analysis for all signalized intersections in Segment I of Illinois 19. The analysis utilized 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 14
Evaluation of Signalized Intersection Operations Along
Segment I (Lake Shore Drive to Western Avenue) of Illinois 19

Intersection of Illinois 19 and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for intersection[d]
	SRA	Cross Street	SRA	Cross Street	
Lake Shore Drive* at Recreation Drive[a]	T-R L-LT	L-TR	18,000	12,000	0.58
Marine Drive/Lake Shore Drive*,[a]	L-T-TR LTR-R	L-T-TR	18,000	12,000	0.82
Clarendon Avenue[a]	LTR TR	LTR	18,000	5,000	0.84
Broadway Avenue[a]	TR LTR	L-TR	22,400	12,000	1.21
Sheridan Road[a]	L-TR	LTR	32,200	12,000	1.54
Clark Street[a]	L-T-TR	L-T-TR	32,200	20,000	0.87
Southport Avenue[a]	L-TR	LTR	33,300	12,000	1.46
Ashland Avenue	L-T-TR	L-T-TR	34,700	30,800	1.11
Ravenswood Avenue[a]	L-T-TR	LTR	34,700	5,000	0.74
Damen Avenue/Lincoln Avenue[a]	L-TT-TR	TR TR	34,700	12,000	1.24
Leavitt Street[a]	L-T-TR	LTR	31,900	5,000	0.70
Western Avenue*	L-TT-R	L-TT-TR	33,300	45,900	1.06

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.

Other improvements include capacity improvements at the Lincoln Avenue and Damen Avenue six-leg intersection with Illinois 19. Intersection improvements include adding one additional through lane in each direction of travel along the Illinois 19 approaches. The intersection detail for the Lincoln Avenue/Damen Avenue/Illinois 19 intersection is shown in Exhibit D-1.

The capacity analysis indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios at about 60 percent of the Segment I intersections. The intersections where the year 2010 V/C ratio is high are Broadway (1.21), Sheridan Road (1.54), Southport Avenue (1.46), Ashland Avenue (1.11) and Damen/Lincoln Avenues (1.24). These V/C ratios are explained by the high CATS forecast traffic and the constraints on through capacity improvements along Illinois 19. Alternatives such as widening and street closure were examined to improve capacity, but they are not recommended because they could not be implemented without adversely affecting commercial activities at these intersections. Adjustment and fine tuning of signal timing should improve operation of these intersections and improve future operations.

Public Transportation

Public transportation serves Segment I extensively, including two CTA elevated lines, numerous CTA bus routes, and one Pace bus route. Although Metra's C&NW North line does not have a station on this corridor, it does cross Illinois 19 at Ravenswood Avenue. The CTA Howard line crosses at Seminary Avenue, with a station on Sheridan Road just south of the Illinois 19 intersection; the Ravenswood line crosses just west of Ravenswood Avenue, with a station on the north side of Illinois 19. The C&NW North line structure should be rebuilt to improve both horizontal and vertical clearances. Metra plans to complete this rebuilding, although it does not expect to begin the project in the ensuing 5-year period. Horizontal clearance should also be improved on CTA's Howard line, and the 14-foot vertical clearance at the Ravenswood Line should be upgraded to the 14-foot/6-inch standard height. Rail stations should be marked clearly, and access should be visible from the SRA.

If space permits, bus shelters should be installed at stops throughout the corridor. CTA is now planning to equip its entire fleet for signal pre-emption; signals along Illinois 19 should be similarly equipped. Because signal pre-emption works best with bus stops

placed after traffic signals, bus stops should be relocated to the far side of signalized intersections. Another objective, that of minimizing pedestrian crossings to transfer to connecting bus routes, would be accomplished by locating Illinois 19 stops on the far side of the signalized intersections, while retaining near-side stops for intersecting routes.

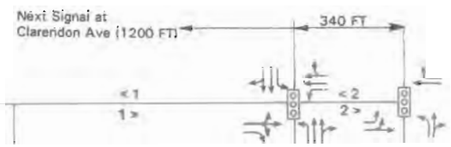
Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment I is $4.0 million in 1991 dollars (see Table 15). This total includes construction costs and reconstruction of structures. No right-of-way acquisition would be required to implement the recommended plan in Segment I. The roadway reconstruction and resurfacing cost is estimated to be $1.74 million, which includes rebuilding the roadway.

Table 15
Opinions of Construction and Right-of-Way Cost for SRA Improvements Along Segment I (Lake Shore Drive to Western Avenue) of Illinois 19 (1991 Dollars)

Roadway Reconstruction (Includes Widening and Resurfacing)	$1,740,000
Intersections/Interchanges	-0-
Structures and Retaining Walls (CTA and C&NW)	2,000,000
Other (Transit Signal Pre-emption)	240,000
Subtotal	$3,980,000
Right-of-Way	-0-
TOTAL	$3,980,000

TRAFFIC CONTROL AND LANE ARRANGEMENT

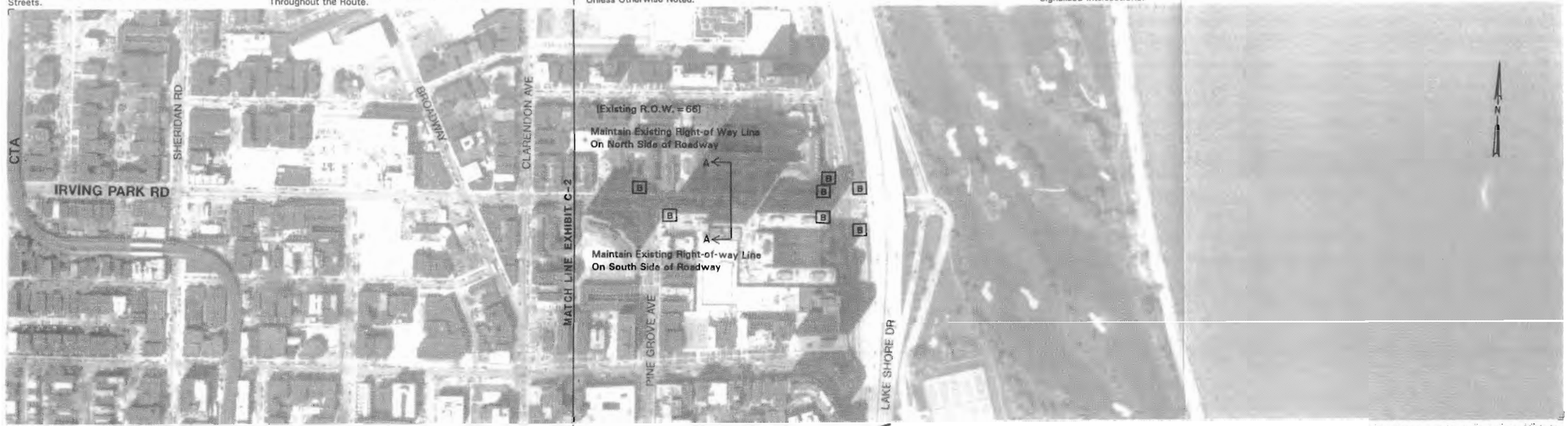


Eliminate "NO TURN ON RED" Signs from the Corridor and Replace on Adjacent Side Streets.

Traffic Signals Shall be Co-ordinated Throughout the Route.

All Cross Streets are Stop Sign Controlled Unless Otherwise Noted.

Prohibit All Parking Within 150 Feet of Signalized Intersections.



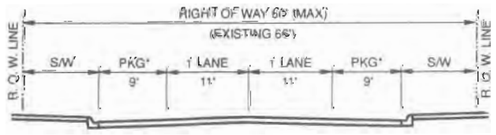
Irving Park Rd. is a SRA Connector Route from Lake Shore Dr. to Western Ave.

Prohibit Left Turns onto Pine Grove Ave.

Bus Stops are Co-ordinated to Minimize Pedestrian Crossings.

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- [B] BUS STOP



ROADWAY SECTION A-A
LAKE SHORE DR TO WEST OF PINE GROVE AVE

* Peak Hour Parking Options:
- NO Parking on Both Sides of the Road
- NO Parking in the Peak Direction of Travel
- Better Enforcement of Existing Restrictions

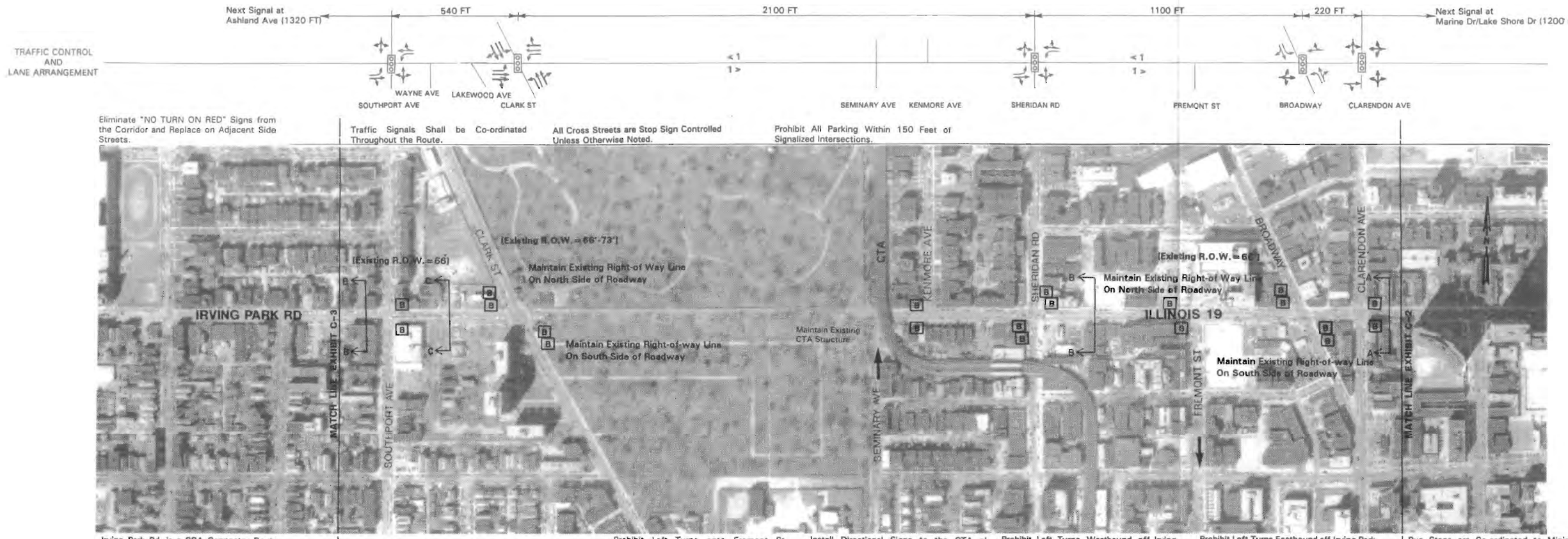
ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study **EXHIBIT C-1**

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

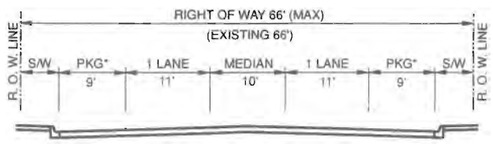
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet



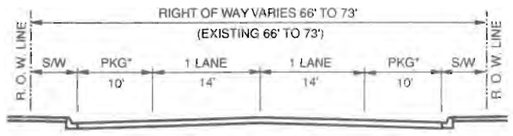
LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



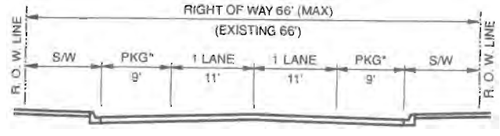
ROADWAY SECTION C-C
CLARK ST TO WEST OF SOUTHPORT AVE

* Peak Hour Parking Options:
- NO Parking on Both Sides of the Road
- NO Parking in the Peak Direction of Travel
- Better Enforcement of Existing Restrictions



ROADWAY SECTION B-B
BROADWAY TO CLARK ST

* Peak Hour Parking Options:
- NO Parking on Both Sides of the Road
- NO Parking in the Peak Direction of Travel
- Better Enforcement of Existing Restrictions



ROADWAY SECTION A-A
EAST OF CLARENDON AVE TO BROADWAY

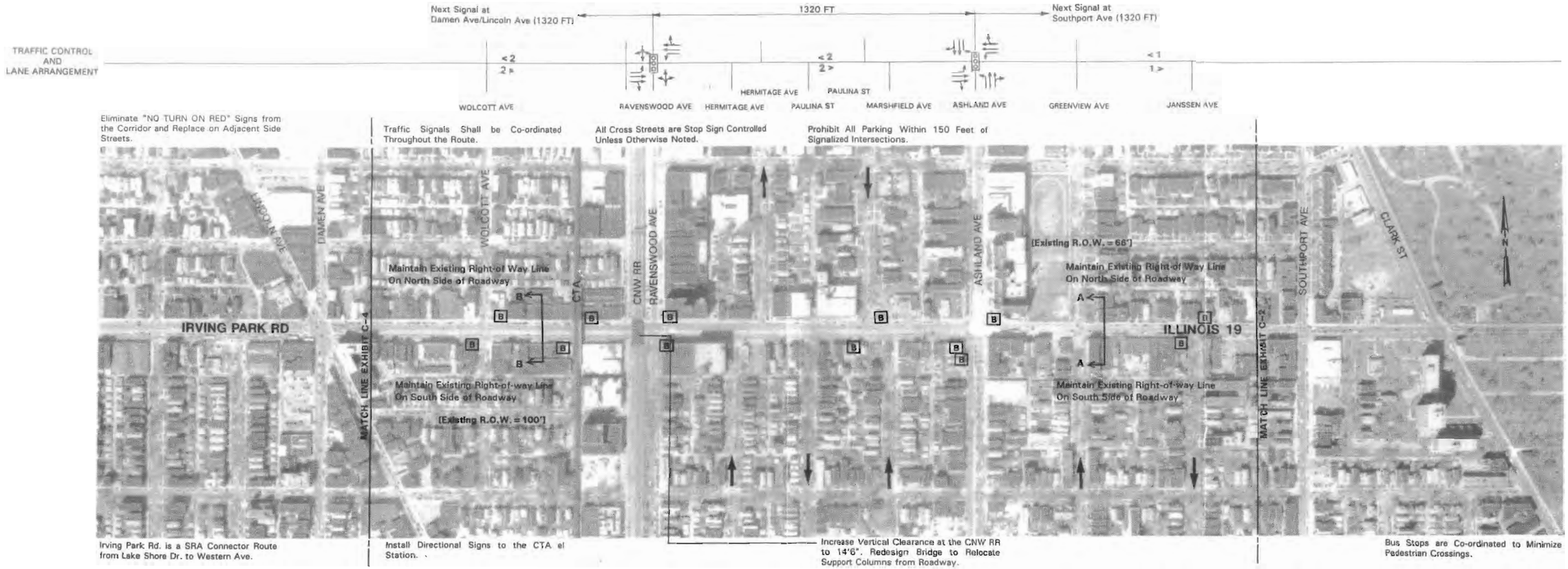
* Peak Hour Parking Options:
- NO Parking on Both Sides of the Road
- NO Parking in the Peak Direction of Travel
- Better Enforcement of Existing Restrictions

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study — EXHIBIT C-2

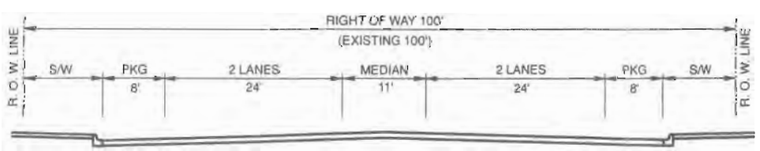
Scale: 0 100 200 feet

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION

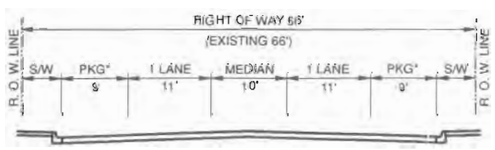


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION B-B
ASHLAND AVE TO WEST OF WOLCOTT AVE



ROADWAY SECTION A-A
EAST OF ASHLAND AVE

* Peak Hour Parking Options:
- NO Parking on Both Sides of the Road
- NO Parking in the Peak Direction of Travel
- Better Enforcement of Existing Restrictions

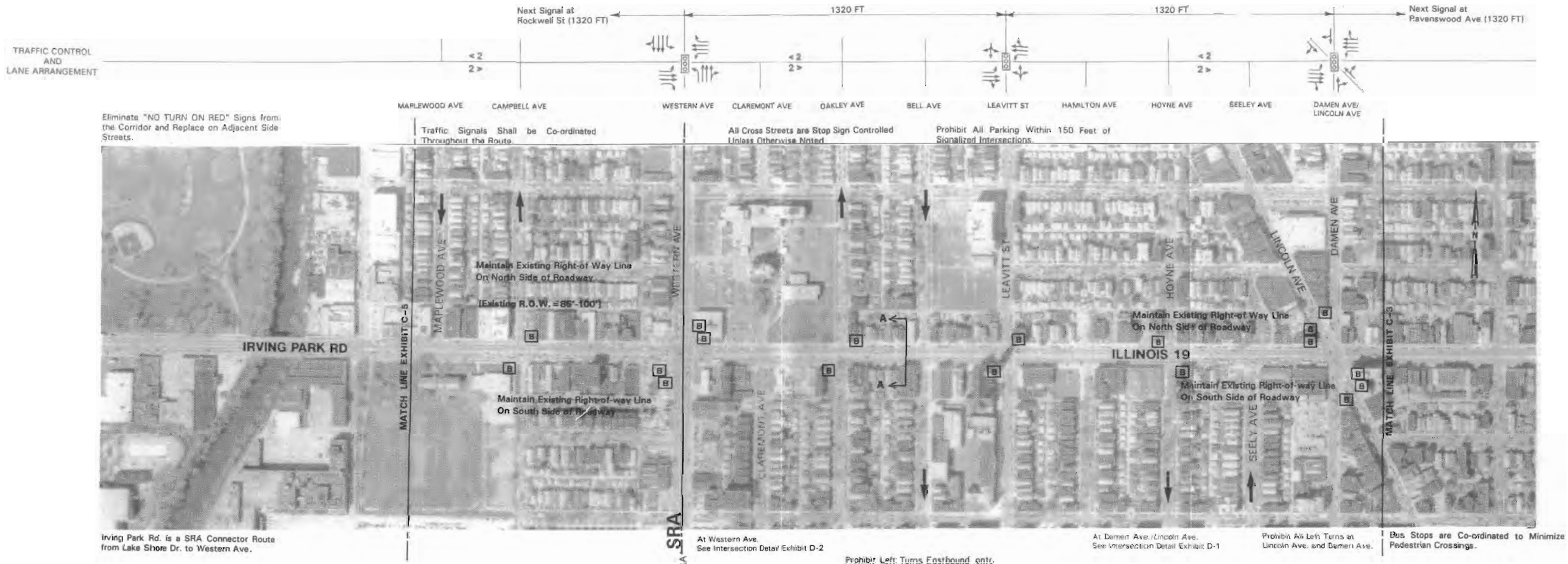
ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-3

Scale: 0 100 200 feet

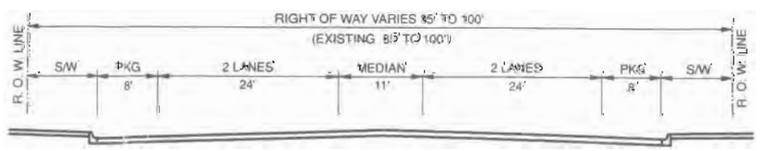
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
EAST OF DAMEN AVE TO WEST OF MAPLEWOOD AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial EXHIBIT C-4 Planning Study

Scale: 0 100 200 feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

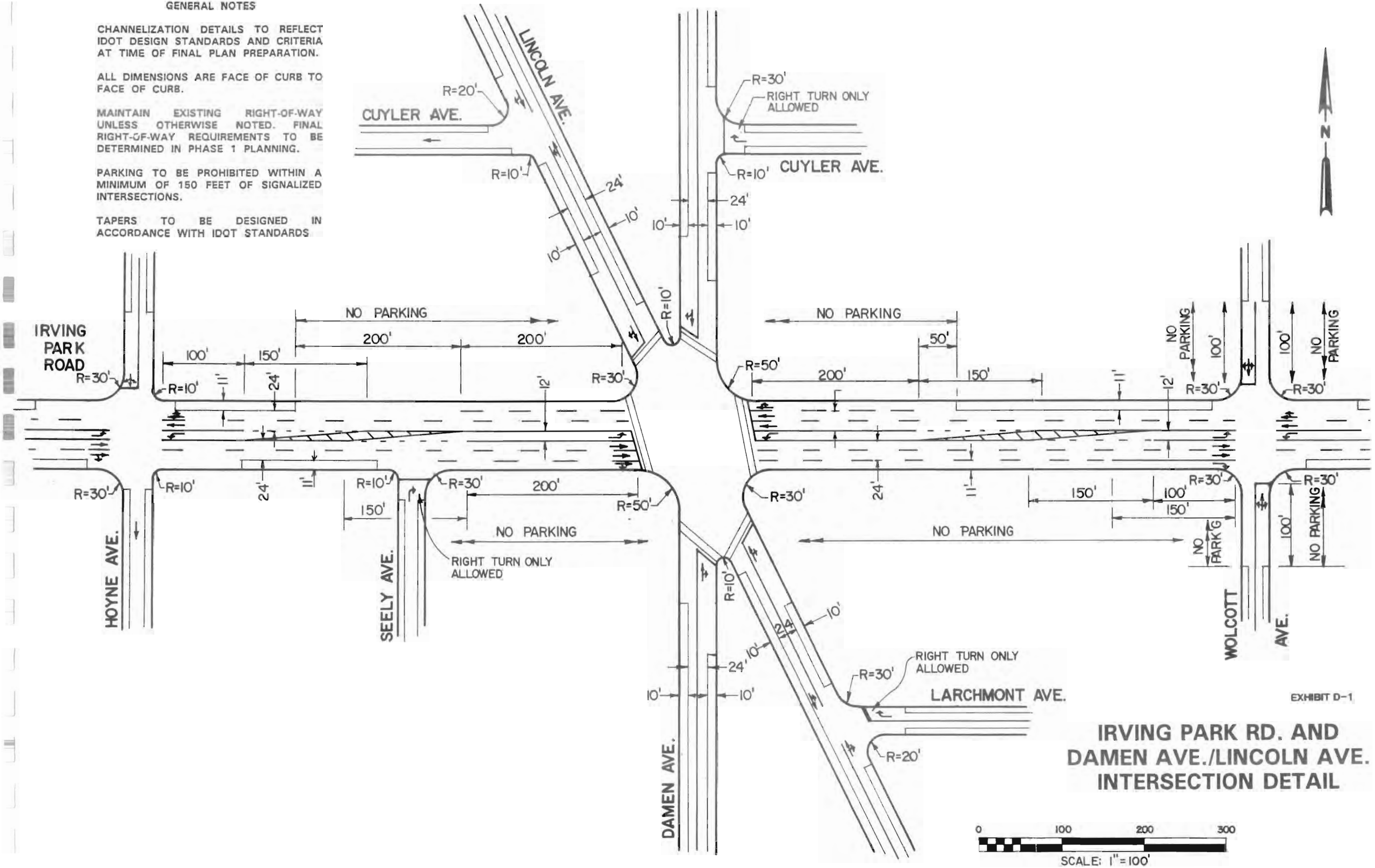


EXHIBIT D-1

IRVING PARK RD. AND DAMEN AVE./LINCOLN AVE. INTERSECTION DETAIL

Segment II——"Central"
(Western Avenue to Austin Avenue)

Segment II of the Illinois 19 SRA is approximately 4½ miles long, extending from the Western Avenue SRA to Austin Avenue (see Exhibits C-5 to C-10). Because Segment I is designated a "SRA Connector," Western Avenue actually marks the beginning of the formally-designated SRA route. Another SRA route, Cicero Avenue, also intersects the corridor in this segment.

Cross Section and Geometric Characteristics

Because Segment II is the only Illinois 19 segment with 100 feet of right-of-way available (in full conformance with SRA standards), no right-of-way acquisition is required to implement the recommended plan for the segment. Symmetrical widening is recommended between Kildare and Austin Avenues to obtain the recommended cross section; all of this widening occurs within the existing right-of-way. With the exception of the areas where parks are located, the recommended cross section is the same throughout the segment. The cross section includes four basic through lanes (two 12-foot lanes in each direction of travel), an 11-foot flush median, two 8-foot parking lanes, and two 12½-foot sidewalks.

This cross section is modified slightly between Rockwell Street and California Avenue where Horner and California Parks are located, and again between Long Avenue and Central Avenue where Portage Park is located. In order to provide pedestrian refuge for people accessing the parks, the cross section features a 16-foot raised median at both locations. Between Rockwell Street and California Avenue, the extra width for the median could be obtained by narrowing the traffic lanes to 11 feet, and by narrowing the sidewalks to 12 feet. Implementing this cross section would require widening the 67-foot-wide bridge over the North Branch of the Chicago River. Between Long and Central Avenues, the extra width for the median is obtained by eliminating one lane of parking, which also would permit widening the sidewalks to 14 feet.

Between Keystone Avenue to east of Keeler Avenue (under the Kennedy Expressway), the cross section is expanded to provide three lanes in each direction of travel, with

four-foot median. Two lanes will be conventional use lanes, while the outside, third lane would be restricted to buses.

In developing the recommended cross section, the alignment has been tailored to existing conditions in order to maintain traffic flow continuity. The plan also indicates locations where adjustments have been made to satisfy specific needs (i.e., narrowing traffic lane widths to 11 feet to ensure safe pedestrian access to Horner and California Parks).

Traffic Control, Operations, and Safety

Both land use and the local street system are well established in Segment II, and are not expected to change significantly. Improved traffic controls, including signal systems and access control, are essential to increasing the efficiency of this segment.

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 also indicates the proposed types and locations of medians.

Two general recommendations apply throughout Segment II. The SRA concept developed for Segment II would prohibit "right turns on red" onto Illinois 19, and would permit "right turns on red" from Illinois 19 to intersecting streets. In addition, the plan would prohibit parking within 150 feet of signalized intersections to provide for right-turning movements, to accommodate bus stops, and to increase left-turn storage capacity.

The traffic control plan for Segment II would retain all signals currently in place; one additional signal planned for the Kennedy Expressway interchange, which currently is being rebuilt, is indicated on the plan (see Exhibit C-8). This signal will serve southbound traffic exiting the expressway. From Western Avenue to Central Park Avenue, signals are located at ¼-mile intervals consistent with SRA standards. Signals also are spaced a minimum of ¼ mile between Lavergne and Austin Avenues. Diagonal streets crossing the corridor (at Elston Avenue and at Cicero/Milwaukee Avenues) and access streets to the Kennedy Expressway interchange interrupt the signal spacing. In the ½ mile between Pulaski Road and Kostner Avenue that includes the expressway interchange, there are six signals spaced from 230 to 760 feet apart. One-quarter mile spacing also is interrupted by the requirements of the commercial and retail district from

Kilpatrick Avenue to Lamon Avenue (signal spacing in this area is 660 feet). Because of the requirements of the intersections served by these signals, no change in spacing is recommended.

In most instances, 725 feet is the greatest distance that a pedestrian would be required to walk to cross at a signalized intersection. However, between Kostner and Kilpatrick Avenues, pedestrians would have to walk 990 feet, or less that one-fifth of a mile, to reach a signalized crossing. Additional signalized pedestrian crossings are not recommended because they would cause increased vehicular delay.

Coordinated signal cycles occur from Rockwell Street to Kimball Avenue, from Central Park Avenue to Kilpatrick Avenue, and from Lamon Avenue to Oak Park Avenue (where Segment II concludes). Gaps in coordination occur at Elston Avenue and at Cicero Avenue, both of which are multi-leg intersections. A detailed engineering study should be completed to determine if there are opportunities to improve progression by applying updated technologies. For example, consideration should be given to a closed-loop system, which would provide a high degree of flexibility to accommodate variable daily traffic conditions and satisfy unusual demands on the system.

In Segment II, most signals do not have left-turn phasing from Illinois 19. Exceptions occur for eastbound traffic at Western Avenue, all traffic at Pulaski Road, eastbound traffic at Keeler Avenue, and westbound traffic at Austin Avenue. At Cicero Avenue, left turns are permitted onto Illinois 19, and the signal is phased to facilitate these turns. A detailed engineering study should be done to determine whether left-turn signal phases should be implemented at high-volume intersections in the segment.

As a general rule, the SRA concept developed for Illinois 19 would implement sufficient left-turn storage lanes at all signalized intersections unless left-turn movements would conflict with one-way street patterns. No provisions are made for eastbound vehicles at Sacramento Avenue, westbound vehicles at Hamlin Avenue, eastbound vehicles at Kildare Avenue, eastbound vehicles at Lamon Avenue (a "T-intersection"), eastbound vehicles at Lavergne Avenue, and eastbound vehicles at Menard Avenue. In addition, left turns would not be permitted if they would conflict with access and egress to the Kennedy Expressway. Specifically, left turns are not permitted to or from Keystone Avenue, and from Illinois 19 to Tripp and Avondale Avenues. Left turns also would be prohibited

from Illinois 19 to Lawndale, Elston, Cicero (see following discussion), and Milwaukee Avenues.

Other improvements include capacity improvements at the Western Avenue and Illinois 19 intersection. At this intersection, parking should be removed on the approaches to create room for eastbound and westbound right-turn lanes (see Exhibit D-2).

Additional recommended improvements to control access include closing the Monticello Avenue intersection on the south side of Illinois 19, which would reduce congestion at this multi-leg intersection with Elston Avenue and Illinois 19 (see the intersection detail in Exhibit D-3), and closing access to Clover Street. Realigning Kilpatrick Avenue north of Illinois 19 to eliminate the offset intersection also is proposed. The plan exhibit identifies two alternative approaches to the redesign of Kilpatrick Avenue. The intersection detail in Exhibit D-5 also indicates this intersection realignment, and identifies the following measures for the Cicero Avenue/Milwaukee Avenue intersection: prohibiting left turns from Irving Park Road, prohibiting left turns from Milwaukee Avenue, lengthening left turn storage lanes on Cicero Avenue, clearing parking near the intersection, and lengthening right-turn bays on Illinois 19.

Parking is generally permitted throughout Segment II. In the commercial areas, it is metered. This SRA route is a designated "snow route," and overnight parking is prohibited from December 1 to April 1. No changes in these practices are recommended. No parking would be permitted from Keystone to Keeler Avenues in the vicinity of the Kennedy Expressway interchange (see Exhibit D-4 for the intersection detail).

To verify the reasonableness of the recommended improvements, a planning-level intersection capacity analysis was performed. Table 16 shows the results of that analysis for all signalized intersections in Segment II. The analysis utilized 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 16
Evaluation of Signalized Intersection Operations Along Segment II (Western Avenue to Austin Avenue) of Illinois 19

Intersection of Illinois 19 and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Cross Street	SRA	Cross Street	
Western Avenue*	L-TT-R	L-TT-TR	33,300	45,900	1.06
Rockwell Street[a]	L-T-TR	LTR	33,300	5,000	0.73
California Avenue	L-T-TR	L-TR	33,300	14,400	0.99
Sacramento Avenue[a]	L-TT T-TR	LR LTR	31,900	5,000	0.70
Kedzie Avenue	L-T-TR	L-TR	33,000	16,000	1.01
Kimball Avenue[a]	L-T-TR	L-TR	33,000	12,000	0.90
Central Park Avenue[a]	L-TT T-TR	LTR	32,700	5,000	0.72
Elston Avenue/Monticello Avenue[a]	T-TR	L-T-TR	32,700	20,000	0.94
Hamlin Avenue[a]	T-TR L-TT	LTR	28,400	5,000	0.72
Pulaski Road	L-T-TR L-TT-R	L-T-TR	26,100	22,800	0.89
Keystone Avenue/Kennedy Expressway[a]	T-TR TT	R L-LTR	38,600	12,000	0.81
Kennedy Expressway Ramp[a]	TT-R	L-LT	38,600	12,000	0.78
Keeler Avenue[a]	TT L-TT	L-TR RR	38,600	12,000	1.01
Kildare Avenue[a]	T-TR L-TT	LTR LR	38,600	5,000	0.81
Kostner Avenue[a]	L-T-TR	LTR	38,100	5,000	0.80
Kilpatrick Avenue[a]	L-TT-R	LTR	32,700	12,000	1.07
Cicero Avenue*/Milwaukee Avenue	TT-R	L-T-TR T-R	38,100	46,100 21,900	1.43
Lamon Avenue[a]	TT	LR	38,100	5,000	0.68
Lavergne Avenue[a]	L-TT T-TR	LTR	38,100	5,000	0.86
Laramie Avenue[a]	L-T-TR	LT-TR	38,100	12,000	0.92
Long Avenue[a]	L-T-TR	LTR	37,100	5,000	0.79
Central Avenue[a]	L-T-TR	L-T-TR	37,100	20,000	0.92
Menard Avenue[a]	L-TT T-TR	LTR	36,400	5,000	0.77
Austin Avenue	L-TT-R L-T-TR	L-T-TR	36,400	26,200	1.05

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.

CHI253/015.51

The capacity analysis (see Table 16) indicates that the recommended plan should produce good V/C ratios at about 60 percent of the intersections in the segment. An important exception is the six-leg intersection of Illinois 19 and Cicero/Milwaukee Avenues where the calculated V/C ratio is 1.43. Another problem area is Kostner Avenue (a V/C ratio of 1.05). Other locations where the V/C ratio exceeds 0.90, and are approaching unacceptable levels, are Western Avenue (1.06), California Avenue (0.99), Kedzie Avenue (1.01), Keeler Avenue (1.01), Kilpatrick Avenue (1.07), Laramie and Central Avenues (each at 0.92), and Austin Avenue (1.05). Alternatives such as grade separation and additional street closures were examined, but they are not recommended because they would cause adverse impacts on commercial activities and the surrounding neighborhoods. Adjustment and fine tuning of signal timing would help improve operation of these intersections.

Public Transportation

Public transportation service is extensive in Segment II of the Illinois 19 SRA. In addition to CTA's Route 80 Illinois 19 bus service, there are numerous intersecting bus routes. Several rail lines serve the corridor in this segment as well. CTA's O'Hare Rapid Transit line has a station on Illinois 19 and Metra's C&NW Northwest line has a station located one block south of the corridor. Both of these rail lines cross the corridor at the Kennedy Expressway interchange. Metra's Milwaukee Division North line has stations ¼ mile south and ½ mile north of Illinois 19 and crosses the corridor east of Cicero Avenue.

Structures supporting Metra's commuter lines, all of which are grade separated, should be upgraded to the 14-foot/6-inch standard height, and horizontal clearances should be upgraded as well. Metra plans to begin rebuilding all C&NW Northwest line structures located in the City of Chicago during the current program period, with construction expected to be complete in about 10 years. Similar improvements to the Milwaukee Division structures are not programmed yet.

Other planned improvements pertaining to rail service include opening an access to the CTA O'Hare Rapid Transit line platform from the north side of Illinois 19. This entry would feature automatic fare collection equipment that could, at a minimum, serve passengers using exact change, passes, or tokens. This improvement would reduce the

number of pedestrians crossing from the bus stop on the north side of the street to this heavily-used station (an average of 4,450 entering daily passengers) and enhance pedestrian safety. For the passengers who need to enter the station via the agent, and for Metra passengers who must cross Illinois 19, lighting under the Kennedy Expressway and CTA structures should be improved, as should signalized pedestrian crossings. Designation of special bus-only lanes from Keystone Avenue to the rapid transit station entrances is recommended to minimize bus/auto/pedestrian conflict. Rail stations should be marked clearly, and access and directional signs to stations should be visible from the SRA.

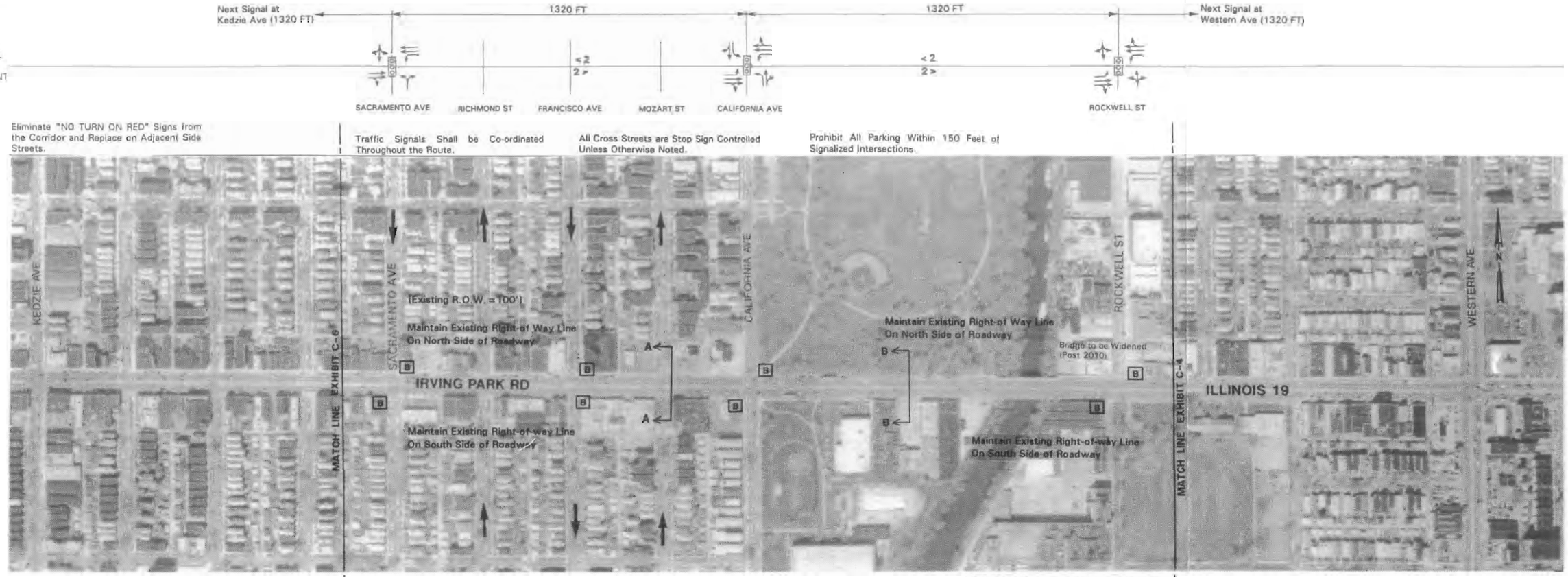
If space permits, bus shelters should be installed at stops throughout the corridor. CTA is now planning to equip its entire fleet for signal pre-emption; signals along Illinois 19 should be similarly equipped. Because signal pre-emption works best when bus stops are placed after signals, bus stops should generally be relocated to the far side of signalized intersections. Another objective——to minimize pedestrian crossings to transfer to connecting bus routes——would be met by locating Illinois 19 stops on the far side of the signalized intersections, while retaining near-side stops for intersecting routes.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment II is $18.0 million in 1991 dollars (see Table 17). This total includes construction costs and costs of reconstruction or widening and resurfacing of structures. No right-of-way acquisition would be required to implement the recommended plan for Segment II. The roadway reconstruction and resurfacing cost is estimated to be $8.28 million. An additional $9.76 million would be required for improving intersections, signalization, and structures.

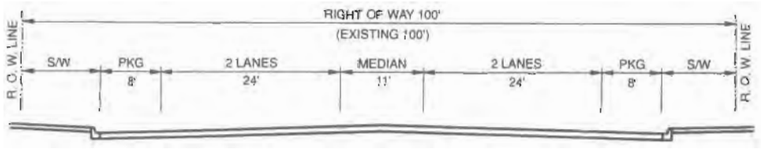
Table 17
Opinions of Construction and Right-of-Way Cost for SRA Improvements Along Segment II (Western Avenue to Austin Avenue) of Illinois 19 (1991 Dollars)

Roadway Reconstruction (Includes Widening and Resurfacing)	$ 8,280,000
Intersections/Interchanges (Western Avenue [SRA], Kilpatrick Avenue, and Cicero Avenue [SRA])	2,100,000
Structures and Retaining Walls (Metra, C&NW and CTA Structures, and Chicago River)	7,260,000
Other (Transit Signal Pre-emption)	400,000
Subtotal	18,040,000
Right-of-Way	-0-
TOTAL	**$18,040,000**

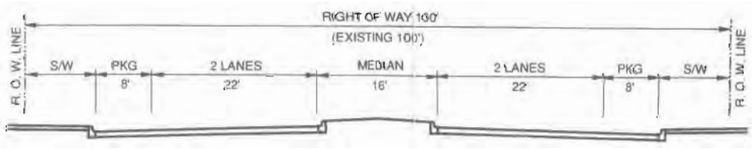


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
WEST OF CALIFORNIA AVE
EAST OF ROCKWELL ST



ROADWAY SECTION B-B
CALIFORNIA AVE TO ROCKWELL ST

ILLINOS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-5

Scale: 0 100 200 feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Next Signal at Central Park Ave (1320 FT)

1320 FT

Next Signal at Sacramento Ave (1320 FT)

TRAFFIC CONTROL AND LANE ARRANGEMENT

< 2
2 >

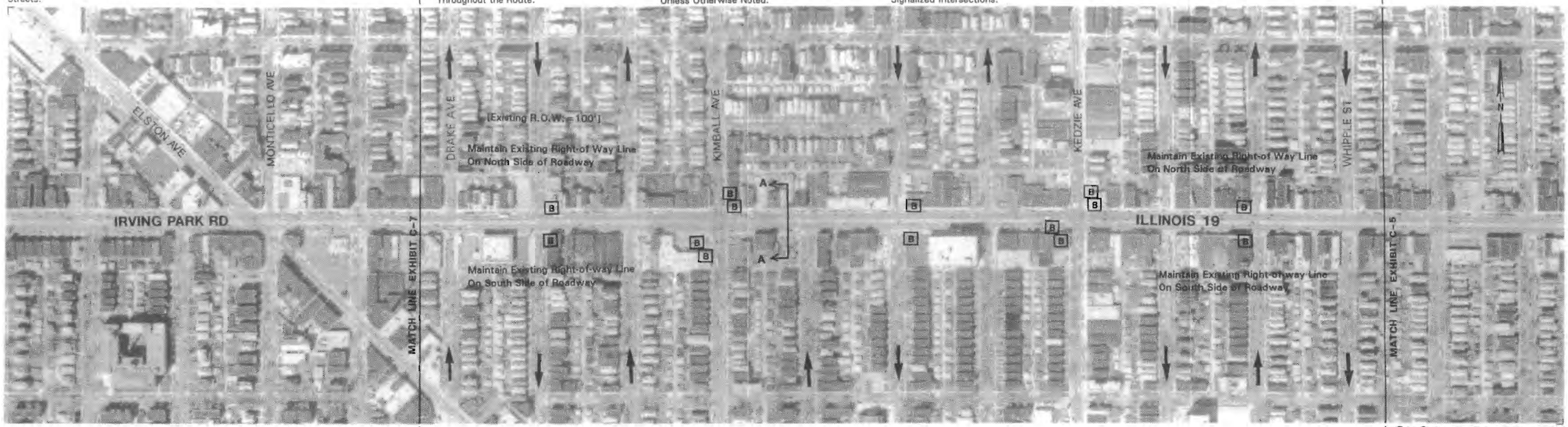
DRAKE AVE | ST LOUIS AVE | BERNARD ST | KIMBALL AVE | CHRISTIANA AVE | SPAULDING AVE | SAWYER AVE | KEDZIE AVE | TROY ST | ALBANY AVE | WHIPPLE ST

Eliminate "NO TURN ON RED" Signs from the Corridor and Replace on Adjacent Side Streets.

Traffic Signals Shall be Co-ordinated Throughout the Route.

All Cross Streets are Stop Sign Controlled Unless Otherwise Noted.

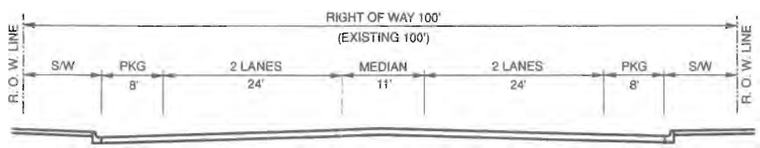
Prohibit All Parking Within 150 Feet of Signalized Intersections.



Bus Stops are Co-ordinated to Minimize Pedestrian Crossings.

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
EAST OF WHIPPLE ST TO WEST OF DRAKE AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

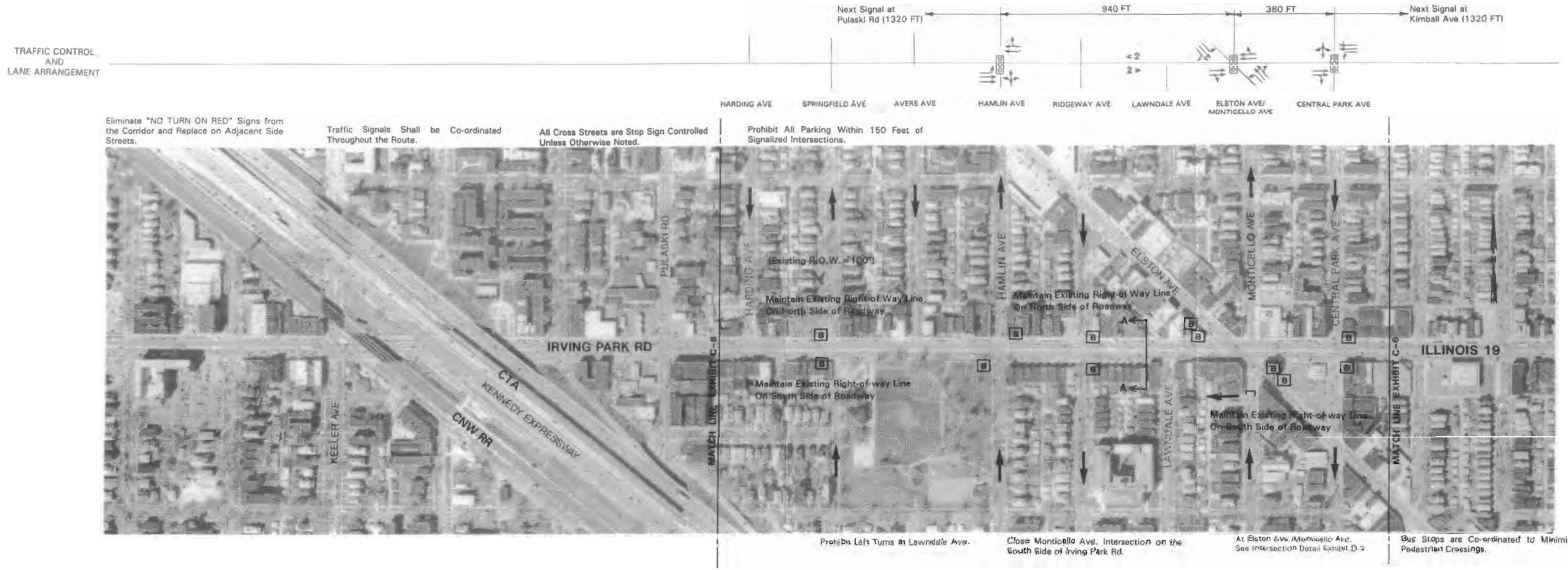
SRA Strategic Regional Arterial Planning Study

EXHIBIT C-6

Scale: 0 100 200 feet

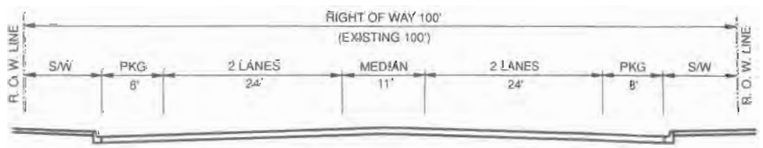
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
EAST OF CENTRAL PARK AVE TO WEST OF HARDING AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

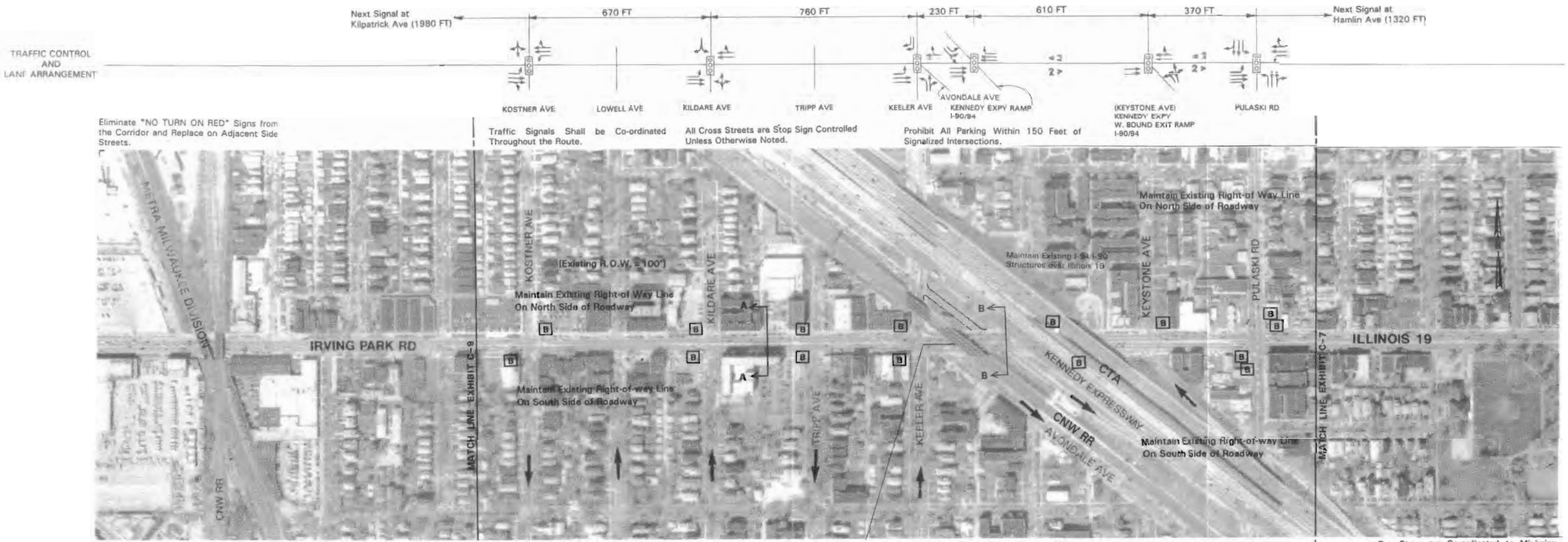
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

EXHIBIT C-7

Scale: 0 100 200 feet



Widen Roadway Symmetrically From Kildare Ave. to West of Kostner Ave.

Improve Pedestrian Crossing, Lighting, and Pavement Markings at the CTA Station and Connecting Bus Stops.

Provide Access to the CTA- Rapid Transit O'Hare Line from the Stairwell on the North Side of Irving Park Road.

Install Directional Signs to the Metra CNW Station.

Prohibit Left Turns onto Tripp Ave. and Avondale Ave.

Increase Vertical Clearance at the CNW RR to 14'6". Redesign the Bridge to Reduce the Number of Support Columns.

Install Directional Signs to the CTA el Station.

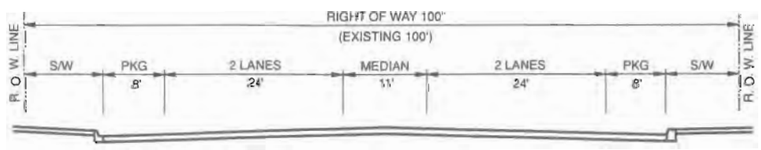
Prohibit Left Turns off Irving Park Rd. to Keystone Ave. Designate Keystone Ave. as a Two-Way Street North of Irving Park Rd. for One Block. Prohibit Left Turns off Keystone Ave. to Irving Park Rd.

At I-90/I-94 (Kennedy Expy.)
See Intersection Detail Exhibit D-4

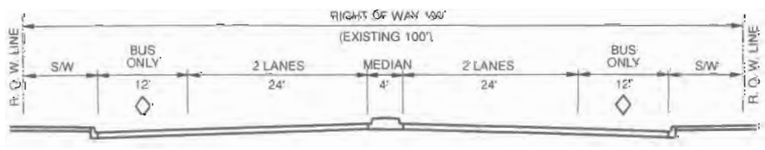
Bus Stops are Co-ordinated to Minimize Pedestrian Crossings.

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- <3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
EAST OF PULASKI RD TO WEST OF KOSTNER AVE



ROADWAY SECTION B-B
KEYSTONE AVE TO EAST OF KEELER AVE

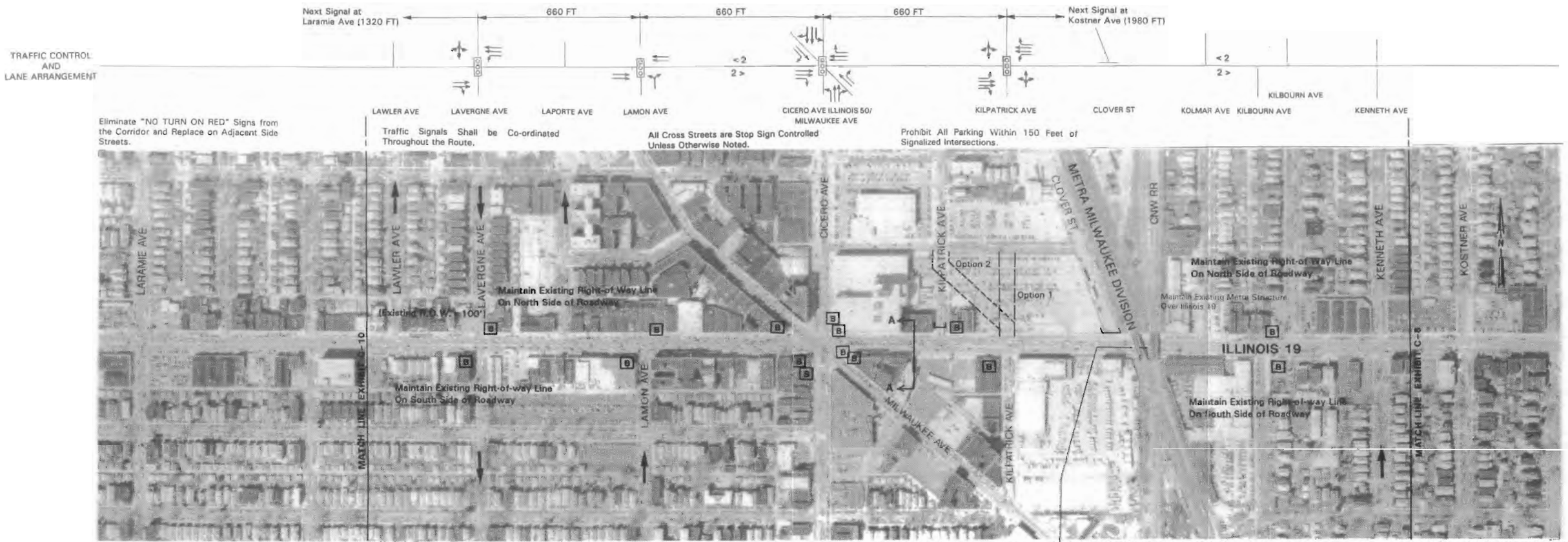
ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-8

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

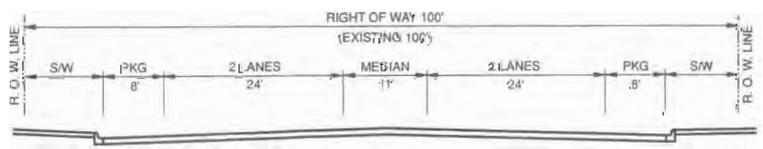
ILLINOIS DEPARTMENT OF TRANSPORTATION

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



ROADWAY SECTION A-A
EAST OF KENNETH AVE TO WEST OF LAWLER AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

Prepared by CH2M HILL in association with
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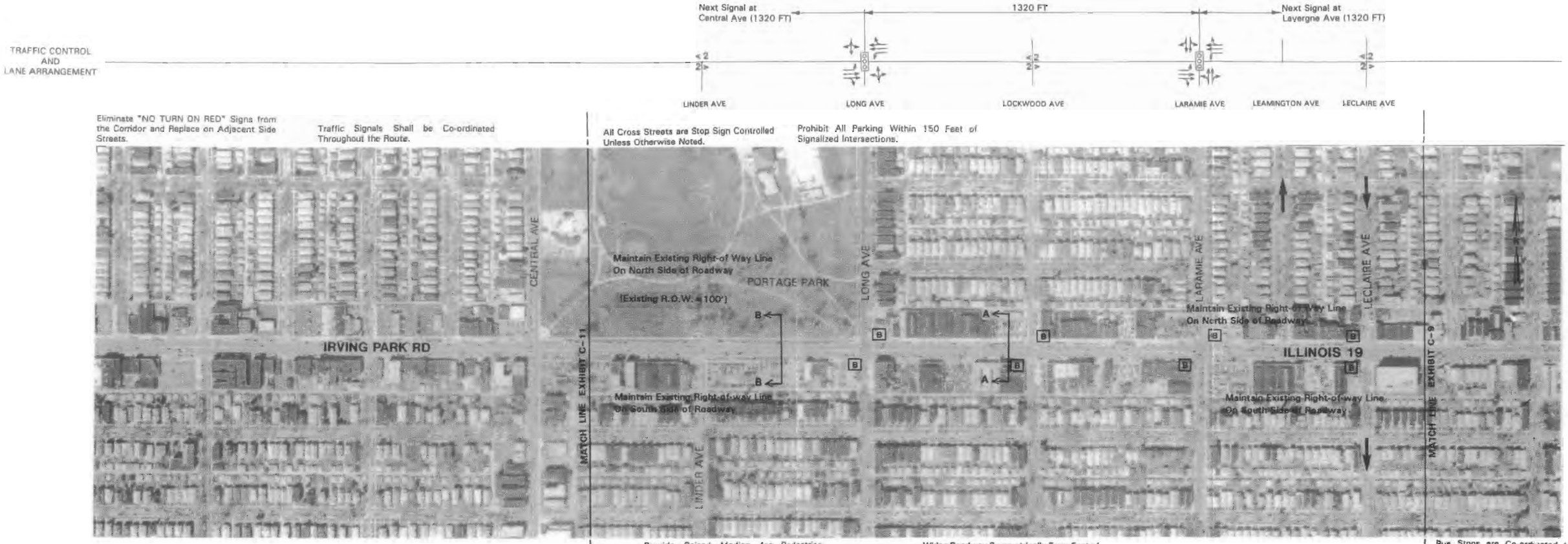
ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

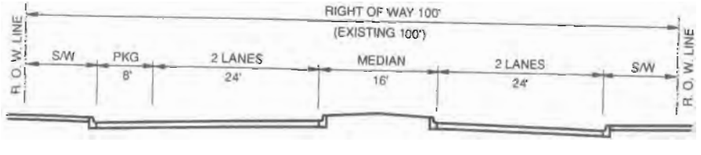
EXHIBIT C-9

Scale: 0 100 200 feet

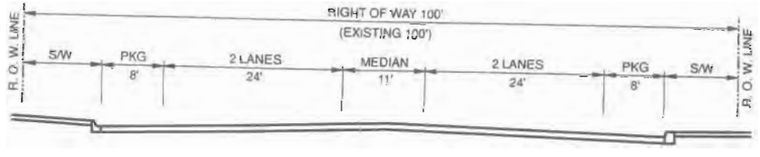


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- [B] BUS STOP



ROADWAY SECTION B-B
LONG AVE TO WEST OF LINDER AVE



ROADWAY SECTION A-A
EAST OF LECLAIRE AVE TO LONG AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-10

Scale: 0 100 200 feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

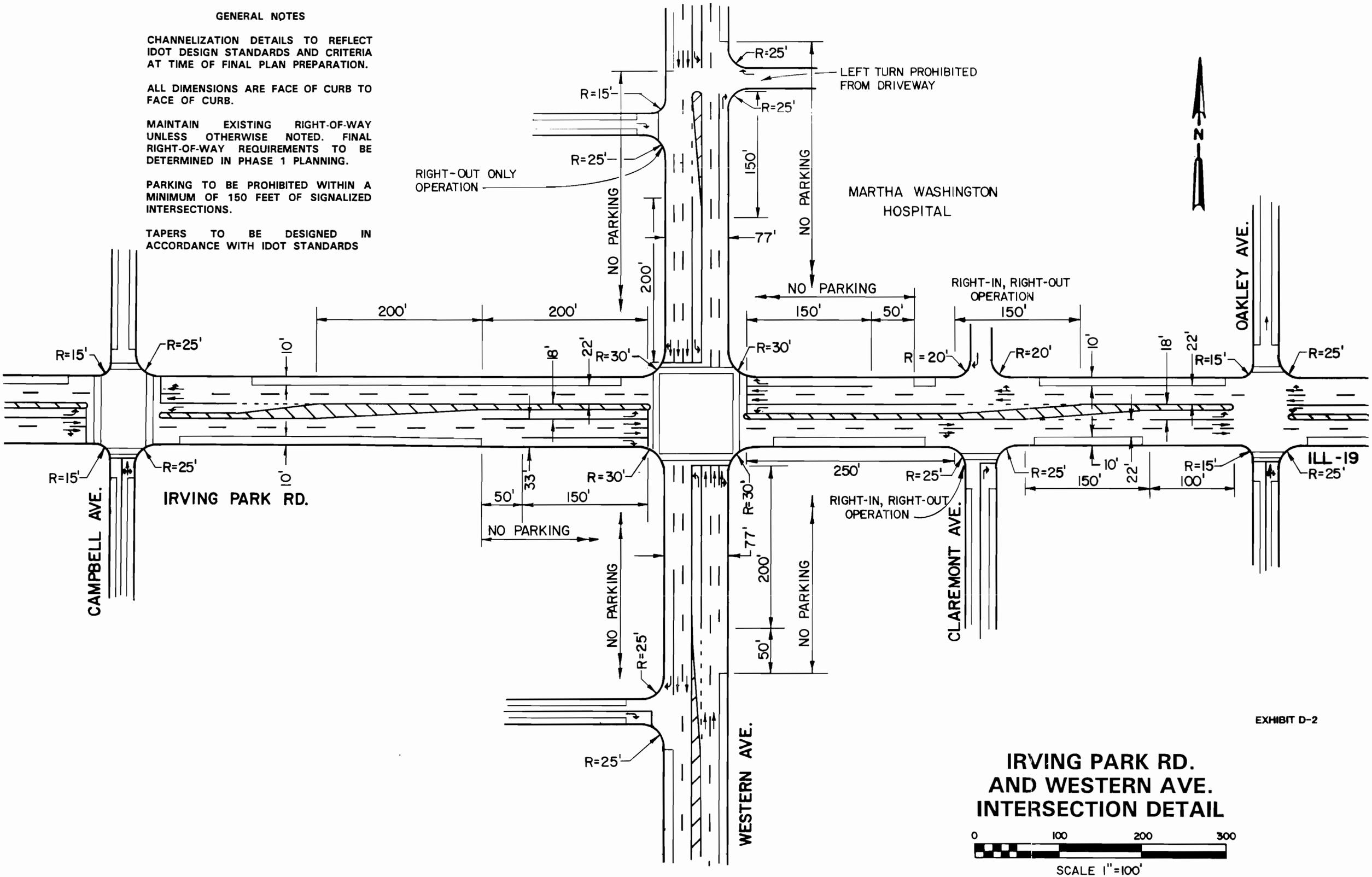


EXHIBIT D-2

IRVING PARK RD. AND WESTERN AVE. INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

GENERAL NOTES

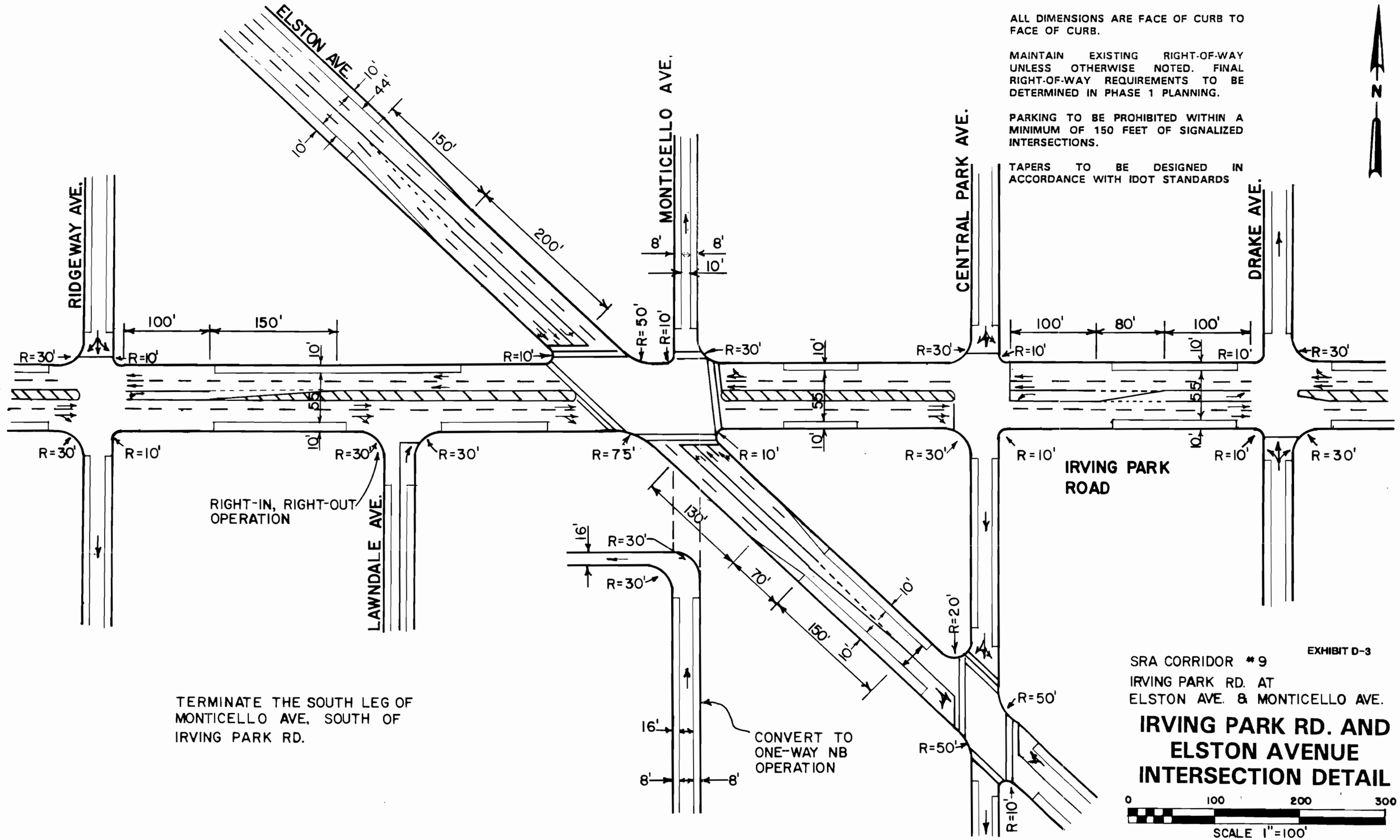
CHANNELIZATION DETAILS TO REFLECT IDOT DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS



TERMINATE THE SOUTH LEG OF MONTICELLO AVE. SOUTH OF IRVING PARK RD.

EXHIBIT D-3

SRA CORRIDOR # 9

IRVING PARK RD. AT ELSTON AVE. & MONTICELLO AVE.

IRVING PARK RD. AND ELSTON AVENUE INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

GENERAL NOTES

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

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

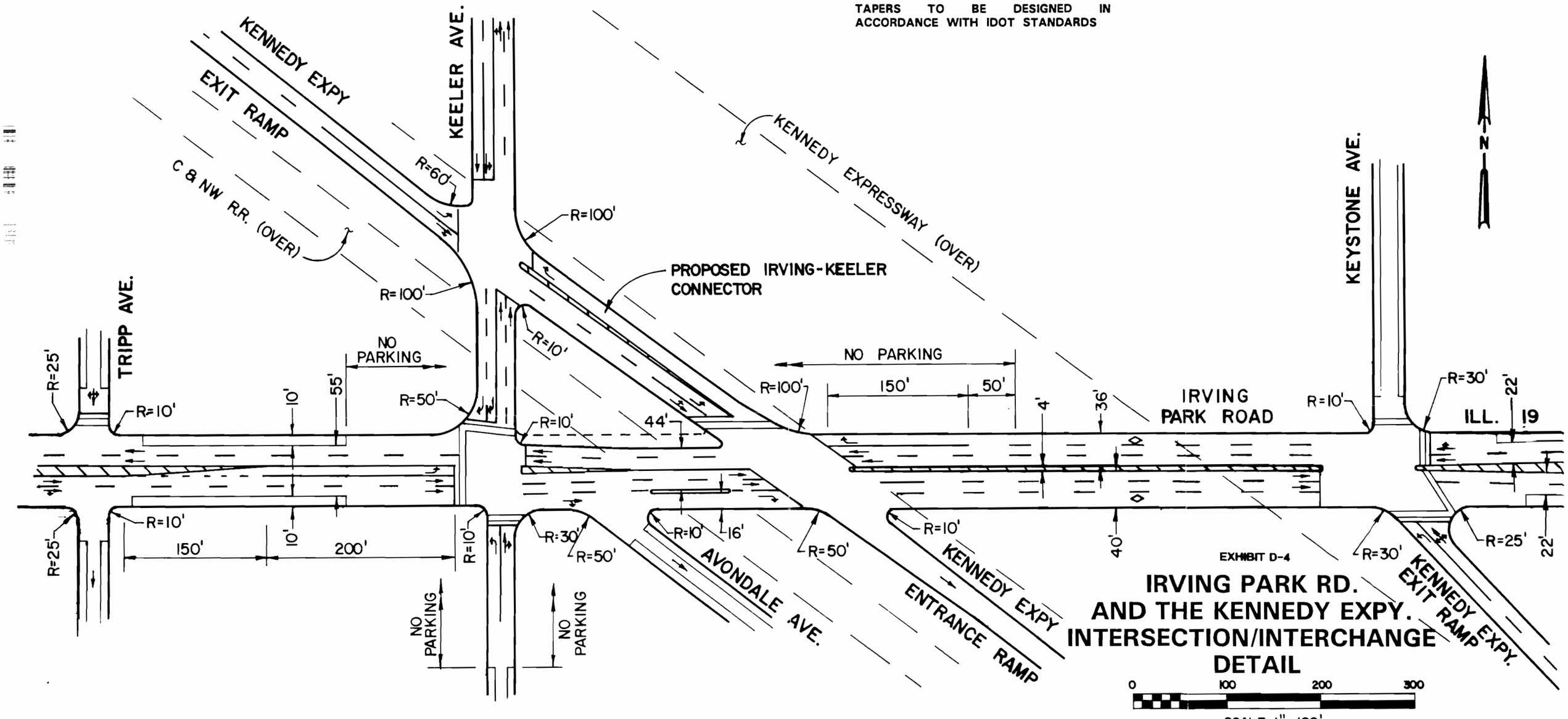


EXHIBIT D-4

IRVING PARK RD. AND THE KENNEDY EXPY. INTERSECTION/INTERCHANGE DETAIL

GENERAL NOTES

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

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

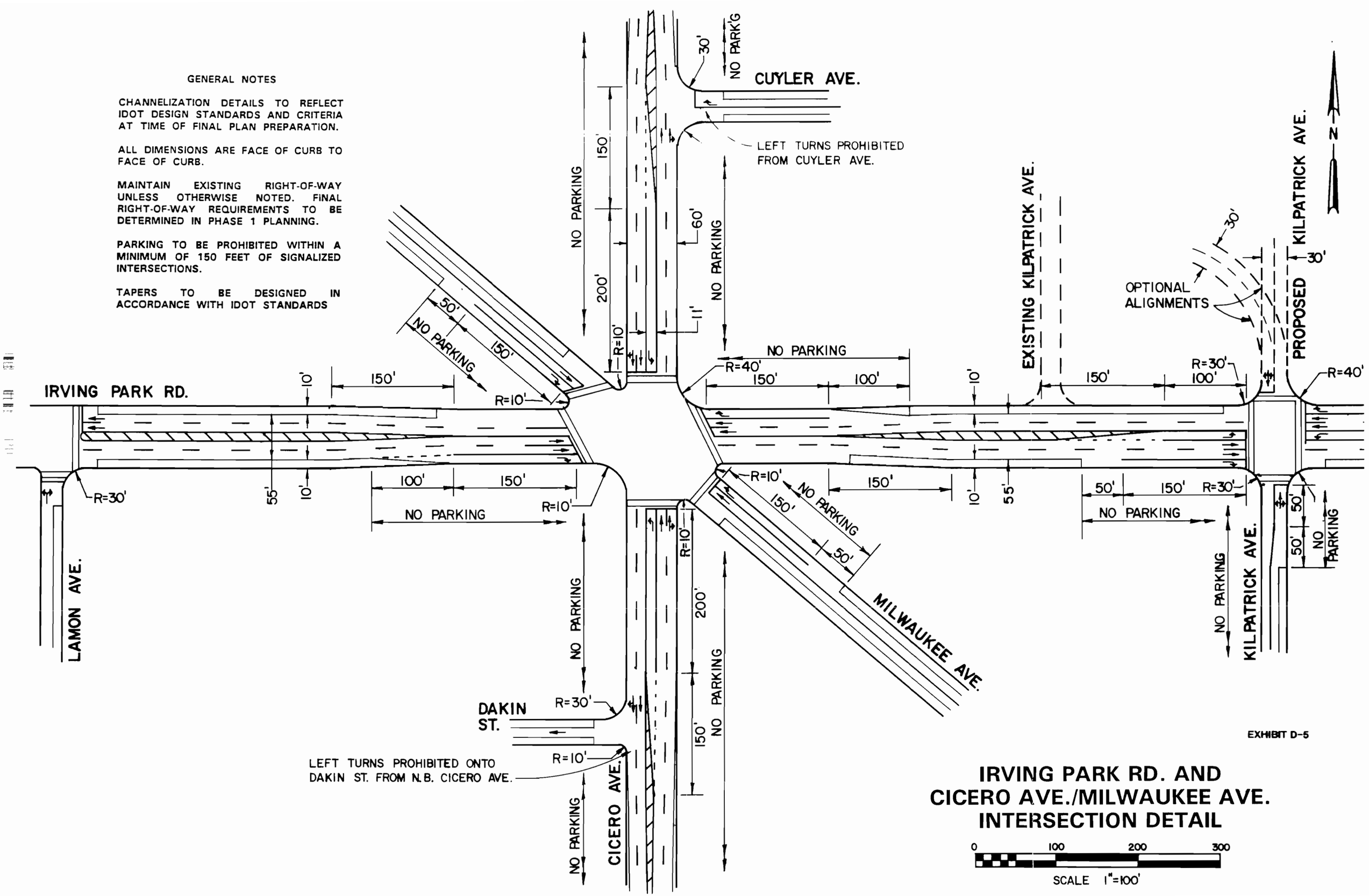


EXHIBIT D-5

IRVING PARK RD. AND CICERO AVE./MILWAUKEE AVE. INTERSECTION DETAIL

0 100 200 300

SCALE 1"=100'

Segment III——"West"
(Austin Avenue to Cumberland Avenue)

Segment III of the Illinois 19 SRA is approximately 3.0 miles long, extending from Austin Avenue to Cumberland Avenue, an intersecting SRA route (see Exhibits C-11 to C-15). A 1.4-mile portion of Segment III west of Harlem Avenue to Ozanam Avenue is in the Village of Norridge. Illinois 43 (the Harlem Avenue SRA) also intersects the corridor in this segment.

Cross Section and Geometric Characteristics

At Austin Avenue, proceeding west along Segment III, right-of-way narrows from 100 to 73 feet; thereafter, it varies from 66 to 85 feet as far as Pacific Avenue. Between Pacific and Cumberland Avenues, right-of-way widens again to 100 feet. This variable right-of-way necessitates different cross sections in this segment. The principal objectives in developing cross sections for this segment of the route are to achieve four through travel lanes and to maintain continuity in traffic flow. In order to accomplish these objectives, a series of alternatives involving complex trade-offs was considered.

Twelve-foot travel lanes are rarely achievable for the Illinois 19 SRA. The following summary presents recommended cross section characteristics for Segment III:

- From Austin Avenue to west of Melvina Avenue, four 11½-foot travel lanes, one 8-foot parking lane, and two 10-foot sidewalks;

- From Melvina Avenue to Neenah Avenue, a 10-foot median, four 11-foot travel lanes, and sidewalks on both sides of the street;

- From Neenah Avenue to Harlem Avenue, an 11-foot median, four 11-foot travel lanes, one 8-foot parking lane, and sidewalks on both sides of the street;

- From Harlem Avenue west of Oconto Avenue, a 12-foot median, four 11-foot travel lanes, and sidewalks on both sides of the street;

- From Octavia Avenue to Oriole Avenue, a 10-foot median, four 11-foot travel lanes, one 8-foot parking lane, and sidewalks on both sides of the street;

- From Oriole Avenue to Pacific Avenue, an 11-foot median, four 11-foot travel lanes, and sidewalks on both sides of the street; and

- Pacific Avenue to Cumberland Avenue (the end of the Illinois 19 corridor), a 12-foot median, four 12-foot travel lanes, and sidewalks on both sides of the street.

There is one location where right-of-way acquisition will be required (see Exhibits C-12 and C-13). From Neenah Avenue to Oconto Avenue, land owned by the State of Illinois (associated with the Chicago-Read Mental Health Center, the Illinois State Police, and an IDOT maintenance facility) will need to be acquired. This acquisition would permit widening from the existing 66- to 73-foot cross section to an 80- to 85-foot cross section.

Developing the recommended cross section requires tailoring the alignment to existing conditions and constraints. In general, the recommended roadway plan in Segment III follows the existing horizontal alignment, and attempts to avoid existing buildings and other sensitive areas. Proposed right-of-way acquisitions occur only in areas where land appears to be available and where there does not appear to be a major conflict with existing uses.

Traffic Control, Operations, and Safety

As in the other two segments, the land use and local street system in Segment III are well established and are not expected to change significantly. Given the constraints that have been identified, the keys to improving the efficiency of the segment lie in improving signal systems and in controlling access.

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 recommended plan notes the types and locations of medians. Where no median is indicated, the intent of the plan is to prohibit left turns at non-

signalized intersections. Vehicles entering or exiting intersecting streets would be restricted to right-in/right-out movement only.

Two general recommendations apply throughout Segment III. The SRA plan would prohibit "right turns on red" onto Illinois 19, and permit "right turns on red" from Illinois 19 to intersecting streets. It also would prohibit parking within 150 feet of signalized intersections to provide for right-turning movements, to accommodate bus stops, and to increase left-turn storage capacity.

The traffic control plan for Segment III would retain all signals currently in place, and proposes no additional signals. Between Austin Avenue and Narragansett Avenue, signals are spaced at ¼-mile intervals; from Narragansett Avenue to Neenah Avenue, two signals are spaced at 650-foot and 520-foot intervals to accommodate the requirements of the Dunning Square shopping center and a CTA bus turnaround. Signals from the beginning of the segment to Oak Park Avenue are coordinated.

At Octavia and Forest Preserve Avenues the signal is fully actuated and coordinated with signals at the Harlem Avenue SRA (Illinois 43). The plan also recommends coordinating the signal at Oriole Avenue with the signal at Harlem Avenue less than 1 mile to the east. The distance separating the other signals at the western end of the corridor appear to make coordination unnecessary.

A detailed engineering study should be completed to determine if there are opportunities to improve progression by applying updated technologies. For example, consideration should be given to a closed-loop system, which would provide a high degree of flexibility for variable daily traffic conditions, and satisfy unusual demands on the system.

West of Oak Park Avenue where greater signal spacing is provided, pedestrians may have to walk considerable distances to cross at signalized intersections. Given the land uses in the segment, including institutional uses and cemeteries where spacing is the greatest, no additional signals are recommended.

The plan makes provisions for storage of left-turning vehicles at all signalized intersections, except for eastbound-to-northbound vehicles at Harlem Avenue where left turns are prohibited. The plan also would prohibit left turns from Illinois 19 to Moody,

Meade, McVicker, Oconto, and Odell Avenues, and from Neva Avenue to Illinois 19. Separate signal phases are provided for left turns in both travel directions at Harlem and Cumberland Avenues. Left-turn cycles for eastbound vehicles are located at Natchez and Forest Preserve Avenues, and for westbound vehicles at Austin Avenue.

Improving the operation of the intersections at Harlem Avenue (an intersecting SRA) and at Octavia Avenue/Forest Preserve Avenue is an important objective of this study. These two intersections are only 700 feet apart; Oconto Avenue intersects the corridor between these two intersections, and Odell Avenue intersects Illinois 19 and Forest Preserve Avenue just west of Octavia Avenue. Several alternatives were considered (including closing Forest Preserve Avenue, which is not recommended at this time). The series of recommendations does include prohibiting left turns from Neva Avenue to Illinois 19; prohibiting left turns from eastbound Illinois 19 to northbound Harlem Avenue; prohibiting left turns from Illinois 19 to Oconto Avenue; restricting turning movements at the driveways on the north side of Illinois 19 to right-in/right-out operation only; prohibiting left turns from driveways onto Forest Preserve Avenue north of Illinois 19, and restricting movements to right-in/right-out operation only; closing the south leg of Octavia Avenue restricting southbound left turns from Octavia Avenue; converting Belle Plaine to one way eastbound between Odell Avenue and Octavia Avenue; and restricting turns at Odell Avenue to right-in/right-out movement only. The intersection detail in Exhibit D-6 illustrates these recommendations.

Parking is metered in areas of the corridor where commercial activity exists. In addition, Illinois 19 is a designated "snow route," and overnight parking is prohibited throughout the route from December 1 to April 1. No changes in these procedures are recommended.

Implementing the cross section recommended for Segment III would necessitate parking removal from some portions of the route. In all instances where parking demand is high and parking removal is recommended, the SRA plan provides options for parking replacement in off-street facilities or on side streets. Specifically, the plan calls for:

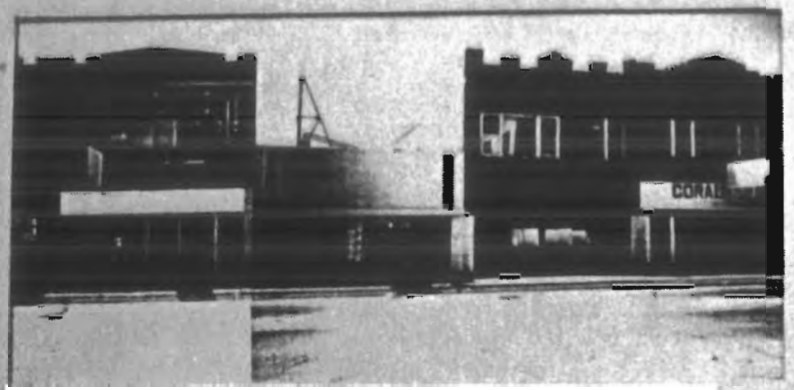
- Removing parking on the north side of Illinois 19 from Austin Avenue to Melvina Avenue, and replacing it with diagonal parking on adjacent side streets, including Moody Avenue and Meade Avenue. It may also be

desirable to redevelop one or two mid-block lots for parking on the south side of the street between Austin Avenue and Meade Avenue, providing that such redevelopment occur in a careful manner that would not disrupt the character of the street. Special parking details developed for this location are shown in Exhibits 6a and 6b.

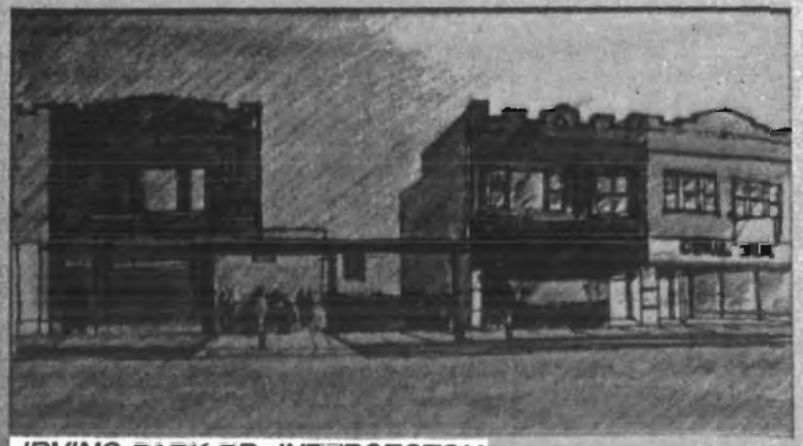
- Prohibiting parking on both sides of Illinois 19 from Melvina Avenue to Neenah Avenue, and replacing it with diagonal parking on Mobile Avenue and Natchez Avenue. To supplement parking availability, acquisition of the vacant lot at the southeast corner of Natchez Avenue and Illinois 19 is recommended.

- Removing parking on the north side of Illinois 19 from east of Oak Park Avenue to Harlem Avenue. No replacement is recommended because the land use on the north side of the street in this area is institutional and does not require on-street parking.

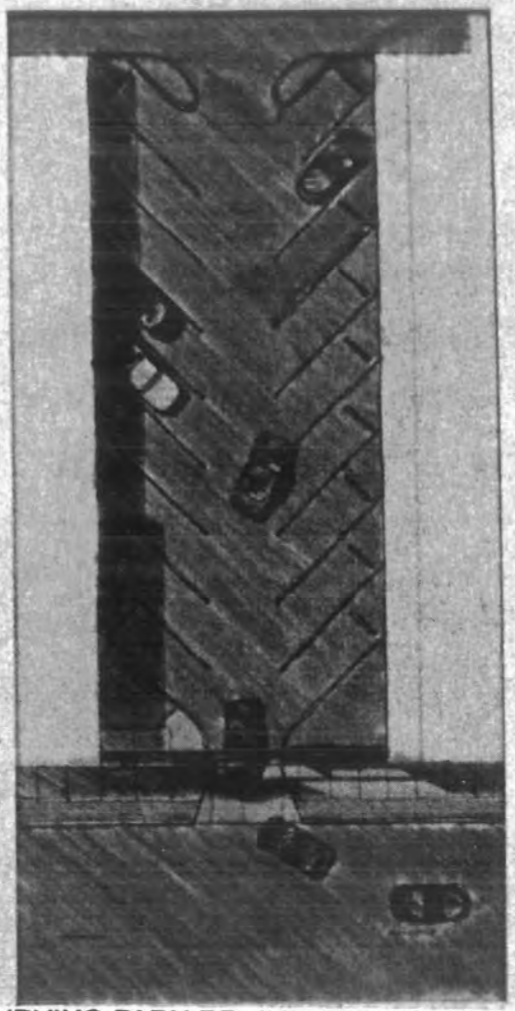
- Removing 42 diagonal parking spaces on the north side of Illinois 19 from Octavia Avenue to Oriole Avenue, and replacing those spaces with 28 parallel spaces. The balance of the parking need can be accommodated in off-street lots that exist at every block in this area. Additional parcels could be acquired to provide additional off-street parking if required.



IRVING PARK RD. INTERSECTING McVICKER AVE.
EXISTING CONDITIONS



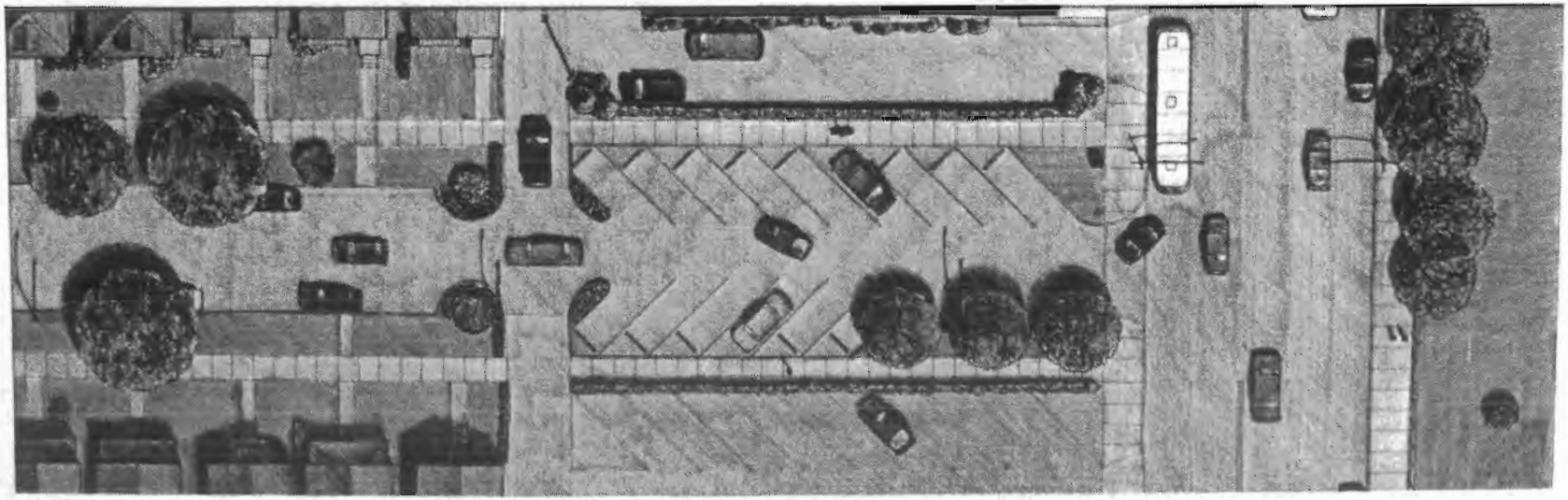
IRVING PARK RD. INTERSECTON
McVICKER AVE. PROPOSED MID BLOCK PARKING
(SOUTHERN VIEW FROM McVICKER AVE.)



IRVING PARK RD. INTERSECTING McVICKER AVE.
PROPOSED MID BLOCK PARKING – PLAN VIEW

Exhibit 6a
PARKING DETAIL

MOODY AVE. PROPOSED DIAGONAL PARKING – VIEW FROM IRVING PARK RD.



MOODY AVE. PROPOSED DIAGONAL PARKING – PLAN

Exhibit 6b

PARKING DETAIL

- Removing parking on both sides of Illinois 19 from Oriole Avenue to Pioneer Avenue. No replacement parking is recommended for two reasons: (1) a substantial part of the land use in this area is dedicated to cemeteries where on-street parking is not required, and (2) the area is primarily residential and parking is provided by the dwelling units. Any supplemental residential requirements could be met by parking on the adjacent side streets.

- Removing parking on both sides of Illinois 19 from Pioneer Avenue to Cumberland Avenue, and replacing it with diagonal parking on adjacent side streets.

Generally, the replacement parking would not extend beyond the first alley in the side streets. Landscaping would separate the parked vehicles from the buildings on the streets, and through landscaping techniques, entryways to the residential areas could be developed.

Removing diagonal parking in the Village of Norridge would enable roadway widening to the recommended cross section. In addition, because vehicles would no longer back out of parking spaces and into Illinois 19 traffic, parking removal would promote operational safety for the arterial.

In connection with the planned unit development in the Read-Dunning complex west of Oak Park Avenue, access to the development should be reserved. An extension of Sayre Avenue north of Illinois 19 would optimize signal spacing and minimize conflict with the Oak Park Avenue and Harlem Avenue intersections. Sufficient land for implementation of an extension of Sayre Avenue should be reserved.

To verify the reasonableness of the recommended improvements, a planning-level intersection capacity analysis was performed. Table 18 shows the results of that analysis for all signalized intersections in Segment III of Illinois 19. The analysis utilized 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 18
Evaluation of Signalized Intersection Operations Along
Segment III (Austin Avenue to Cumberland Avenue) of Illinois 19

Intersection of Illinois 19 and:	Lane Arrangements[b]		Year 2010 ADT (vpd)[c]		V/C for Intersection[d]
	SRA	Cross Street	SRA	Cross Street	
Austin Avenue	L-TT-R L-T-TR	L-T-TR	36,400	26,200	1.05
Melvina Avenue[a]	L-T-TR	LTR	34,200	5,000	0.74
Narragansett Avenue	L-T-TR	L-T-TR	34,200	18,000	0.94
Natchez Avenue[a]	L-T-TR	LTR	34,200	12,000	1.10
Neenah Avenue[a]	L-T-TR	L-R LR	34,200	5,000	0.71
Oak Park Avenue[a]	L-T-TR	L-TR	34,200	12,000	0.87
Harlem Avenue*	L-T-TR T-TR	L-T-TR	32,900	33,700	1.16
Forest Preserve/Octavia Avenue[a]	L-T-TR	T-TR L-T-TR	22,700	12,000	0.63
Oriole Avenue[a]	L-T-TR	LTR	22,700	5,000	0.54
Cumberland Avenue*	L-T-TR	L-TT-R L-TT-TR	31,700	33,500	0.96

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.

The capacity analysis indicates that the recommended plan should produce acceptable V/C ratios at about half of the intersections in the segment. The intersections where the forecasted V/C ratio exceed 1.0 are Austin Avenue (1.05), Natchez Avenue (1.10), and Harlem Avenue (1.16). These high ratios can be explained by constraints of the Illinois 19 and cross street cross sections, and the high CATS forecast volumes (relative to existing traffic). Widening and street closures, beyond what is recommended in the plan, would adversely affect existing land uses in the corridor and commercial activities at the intersections noted above. It is necessary to rely on the improvements presented in the plan, and to adjust and fine tune signal timing, to improve operation of these intersections and to serve projected traffic volumes.

Public Transportation

CTA buses operating on and intersecting Illinois 19 provide primary public transportation service to Segment III. Two Pace bus routes also serve the corridor: one that terminates at Harlem-Irving Plaza, and another that operates on Cumberland Avenue. There is no rail service in this segment.

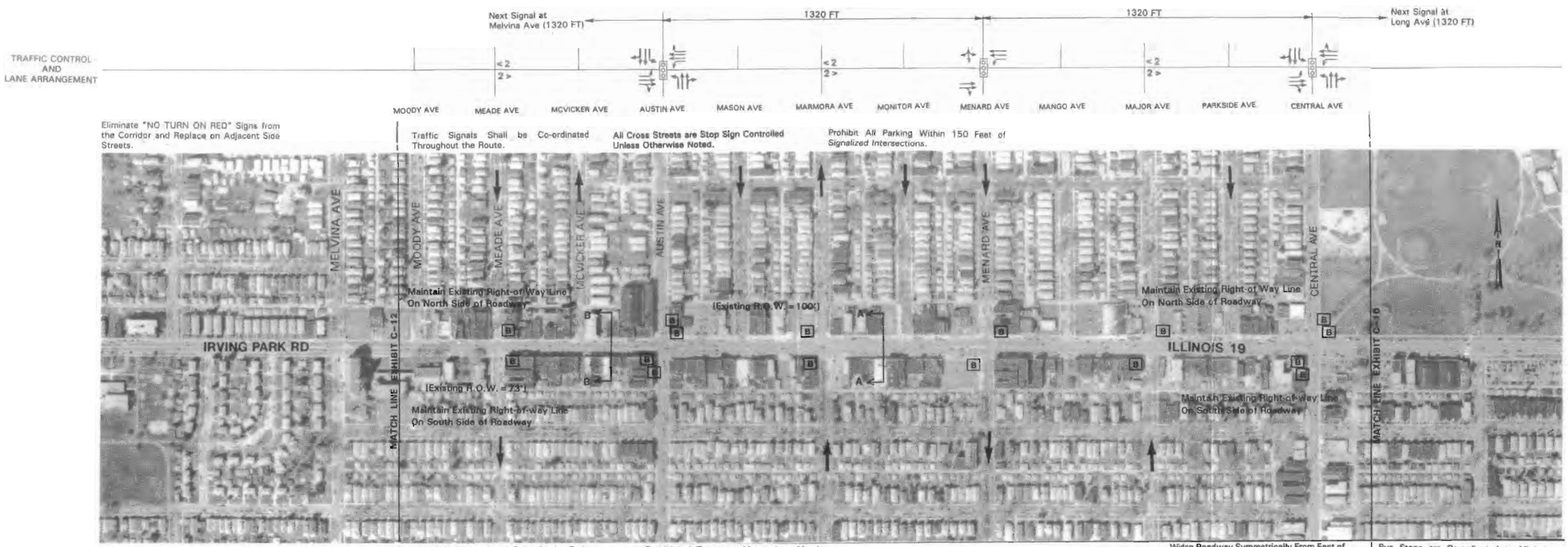
If space permits, bus shelters should be installed at stops throughout the corridor. CTA is currently planning to equip its entire fleet for signal pre-emption; signals along Illinois 19 should be similarly equipped. Because signal pre-emption works best when bus stops are placed after signals, bus stops should generally be relocated to the far side of signalized intersections. Another objective——to minimize pedestrian crossings to transfer to connecting bus routes——would be met by locating Illinois 19 stops on the far side of the signalized intersections, while retaining near-side stops for intersecting routes.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment III is $9.3 million in 1991 dollars (see Table 19). This total includes construction costs and right-of-way acquisition. There is no cost associated with reconstruction of structures (there are no structures in this segment). The roadway reconstruction cost is estimated to be $7.3 million, which includes roadway rebuilding and improving intersections and signalization. Total right-of-way costs are estimated at $2.0 million in 1991 dollars.

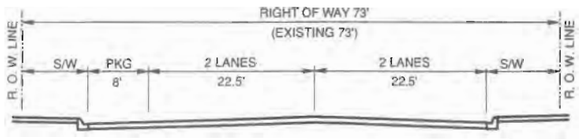
Table 19
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment III
(Austin Avenue to Cumberland Avenue) of Illinois 19
(1991 Dollars)

Roadway Reconstruction (Includes Widening and Resurfacing)	$ 5,020,000
Intersections/Interchanges (Harlem Avenue, Cumberland Avenue)	2,000,000
Structures	-0-
Other (Transit Signal Pre-emption)	240,000
Subtotal	7,260,000
Right-of-Way	2,030,000
TOTAL	**$9,290,000**

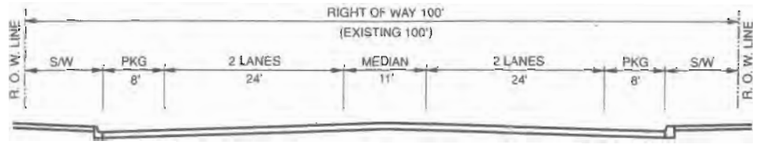


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION B-B
AUSTIN AVE TO MOODY AVE



ROADWAY SECTION A-A
CENTRAL AVE TO AUSTIN AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

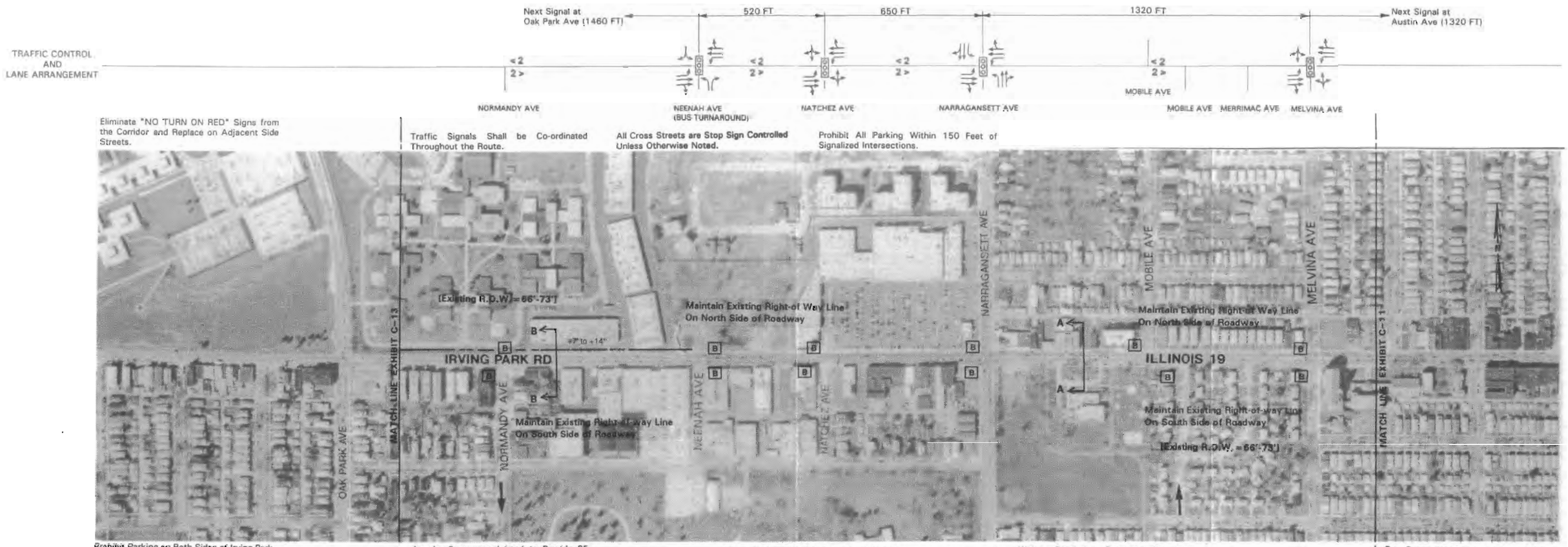
SRA Strategic Regional Arterial Planning Study

EXHIBIT C-11

Scale: 0 100 200 feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION



LEGEND

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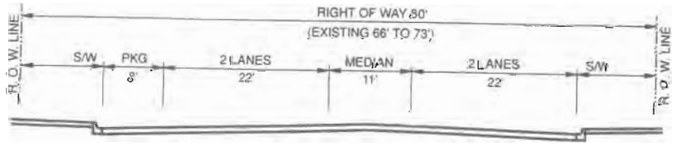
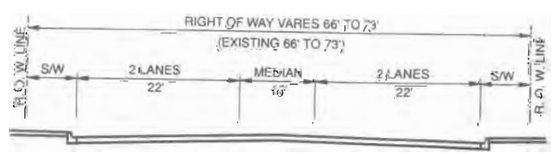
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION B-B
NEENAH AVE TO WEST OF NORMANDY AVE



ROADWAY SECTION A-A
MELVINA AVE TO NEENAH AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

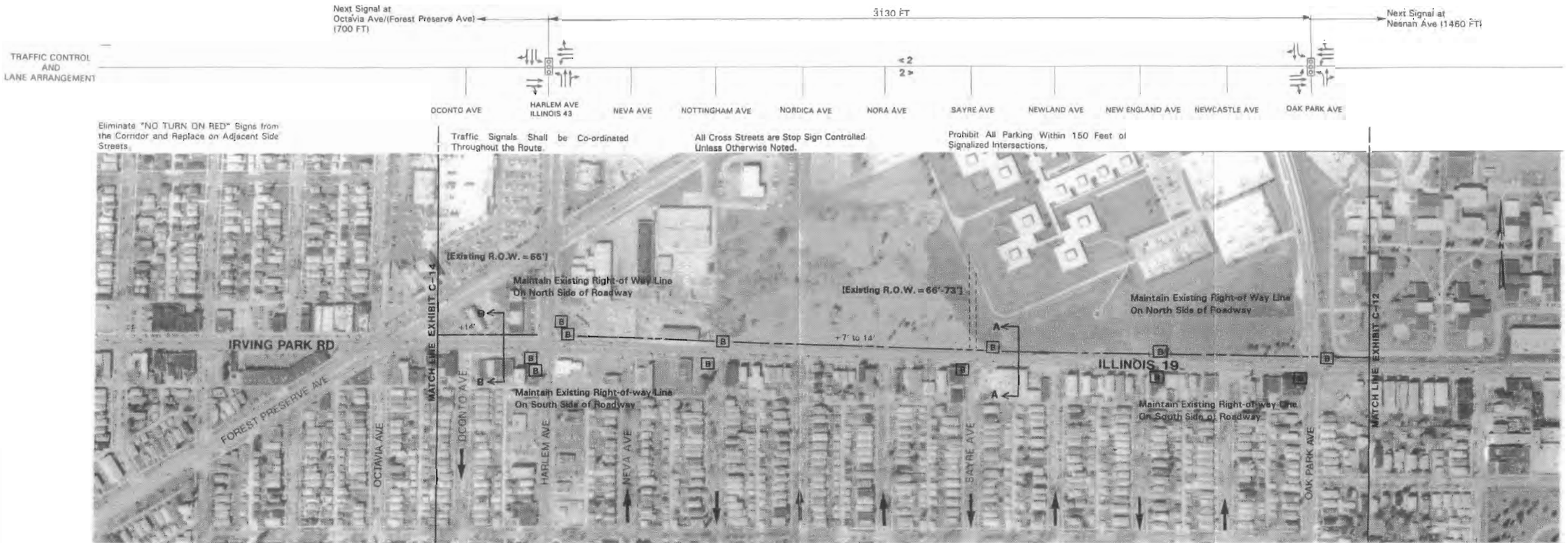
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study

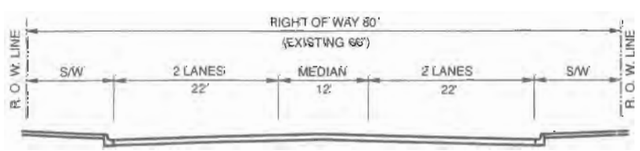
EXHIBIT C-12

Scale 0 100 200 feet

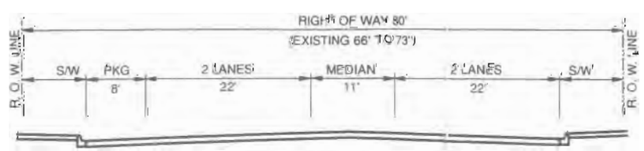


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION B-B
HARLEM AVE TO WEST OF OCONTO AVE



ROADWAY SECTION A-A
EAST OF OAK PARK AVE TO HARLEM AVE

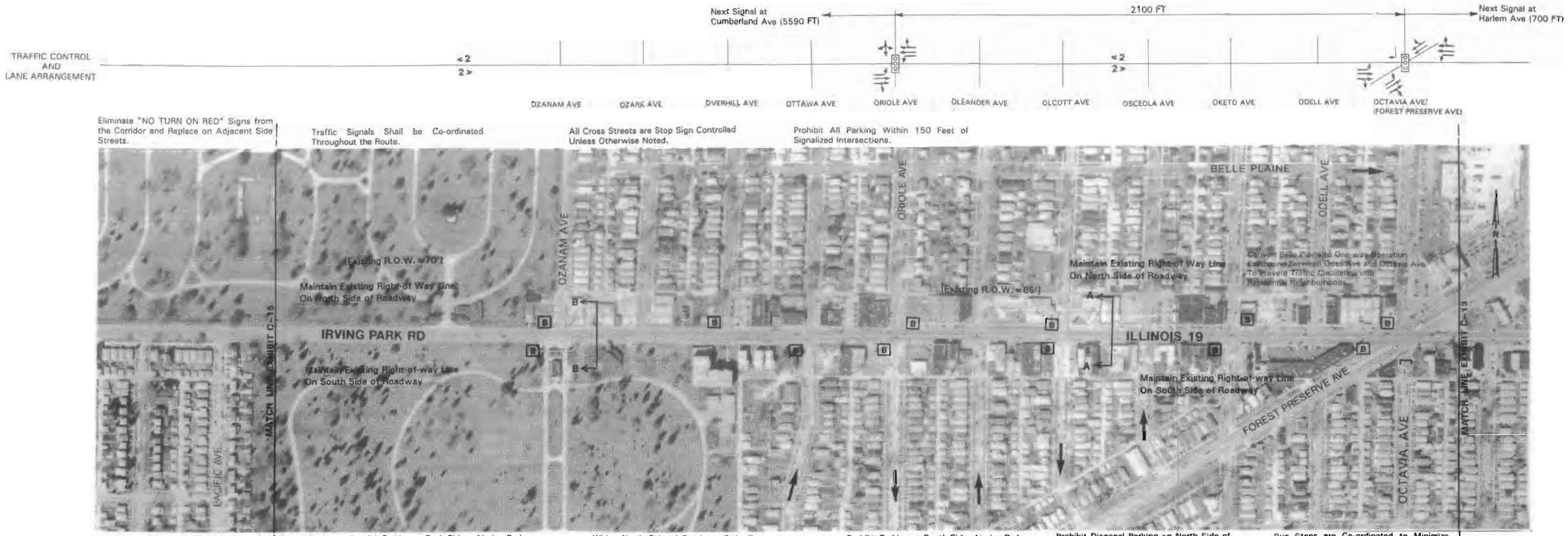
ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-13

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 feet



Widen Roadway Symmetrically Acquire Right-of-way from Both Sides of Roadway

Prohibit Parking on Both Sides of Irving Park Rd. from Oriole Ave. to Pacific Ave (40 Spaces). Do Not Replace.

Prohibit Left Turns at Odell Ave.

Widen North Side of Roadway Eight Feet from East of Octavia Ave. to Oriole Ave.

Prohibit Parking on South Side of Irving Park Rd. from Octavia Ave. to Oriole Ave (30 Spaces). Do Not Replace.

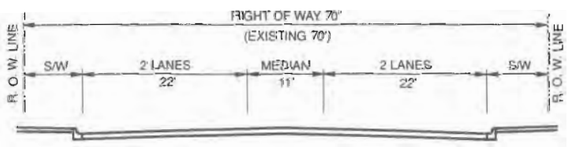
Prohibit Diagonal Parking on North Side of Irving Park Rd. from Octavia Ave. to Oriole Ave. (42 Spaces). Replace with Parallel Parking. (28 Spaces).

Bus Stops are Co-ordinated to Minimize Pedestrian Crossings.

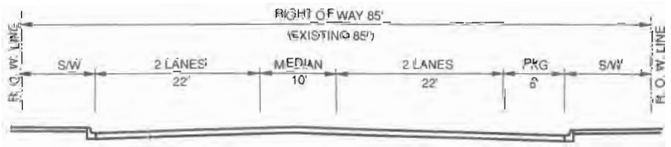
At Forest Preserve Ave./Octavia Ave. See Intersection Plan No. 6.

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- < 3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION B-B
ORIOLE AVE TO PACIFIC AVE



ROADWAY SECTION A-A
OCTAVIA AVE TO ORIOLE AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-14

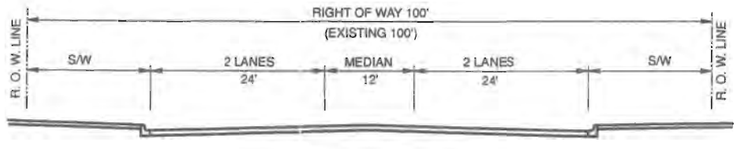
Scale: 0 100 200 feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- <3 NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- B BUS STOP



ROADWAY SECTION A-A
PACIFIC AVE TO CUMBERLAND AVE

ILLINOIS 19 IRVING PARK RD – PROPOSED PLAN

SRA Strategic Regional Arterial Planning Study EXHIBIT C-15

Scale 0 100 200 Feet

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

MAINTAIN EXISTING RIGHT-OF-WAY UNLESS OTHERWISE NOTED. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.

PARKING TO BE PROHIBITED WITHIN A MINIMUM OF 150 FEET OF SIGNALIZED INTERSECTIONS.

TAPERS TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

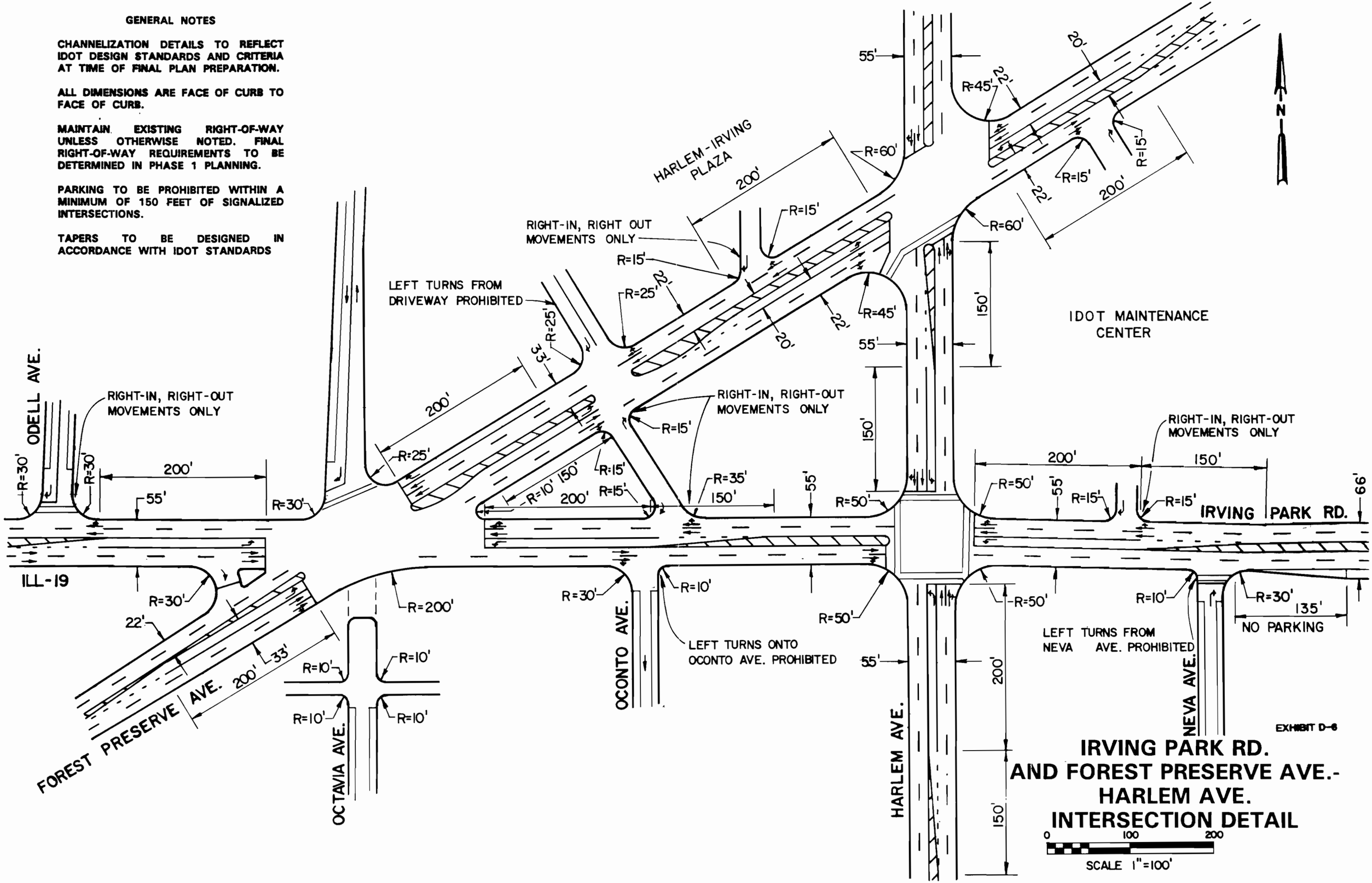


EXHIBIT D-6

IRVING PARK RD. AND FOREST PRESERVE AVE.- HARLEM AVE. INTERSECTION DETAIL

Illinois 19 Corridor Summary

This study addresses long-range transportation needs along the Illinois 19 SRA. The following discussion summarizes the expected operations and capacity of the Illinois 19 arterial under future conditions. The summary also includes an opinion of costs to implement the plan as recommended. In addition, because of the significant investment required for implementing the recommended plan, a scheme for establishing priorities was developed and is discussed below.

Operational Analysis of the Illinois 19 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 an urban multi-lane arterial 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 are documented in Appendix A. All data requirements or assumptions were compatible with the SRA concept and guidelines in the *HCM.*

The quality of operation of Illinois 19 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 shows a planning-level operational analysis of each signalized intersection along Illinois 19. Table A-2 in Appendix A summarizes the operational assumptions that were used to generate the arterial analysis for each intersection and arterial segment.

Table 20 summarizes the arterial analysis of the entire Illinois 19 SRA corridor. The year 2010 CATS forecast traffic can be accommodated at level of service D or better from Sheridan Road to Central Park Avenue, and from Neenah Avenue to Cumberland Avenue, or for nearly 8 miles of the 10-mile-long corridor. The ½-mile distance from Lake Shore Drive to Sheridan Road, where the lowest volumes in the corridor are projected, is predicted to operate at level of service F. The 2-mile segment from Lavergne Avenue to Neenah Avenue, which is expected to experience the highest travel volumes, would operate at level of service D.

Implementation Costs

A total investment of $31.3 million in 1991 dollars will be necessary to implement the recommended plan for Illinois 19 in its entirety. This opinion of cost, detailed in Table 21, includes approximately $29.3 million in roadway, intersection/interchange, and structural improvements, and $2 million in right-of-way acquisition. Because of the significant investment required for implementation, a scheme for establishing priorities was developed. The total cost was divided into short-term, basic, and post-2010 recommended sections.

Project Prioritization

The $30.3-million implementation cost for Illinois 19 is substantial. The SRA plan will require construction over many years. Table 22 presents a suggested program of priority improvements, categorized by short-term, basic, and post-2010 recommended improvements.

Short-Term Recommendations

Short-term implementation recommendations represent plan elements or projects that address immediate problems and/or needs, that are generally low 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 along Illinois 19 include relatively low-cost TSM (transportation system management) projects, or projects that are related to improvements that are expected to be

Table 20
Summary of Illinois 19 (Irving Park Road) Arterial Analysis

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]
Lake Shore Drive to Sheridan Road	0.54	4	30	4	F
Sheridan Road to Central Park Avenue	3.26	13	30	10	D
Central Park Avenue to Lavergne Avenue	1.84	12	30	9	E
Lavergne Avenue to Neenah Avenue	2.02	9	30	11	D
Neenah Avenue to Cumberland Avenue	2.41	5	30	17	C
Overall Average Arterial Speed (mph)				11	——

[a]LOS = Level of service

CHI253/019.51

Table 21
Opinions of Construction and Right-of-Way Costs for SRA Improvements Along Illinois 19
(1991 Dollars)

Summary of Total Cost——All Segments

	Short Term[a]	Basic 2010 Plan[a]	Recommended Post-2010[a]	Total[b]
Roadway Reconstruction	$ -0-	$ 15,040,000	$-0-	$ 15,040,000
Intersections/Interchanges	-0-	4,100,000	-0-	4,100,000
Structures and Retaining Walls	-0-	7,000,000	2,260,000	9,260,000
Other	880,000	-0-	-0-	880,000
Subtotal	$880,000	$25,140,000	-0-	$29,280,000
Right-of-Way	-0-	2,030,000	-0-	2,030,000
Total	**$880,000**	**$27,170,000**	**$2,260,000**	**$31,310,000**

[a]See items listed in Table 22.
[b]The total column is the sum of the Short Term, Basic 2010 Plan, and Recommended Post-2010 columns.

Table 22
Illinois 19 SRA Implementation Plan

Exhibit Number	Description of Improvement	Priority of Improvement[a]	Comments
Segment I			
C-1	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Prohibit left turns onto Pine Grove Avenue.	S	
C-2	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Prohibit left turns eastbound onto Clarendon Avenue.	S	
	Prohibit left turns westbound onto Broadway.	S	
	Prohibit left turns onto Fremont Street, Kenmore Avenue, and Seminary Avenue.	S	
	Install directional signs to Sheridan Station on the CTA Howard line.	S	
C-3	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	B	
	Increase vertical clearance at the C&NW railroad.	B	
	Redesign C&NW railroad bridge to relocate support columns from roadway.	B	
	Install directional signs to the Irving Park Station on the CTA Ravenswood line.	S	
	Implement recommended cross section.	B	
C-4	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Prohibit left turns from Damen Avenue and Lincoln Avenue.	B	
	Prohibit left turns at Claremont Avenue.	B	
	Implement recommended cross section.	B	
Segment II			
C-4	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Implement recommended cross section.	B	

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

Table 22
Illinois 19 SRA Implementation Plan

Exhibit Number	Description of Improvement	Priority of Improvement[a]	Comments
C-5	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	B	
	Widen bridge over N. Branch of Chicago River.	P	
	Provide a wide, raised median (16 feet) and narrow through lanes (11 feet) for pedestrian refuge between Horner and California Parks.	B	
	Implement recommended cross section.	B	
C-6	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	B	
	Implement recommended cross section.	B	
C-7	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Close the south leg of Monticello Avenue.	B	
	Prohibit left turns at Lawndale Avenue.	B	
	Implement recommended cross section.	B	
C-8	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	B	
	Prohibit left turns off Irving Park Road onto Keystone Avenue. Designate Keystone Avenue as a two-way street north of Irving Park Road for one block. Prohibit left turns off Keystone Avenue to Irving Park Road.	S	
	Install directional signs to the Irving Park Station on the CTA O'Hare line.	S	
	Improve pedestrian crossing, lighting, and pavement markings at the CTA station and connecting bus stops.	S	
	Provide access to CTA O'Hare line from stairwell on north side of Irving Park Road.	S	
	Install directional signs to the Irving Park Metra station on the C&NW line.	S	
	Increase vertical clearance at the C&NW railroad overpass.	S	
	Redesign the C&NW railroad overpass to reduce the number of support columns.	S	
	Prohibit left turns onto Tripp Avenue and Avondale Avenue.	S	
	Implement recommended cross section.	B	

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

Table 22
Illinois 19 SRA Implementation Plan

Exhibit Number	Description of Improvement	Priority of Improvement[a]	Comments
C-9	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Close the Clover Street intersection.	B	
	Increase vertical clearance at the C&NW and the WC railroad overpasses.	B	
	Redesign the C&NW and the WC railroad overpasses to reduce the number of support columns.	B	
	Redesign the Kilpatrick Avenue intersection.	B	
	Implement recommended cross section.	B	
C-10	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Provide raised median (16 feet) for pedestrian refuge at Linder Avenue and Long Avenue.	B	
	Implement recommended cross section.	B	
C-11	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Implement recommended cross section.	B	
Segment III			
C-11	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Prohibit left turns onto Moody Avenue, Meade Avenue, and McVicker Avenue.	S	
	Place diagonal parking on Moody Avenue and Meade Avenue.	B	
	Acquire two commercial buildings on the south side of Irving Park Road Between Austin Avenue and Meade Avenue to construct parking lot.	B	
	Implement recommended cross section.	B	
C-12	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Place diagonal parking on Mobile Avenue and Natchez Avenue.	B	
	Acquire vacant lot on S.E. corner of the Natchez Avenue intersection for parking replacement.	B	
	Implement recommended cross section.	B	

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

Table 22
Illinois 19 SRA Implementation Plan

Exhibit Number	Description of Improvement	Priority of Improvement[a]	Comments
C-13	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Identify access between Read-Dunning future development and Illinois 19 at Sayre Avenue.	S	
	Prohibit left turns from Neva Avenue.	B	
	Prohibit left turns onto Oconto Avenue.	B	
	Implement recommended cross section.	B	
C-14	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Prohibit left turns at Odell Avenue.	B	
	Implement recommended cross section.	B	
C-15	Eliminate/replace "NO TURN ON RED" signs.	S	
	Coordinate traffic signals.	S	
	Prohibit all parking within 150 feet of signalized intersections.	S	
	Coordinate bus stops.	S	
	Place diagonal parking on all side streets between Pioneer Avenue and Cumberland Avenue.	B	
	Implement recommended cross section.	B	

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

completed within the next several years. Projects such as those related to Kennedy Expressway interchange improvements, for example, are included as short-term recommendations. The total cost of the short-term plan is estimated to be $0.9 million in 1991 dollars.

Basic 2010 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 or Post-2010. The total cost of the basic 2010 plan is estimated to be $28.1 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 (i.e., new interchanges) for which operational needs may not occur for many years. Such recommendations often apply to SRA corridors in less developed suburban or rural areas of the region. The Illinois 19 SRA corridor is a mature urban corridor that currently experiences high travel volumes throughout, and those volumes are projected to increase by 2010. Widening of the Chicago River Bridge (Exhibit C-5) has been identified as a post-2010 plan improvement. The estimated widening cost of this structure is estimated at $2.3 million in 1992 dollars.

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Illinois 19 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.

An Advisory Panel was established to assist/comment on the study of Illinois 19 from Lake Shore Drive to Cumberland Avenue. The panel included elected officials and technical staff of the City of Chicago and the Village of Norridge. Three Advisory Panel Meetings were held at key junctures throughout the study. At the first Advisory Panel Meeting on October 16, 1991, the existing conditions and concerns along the Illinois 19 corridor were presented. The second Advisory Panel Meeting was held April 23, 1992. At this meeting, the overall long-range alternatives for Illinois 19 were discussed and comments were requested. The third Advisory Panel Meeting was held on January 28, 1993. At this meeting, 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 representatives on the progress of the study and any issues.

A Public Hearing was held on March 25, 1993. This hearing was held prior to final publication of the Illinois 19 SRA corridor report to allow the public to comment on the recommended plan. When the Public Hearing meeting minutes become available, they will be incorporated into the report.

Copies of the meeting minutes for each Illinois 19 Advisory Panel Meeting, the newsletters, and the Public Hearing minutes are contained in this chapter. Each section is separated by a single title sheet.

Advisory Panel Meeting Minutes

Corridor 9
Illinois 19---Irving Park Road
Wednesday, October 16, 1991
Chicago City Hall
121 North LaSalle Street

First Advisory Panel Meeting

List of Attendees

Kenneth E. Jenny, Jr.	33rd Ward	representing Ald. Richard F. Mell
Ald. Michael A. Wojcik	35th Ward	
Anne Toomen	46th Ward	representing Ald. Helen Shiller
Eileen Lunkes	47th Ward	representing Ald. Eugene C. Schulter
Martin Becklenberg		Chicago Dept. of Public Works
Rich Starr		Illinois Dept. of Transportation
John Reilly		Chicago Area Transportation Study
Jim Saag		CH2M Hill
Tim Neuman		CH2M Hill
Elizabeth McLean		EJM Engineering
Joanne Schroeder		EJM Engineering
Paul J. Byrne		EJM Engineering

The meeting began at 9:15am.

John Reilly of CATS introduced the panel to the 2010 Transportation System Development Plan and spoke about the SRA planning process.

Rich Starr of IDOT spoke about the Design Concept Report and the SRA Approach.

Tim Neuman of CH2M Hill described the handout.

Joanne Schroeder of EJM Engineering spoke about the individual panel sheets and elaborated on the "Planning Focus Areas".

Panel members added comments about areas of concern. The fact that the area west of Clark Street to Ravenswood Avenue, and north of Irving Park Road to Lawrence Avenue is listed on the National Register of Historic Places was verified. Martin Becklenberg (Chicago Dept. of Public Works) verified that Clark Street is part of a Phase 1 engineering project from Barry Avenue to Foster Avenue.

Anne Toomen (46th Ward) made a comment about the bus turning at the intersection at Clarendon Avenue adversely affecting its operation. She also mentioned that the mixture of parking signs between Clarendon Avenue and Lake Shore Drive causes confusion. School buses to Disney School also add to the traffic volumes from Clarendon Avenue to Lake Shore Drive, and increase congestion at the intersection of Clarendon Avenue and Irving Park Road.

A bottleneck at Western Avenue exists where left turning vehicles completely block the intersection approach and cause long queues. This situation is an area of concern to Eileen Lunkes (47th Ward).

Kenneth Jenny (33rd Ward) mentioned that better signal operation is needed at the intersection of Elston/Monticello Avenues, but more importantly, a left turn signal is needed on both the Elston Avenue and

Irving Park Road approaches because left turning vehicles are blocking these approaches and causing long queues.

Alderman Michael Wojcik (35th Ward) mentioned that the amount of traffic from Keeler Avenue to Keystone Avenue, underneath the Kennedy Expressway, slows through traffic. Kenneth Jenny (33rd Ward) mentioned that pedestrians must cross Irving Park Road underneath the Kennedy Expressway from the bus stop on the north side of the street, to the CTA rapid transit station. Kenneth Jenny (33rd Ward) considers this crossing dangerous.

Kenneth Jenny (33rd Ward) mentioned that the traffic signal at the Keystone Avenue intersection should be removed in order to prevent traffic congestion. He also believes that, west of the Kennedy Expressway, the roadway is too wide for pedestrians to cross the street safely, even at traffic signals. Senior citizens, many who are YMCA members, have problems crossing because of the roadway width.

Traffic problems at Kilpatrick Avenue exist because left turning vehicles on Kilpatrick Avenue encounter queued traffic on Irving Park Road. Alderman Michael Wojcik (35th Ward) spoke of this situation and also mentioned that traffic on Kilpatrick Avenue is influenced by Cicero Avenue, since there is no left turning on Cicero Avenue or Irving Park Road. A shopping center adjacent to the busy intersection adds to the traffic congestion, but the shopping district is very important to the community.

The meeting closed at about 10:15am.

MEETING MINUTES

TO: Rich Starr, IDOT

COPIES: Tim Neuman, CH2M Hill
Dave Miller, Metro
Liz McLean, EJM
Joanne Schroeder, EJM

FROM: Paul Byrne, EJM

DATE: April 23, 1992

TIME: 2:08 p.m. until 3:04 p.m.

SUBJECT: Strategic Regional Arterial System
Second Advisory Panel Meeting
Irving Park Road (Illinois 19)
Corridor Limits- Cumberland Avenue to Lake Shore Drive (U.S. 14/41)

ATTENDEES: Rich Starr, IDOT
Jim Saag, CH2M Hill
Tim Neuman, CH2M Hill
Joanne Schroeder, EJM
Paul Byrne, EJM
Kathleen Rodi, CATS
Martin Becklenberg, Chicago DOT
Thomas W. Cullerton, Alderman, 38th Ward
Eileen Lunkes, representing Alderman Eugene C. Schulter, 47th Ward
Michael A. Wojcik, Alderman, 35th Ward
Frank A. Bonora, West Walker Civic Assoc.

Tim Neuman introduced the meeting. He gave a brief summary about the purpose of the SRA system. He mentioned that the SRA system is a substitute for the expressways, intended to alleviate some of the expressway congestion. He also gave a summary of what has been accomplished so far in this study. He then introduced this particular meeting stating that it is about a "broad focus" development (smaller scale exhibits).

Joanne Schroeder gave the corridor presentation. She began with the "Existing Conditions" exhibit. She mentioned that the right-of-way is narrow on both the west and east ends of the corridor. Also, diagonal roads intersect the corridor with other major streets causing multi-legged intersections. High accident potential exists at these intersections. Also, on the "Existing Conditions" exhibit, she pointed out the crossing rail lines.

In the "Planning Framework" exhibit, Joanne Schroeder described the different types of land uses each represented by a certain color. Next, she discussed the projected traffic volumes in

which she commented that the limited right-of-way may help cause the lower traffic volumes on both ends of the corridor. She then reflected on the desirable cross sections where she mentioned that parts of the Irving Park Road corridor currently is not wide enough for SRA standards.

Joanne Schroeder began discussing the "Alternatives Being Considered" exhibit by summarizing the cross sections and the corridor map. On the corridor map, she pointed out the location of the intersecting SRA's and the placement of the "West", "Central", and "East" segments. On the cross sections, she pointed out the locations of the medians, parking eliminations, and areas with two through lanes as opposed to areas where two through lanes will not be reasonably obtained. Afterwards, Joanne Schroeder mentioned the "General Alternatives" information.

Joanne Schroeder spoke specifically about some considerations. Transit issues were discussed. There is a need for bus stop co-ordination to provide the least amount of pedestrian street crossings when transferring from one bus to another. Pedestrian crossing is needed for transit at the Kennedy Expressway. Also, signs are needed to direct commuters to the transit stations. In addition, increased clearance is needed at railroad bridges.

Parking issues were addressed. Diagonal parking in Norridge must be eliminated. Alternatives include using side streets, off-street parking lots, and parallel parking replacements. Elsewhere in the "West" segment of the corridor, roadway constraints exist. The recommendation is to avoid reducing sidewalks or taking property. Parking eliminations will be needed.

In addition, since the "East" segment is currently constrained to the extent that it does not achieve even the minimum qualifications for a SRA, and because of these constraints there is no reasonable hope to expand, then terminating the SRA at Western Avenue may be the result. Further studies will occur to determine if this course of action will result.

Alderman Cullerton addressed the sensitive parking issue. He understands that IDOT has a goal to move traffic, but he cares about the merchants and businesses and does not want to see them move out. Sacrifices need to be made, but he wants to provide for his neighborhood. He also mentioned that the Dunning Project is a problem at Narragansett Avenue because it generates heavy traffic at this intersection.

Martin Becklenberg mentioned that $350,000 has been estimated as a cost if widening Narragansett Avenue at its intersection with Irving Park Road occurs.

Alderman Cullerton mentioned about the need for widening of Oak Park Avenue between Montrose Avenue and Irving Park Road.

Tim Neuman asked Alderman Cullerton if there is any alternative that he can give to eliminating parking on the north side of the road. Peak hour restrictions were considered a possibility.

Alderman Wojcik mentioned that he could not lose any parking. He believes that moving at a fast pace should not be a priority against local businesses. Hot dog stands will begin to disappear.

Tim Neuman spoke to Alderman Wojcik that the intention of the SRA study is not aimed at moving at a fast pace, but rather moving at a constant flow- steady pace.

Alderman Wojcik mentioned that people are moving back into the neighborhood and are asking for extra parking. Also, new businesses are opening up in search of additional parking.

Tim Neuman mentioned removing parking spaces near major intersections. In this case, he intends to remove just a few spaces- about 150' to 200' away from the intersection.

Alderman Wojcik said that every space counts. He also said that most little stores are near intersections.

Tim Neuman then asked Alderman Wojcik if it would be acceptable to remove parking at the intersections during peak hours only.

Alderman Wojcik said that would be o.k., but wanted to know about providing priority parking for handicapped people near intersections. These people will certainly need to park close to the stores where they shop at, especially if they are going to the pharmacy.

Alderman Wojcik mentioned that off-street parking is not a good alternative because it has proven not to have worked. Also, police will need to protect these parking lots at night.

Martin Becklenberg mentioned that small lots of 8-10 spaces are the most effective.

Alderman Wojcik mentioned that three or four parking removals are the most removals acceptable at an intersection. Even eight removals at an intersection may be too much.

Alderman Cullerton began talking about the Cicero Avenue intersection. He said that permitting left turns from Cicero Avenue was not a good idea.

Frank A. Bonoria added that three service stations at Irving Park Road and Pulaski Road is an obstacle for through moving traffic.

Alderman Cullerton mentioned that the mayor of Norridge may help us find some information on alternative parking areas.

Martin Becklenberg asked for some information on existing ADT (traffic volumes). Tim Neuman then mentioned the existing ADT (traffic volumes).

Tim Neuman closed the meeting by summarizing the further steps involved. He said that the parking situation will be studied more formally. A formal draft will be written this summer on the present/future corridor conditions. Later, a public hearing (fall of this year) will be given. Then the completed plan will occur.

Martin Becklenberg then made a statement about the cost responsibility. The state will pay for the improvements, but the city will determine the need. The city will find opportunities to buy

land, if necessary, especially to develop off-street parking. Resurfacing is also a necessary consideration.

MEETING MINUTES

TO: Rich Starr, IDOT

COPIES: Tim Neuman, CH2M Hill
Dave Miller, Metro
Liz McLean, EJM
Joanne Schroeder, EJM

FROM: Paul Byrne, EJM

DATE: January 25, 1993

TIME: 10:30 a.m. until 11:30 a.m.

SUBJECT: Strategic Regional Arterial System
Third Advisory Panel Meeting
Illinois 19- Irving Park Road
Corridor Limits- Lake Shore Drive (US 41) to Cumberland Avenue

ATTENDEES: Rich Starr, IDOT
Tim Neuman, CH2M Hill
Charles McLean, EJM
Joanne V. Schroeder, EJM
Paul Byrne, EJM
Kathleen Rodi, CATS
Barbara Maloof, CDOT
John Tomczyk, CDOT
Duane Davy, Chicago DPD
Brian Gaseor, representing the Village of Norridge
Kenneth Jenney, representing Alderman Richard F. Mell, 33rd Ward
Eileen Lunkes, representing Alderman Eugene C. Schulter, 47th Ward

Tim Neuman introduced the meeting. He gave a brief summary about the purpose of the SRA system. He mentioned that the SRA system is a substitute for the expressways, intended to alleviate some of the expressway congestion. He also gave a summary of what has been accomplished so far in this study. He then introduced this particular meeting by summarizing the "Draft Final Report". He showed a brief overview of the chapters and mentioned that Chapter 4 will be covered in this meeting.

Joanne Schroeder gave the corridor presentation. She began by briefly noting the large corridor exhibit boards from the earlier panel meetings. Then, in detail, she discussed the recommended plan exhibit sheets. She started on the east part of the corridor and addressed its R.O.W. problems. Because the R.O.W. is narrow in the segment between Lake Shore Drive and Western Avenue, maintaining the standard cross section of four through lanes is impossible. As a result, this segment of the corridor will be recognized as a SRA connector. With this designation,

improvements will still be implemented, but SRA minimum standards will not be achieved. Some recommendations will include improving the function of some intersections including removing parking within 150 feet from the intersections, remove restrictions against right turns on red from Irving Park Road and replacing them on adjacent side streets, providing a detailed study to address left turn cycles on traffic signals, allowing left turns only at signalized intersections, increasing vertical clearances at all bridges to 14'6", implement special turning restrictions at Broadway and Clarendon Avenue, providing directional signs to the CTA stations, prohibiting certain left turns at Damen/Lincoln Avenues, and lengthening left turn lanes at Western Avenue. She also mentioned that a raised median is needed between Rockwell Street and California Avenue for a pedestrian refuge, which would require widening the bridge over the North Branch of the Chicago River.

Both Kenneth Jenney and Eileen Lunkes agreed that people normally cross at the signal at Rockwell Street. Also, park users tend to cross at the California Avenue traffic signal. Since the bridge is new, the public may react negatively if improvements are made to it, due to its costs. They feel that a raised median is not needed on the bridge. Charles McLean noted, however, that the median will help the road achieve continuity.

Further west throughout the corridor, Joanne Schroeder spoke about the proposed flush median to replace the raised median. Also, she mentioned that bus stops are to be coordinated on intersecting routes. Kenneth Jenney mentioned that bus coordination is not needed with the Kedzie bus, because it does not exist.

Joanne Schroeder then mentioned that, because of the problems encountered with multi-leg intersections, the south leg of Monticello Avenue would be closed. Other recommendations include installing auto fare collection devices to the CTA- O'Hare Line from the north side of Irving Park Road. Crossing the street is potentially dangerous for pedestrians because of the high volume of uninterrupted traffic and the visibility problems associated with the overpassing Kennedy Expressway. Directional signs are recommended to the CTA and Metra stations near the Kennedy Expressway. HOV lanes are recommended for Irving Park Road where it underpasses the Kennedy Expressway.

Joanne Schroeder mentioned additional recommendations for Irving Park Road further west including closing Clover Street, re-aligning Kilpatrick Avenue to eliminate an offset intersection, and providing a raised median at Portage Park to act as a pedestrian refuge.

Joanne Schroeder then talked about proposed parking removals in certain locations west of Austin Avenue, where the R.O.W. is constrained. She showed the diagram of the diagonal parking on side streets. Barbara Maloof asked of the diagonal parking meets I.D.O.T.'s SRA standards. Rich Starr said that diagonal parking is permitted on side streets, but not on SRA routes themselves.

Joanne Schroeder showed the diagram of the potential mid-block parking facility. Duane Davy warned against the lot since it has a provision for an alley exit. The alley is only 16 feet wide, which is not wide enough to handle the exiting traffic, and in addition, the traffic could lead to a lack of privacy for nearby residents. Also, businesses believe that parking does not exist if it

is not at their front steps.

Joanne Schroeder mentioned other recommendations further west. Parking is to be prohibited on the north side of Irving Park Road between Oak Park and Harlem Avenues, the left turn bays on Harlem Avenue are to be lengthened, channelization changes are recommended at Forest Preserve and Harlem Avenue, the south leg of Octavia Avenue is to be closed, and the north leg of Octavia Avenue is to be designated one-way northbound.

Joanne Schroeder also mentioned the recommendation to remove diagonal parking in Norridge along the north side of Irving Park Road and replace with parallel parking. The existing diagonal parking is a traffic hazard. Several parking lots, which are underutilized, currently exist. Brian Gaseor mentioned that eight years ago, I.D.O.T. wanted to remove the diagonal parking. Norridge fought it. Afterwards, I.D.O.T. didn't repave the area. Brian Gaseor was given a copy of the Draft Final Report.

Eileen Lunkes and Kenneth Jenney provided suggested locations for the public hearing. Barbara Maloof then said that at least 30 days notice is necessary before the public hearing for the consultant to provide related information to the public. Barbara Maloof told the panelists that if they have any further questions or comments, they can send them to John Tomczyk.

Tim Neuman concluded by saying that local input is needed from the wards about these and any new recommendations.

These minutes were prepared by Paul Byrne, EJM Engineering. Please forward any additions or corrections.

Advisory Panel Correspondence

Old Irving Park Association
not for profit organization

BUREAU OF PROGRAMMING
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APR 23 1993
DISTRICT #1

April 20, 1993

Mr. Dwayne Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Mr. Carlson:

As per a telephone conversation with Phil Marcyn of I.D.O.T., this letter is being written in response to the SRA plan of IL19. Our Board of Directors met last evening and reviewed the plans that would impact our community. Our community is dissected by Irving Park Road, from Pulaski west to Cicero. Our response is the following:

1) Removal of parking on Irving Park within 150 feet of signalized intersections would be a serious detriment to our valued businesses and would put them all out of business - this is totally unacceptable;

2) Making the 4000 North block of Keystone Avenue a two-way street would create chaos. Currently, the one-way designation northbound works just fine. As it is, the traffic westbound blocks Keystone at times and the egress at that intersection would not be feasible, nor would it be acceptable;

3) We agree with the access for rapid transit users on the north side of Irving Park Road, in addition to the south side;

4) We have no problem with the closing of Clover Street, nor with the realignment of Kilpatrick Avenue.

Sometimes when you work for the State, the people who have to live with the decisions in the City are forgotten. We invite your consideration for our community, and for the City's survival. Chicago needs the businesses to stay!

We would appreciate your response to these points in question as soon as possible.

Yours very truly,

Mary Lou Agronomoff

Mary Lou Agronomoff
Director, Old Irving Park Association
4323 North Kildare Avenue
Chicago, Illinois 60641
(W) (Mon.-Thurs.) (312) 478-0202
(H) (312) 286-5852

cc: Tom Kaeser, C.D.O.T.;
Phil Marcyn, I.D.O.T.;
Marge Schrempf, Pres., Old Irving Park Association

The Village is satisfied with this present design of Irving Park Road and any changes would have a negative impact on all adjacent property owners.

Respectfully submitted,

VILLAGE OF NORRIDGE

Brian M. Gaseor,
Engineer and Director of
Public Works

BMG:ig

VILLAGE OF NORRIDGE

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BUREAU OF PROGRAMMING
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APR 20 1993
DISTRICT #1

April 15, 1993

Mr. Richard Starr
Program Development
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Re: SRA Illinois Route 19 (Irving Park Road)
Lake Shore Drive to Cumberland Avenue
Cook County

Dear Mr. Starr:

The Village of Norridge would like to go on record with the following comments:

1. A. The Village objects to making Octavia north of Irving Park Road one-way going north bound.

   B. Shopping center traffic uses south bound Octavia to exit to Irving Park Road and Forest Preserve Drive.

   C. If Octavia Avenue is made one-way north, residential and shopping center traffic would have to use the residential streets west of the center to exit and would upset the delicate balance of harmony that exists between the residents and the shopping centers.

2. The Village objects to the elimination of off street parking from Oriole Avenue to Ozanam Avenue.

   A. Many of our side streets are presently filled to capacity with parked cars.

3. The Village also objects to the elminiation of the diagonal parking from Octavia Avenue to Oriole Avenue.

   A. All of the businesses along Irving Park Road need this additional parking because those that have parking lots are filled to capacity and our side streets have no more room.

Bimonthly Newsletters

NO. 1 JULY 1991

SRA SPOTLIGHT
ILLINOIS ROUTE 19 CORRIDOR ADVISORY PANEL

THE SRA PROJECT

Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340-mile network of existing roads in the Northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials is shown on the map to the right.

Spacing of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, ranging from about 3 miles apart in the most densely developed areas to about 8 miles apart in predominantly rural areas. CATS estimates travel in the year 2010 will be 23 percent more than for 1980.

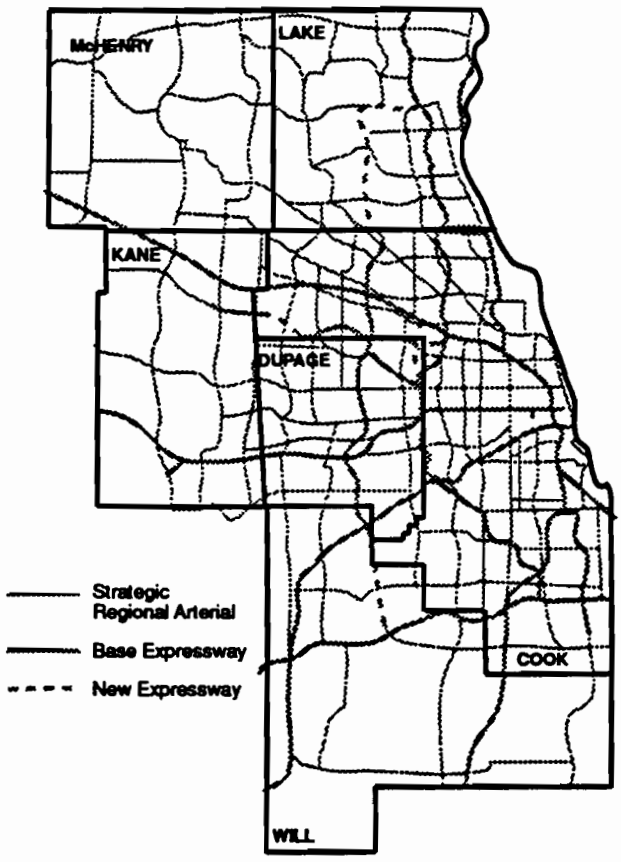
Design Concepts

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee on January 31, 1991, for use as a guide but not policy in the planning of the SRA system. Some of the design techniques and concepts recommended for use in implementing the objectives of the SRA system are:

- Signalization—Including provision of new signals, interconnection of signals, and signal timing;
- Intersection Improvements—Consisting of provision of turn lanes, channelization, and restriction of certain movements;
- Adding Lanes—To achieve a desirable cross section for urban, suburban, and rural areas;
- Bus Service Improvements—Including bus stops and traffic signal preemption;

(Continued on Page 4)

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



SRA–ONE PART OF OPERATION GREEN LIGHT

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

Develop Major Transit/Highway Facilities

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

Improve Other Key Arterial Roadways

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

Identify Strategic Transit Improvements

There are two goals for this element: (1) to make transit more convenient and swift and (2) to encourage more pedestrian and bicycle routes.

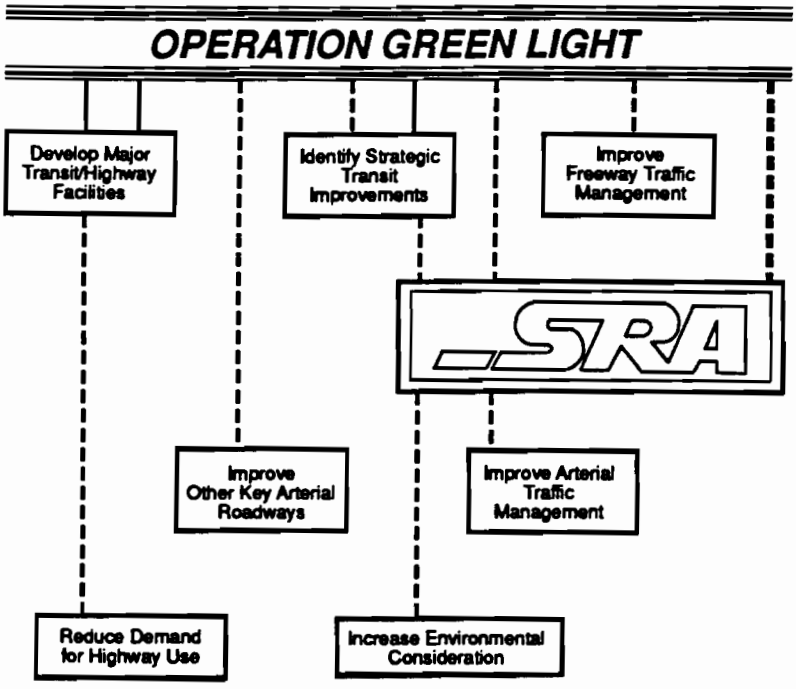
Improve Freeway Traffic Management

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

Improve Arterial Traffic Management

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

SRA will address these same topics.



Reduce Demand for Highway Use

This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strategies. Ride-sharing and mass transit offer ways that commuters can help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration

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

STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

As shown in the illustration below, the two most important factors that define the classification of a street are its access function and movement function. Street classifications range from the freeway, which has complete access control and carries mostly through traffic, to local streets with unrestricted access and no through traffic.

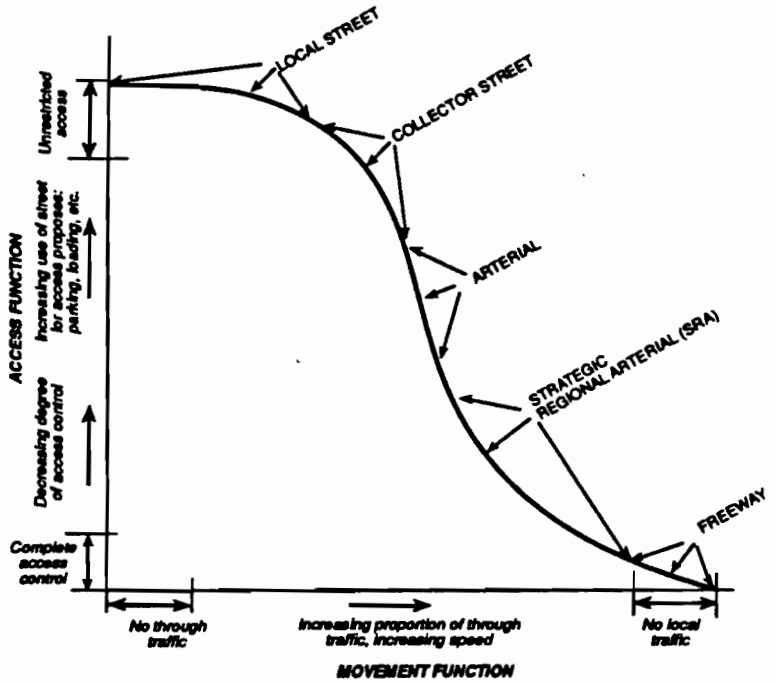
Freeway—The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the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

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

Arterial—An arterial has two functions: (1) the primary purpose of an arterial road is to carry traffic within the region; and (2) it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are connected directly. Usually, the roadway is not separate from the land around it.

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

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



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

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

THE SRA PROJECT (Continued from Page 1)

- Access Management—To reduce conflicts and improve safety;
- Median Control—To provide for left-turning vehicles, direct turning movements to desired locations, and reduce centerline conflicts;
- Structural Clearance Improvements—Both vertical and horizontal clearances;
- Traffic Operational Improvements—Such as signing and pavement markings; and
- Drainage Problem Correction—Whenever required.

The design concepts also address criteria and conditions from removal of curb parking and implementation of high-occupancy vehicle (HOV) lanes.

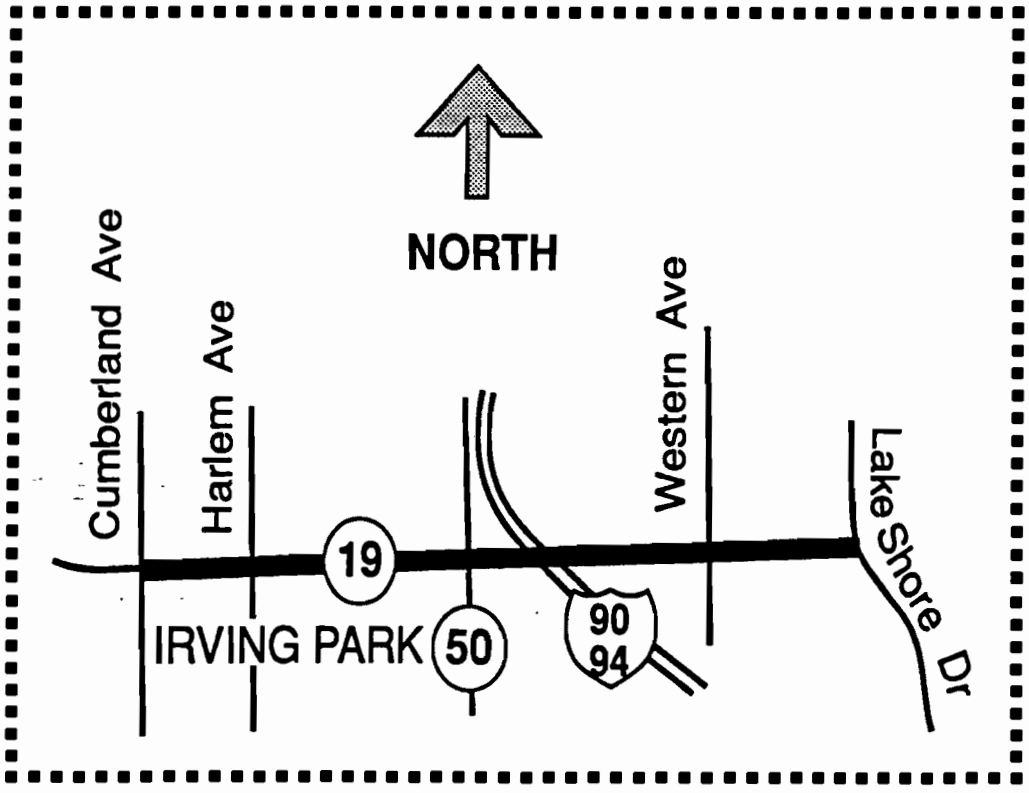
Studies of SRA Routes

The concepts and standard developed thus far and modified or enlarged upon as work progresses will be applied to the entire 1,340 miles of SRA routes in five consecutive studies. This study, being accomplished by the consulting firm of CH2M HILL, Inc., is concerned with a total of 305 miles of SRA routes in 12 corridors. The routes selected for this phase of the SRA study process reflect a variety of area types—from rural U.S. 14 in McHenry County to suburban settings such as Barrington Road in Cook County or County Farm Road in Du Page County, and urban Pershing Road and Archer Avenue in the City of Chicago. The resultant plans for each of these routes will include both short- and long-term improvements. Studies will be made of additional sets of roadways each year beginning in 1992 until the entire SRA system has been completed.

A second part of this project consists of identifying and evaluating performance parameters to be used for increasing the effectiveness of various improvements along the SRA routes. This work will be carried on concurrently with the individual SRA corridor analyses.

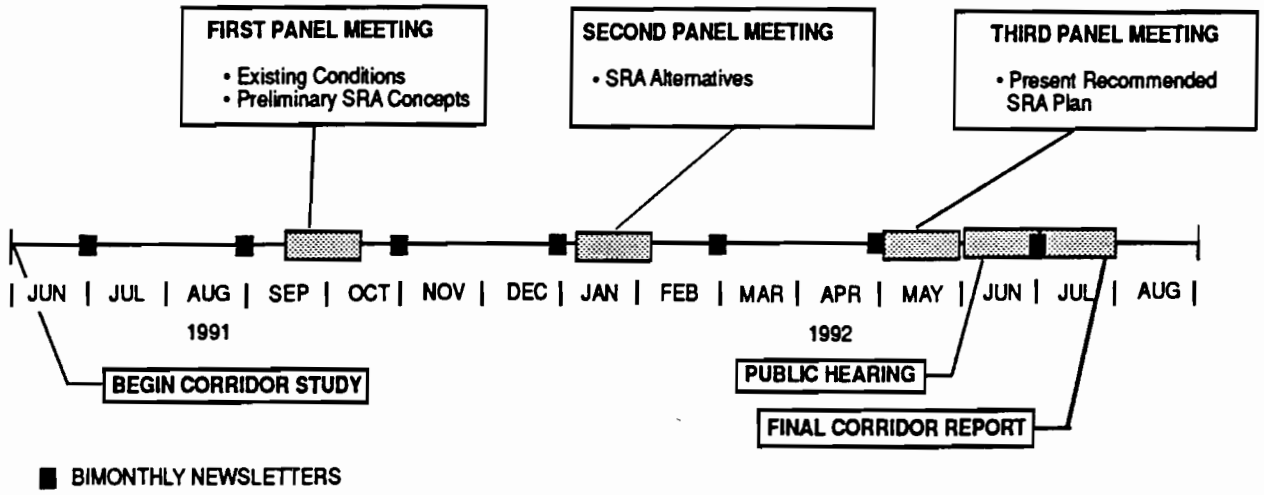
The Illinois Route 19 Corridor

The map pictured below shows the extent of the Illinois Route 19 SRA Corridor that is the concern of this Advisory Panel. The corridor, which is located in Cook County, extends west from Lake Shore Drive to Cumberland Avenue. The total length of this corridor is approximately 10 miles.



STUDY PROCESS AND SCHEDULE

CORRIDOR 9–ILLINOIS ROUTE 19 FROM LAKE SHORE DRIVE TO CUMBERLAND AVENUE



ROLE OF THE ADVISORY PANEL

Who should be on the Panel?

The panel is composed of government representatives of jurisdictions along this corridor. The panel may also wish to add representatives from business and community organizations along the route.

What are the duties of the Panel?

The panel is responsible for reviewing and commenting on the study recommendations and conclusions. Panel members also assist the consultant team by identifying and assembling specific data and information about land use, transportation, and development within their respective jurisdiction. During July and August, the Chicago Area Transportation Study (CATS) will be contacting the advisory panels on behalf of the consultant team to gather corridor-specific data.

How often will the Panel meet?

There are three planned Panel meetings involving the consultant, the Illinois Department of Transportation, and CATS. The Advisory Panel may also elect to meet at other times. It would be the responsibility of the coordinator of the Panel to inform members of topics and arrange the program.

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

No. The Advisory Panels are the only formal community contact included within the contract for consultant services. However, the consultant team does plan to meet informally with community officials, as needed, to gather information and identify local concerns.

SPOTLIGHT ON THE SPOTLIGHT

What to Expect in Future Editions. . .

The SRA Spotlight will be issued about every 2 months during the course of the study. Future issues will be designed to keep you abreast of study progress and answer your questions. Some features of future Spotlights will be:

- Reports on project developments such as panel meetings, public hearings, and other forums;
- A regular section presenting answers to questions raised at corridor meetings for this corridor, or in other corridors if the information would be universally useful;
- A status report to keep you up-to-date on study findings, and recommendations; and
- Announcements of forthcoming activities that will involve panel members and others in the corridor.

There is also a form on the facing page that you are encouraged to use to give us your views and ideas regarding future issues of the Spotlight.

SRA SPOTLIGHT

Publisher:
The Illinois Department of Transportation

Editor:
CH2MHILL

For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Marty Becklenberg
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Chicago
Norridge

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NO. 2 SEPTEMBER 1991

SRA SPOTLIGHT

ILLINOIS ROUTE 19 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**

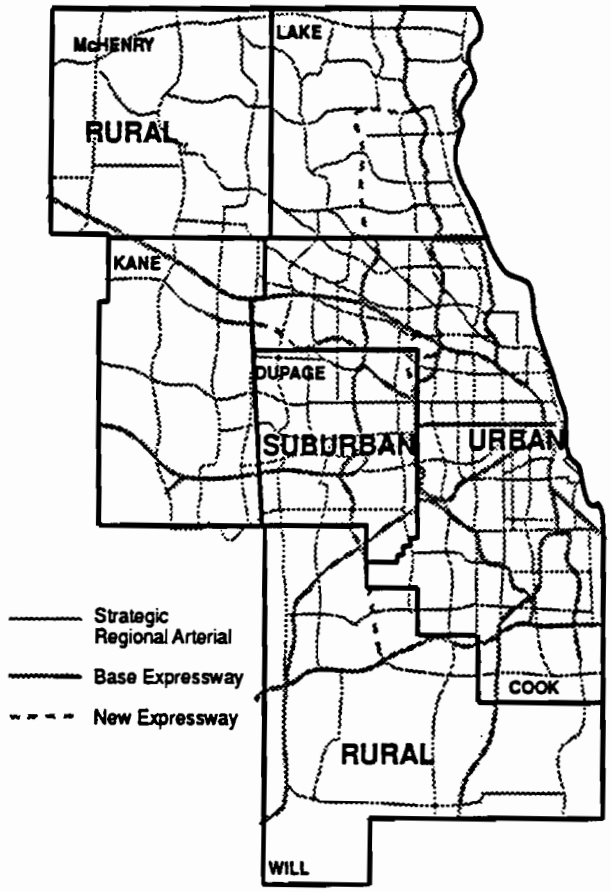
The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond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

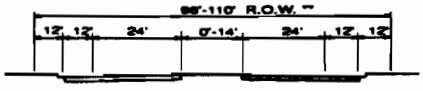
Access management is another key consideration in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

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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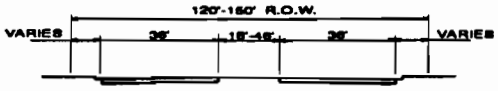
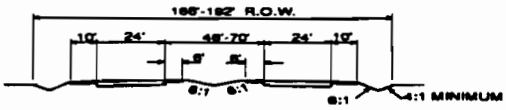


SUBURBAN



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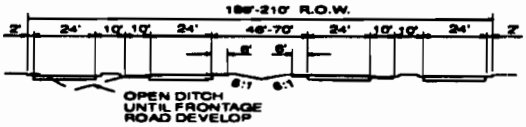


RURAL WITH FRONTAGE ROADS

ROUTE TYPE CONSIDERATION IN THE ILLINOIS ROUTE 19 CORRIDOR

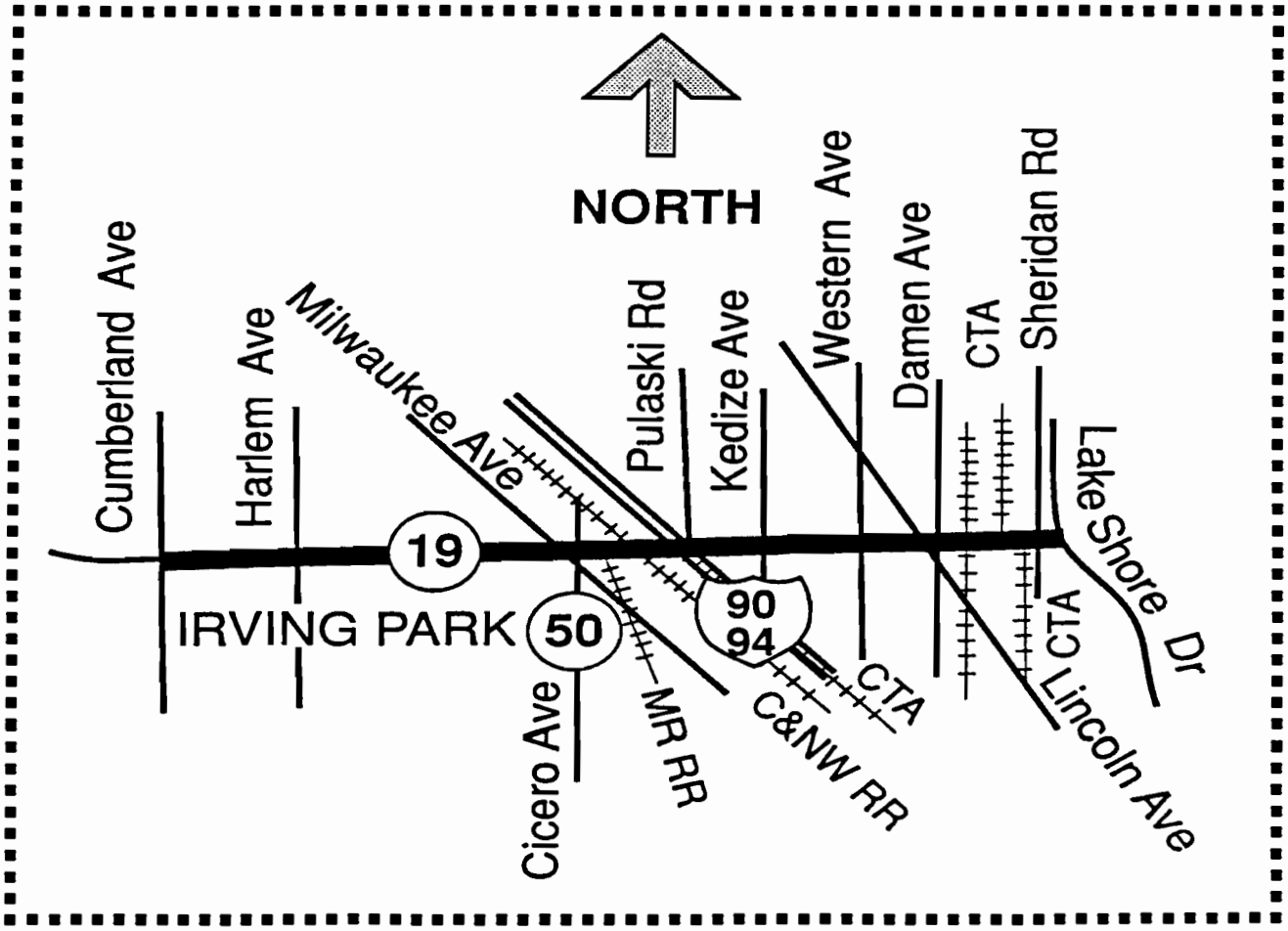
The Illinois Route 19 Corridor

Illinois Route 19 (Irving Park Road) has been designated an urban SRA from Cumberland Avenue east to Lake Shore Drive. The accompanying map illustrates the corridor.

The SRA Design Concept Report defines ultimate 2010 desirable characteristics of an urban SRA, which could include a minimum of two through lanes in each direction of travel within a 96- to 110-foot right-of-way. In addition, enhancements to existing service should be reviewed and applied where appropriate.

The existing corridor maintains four through lanes (two in each direction of travel) over most of its length. However, a few locations exist where only two lanes are provided. The existing right-of-way varies from 66 to 100 feet.

CTA bus service covers the length of Irving Park Road (#54A and #80). A limited part is covered by #135 and #145. PACE routes #210 and #326 also service part of the corridor. CTA rapid transit elevated trains cross the corridor near Sheridan Road, at Ravenswood Avenue, and at the Kennedy Expressway. METRA has three rail lines crossing above the corridor. The Chicago and Northwestern trains cross the route at Ravenswood Avenue and at the Kennedy Expressway. The Milwaukee District trains cross at Kolmar Avenue.



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.

- Please plan to attend panel meetings. These are important sessions that can set the tone for the remainder of the planning study.

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Advisory Panel

Coordinator:

Marty Becklenberg
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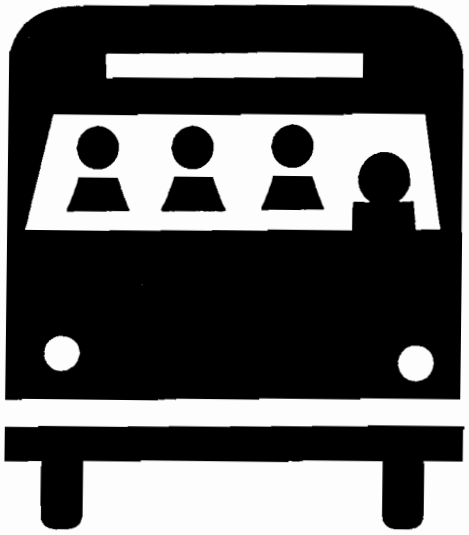
Michael A. Wojcik

Norridge

NO. 3 JANUARY 1992

SRA SPOTLIGHT
ILLINOIS ROUTE 19 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.

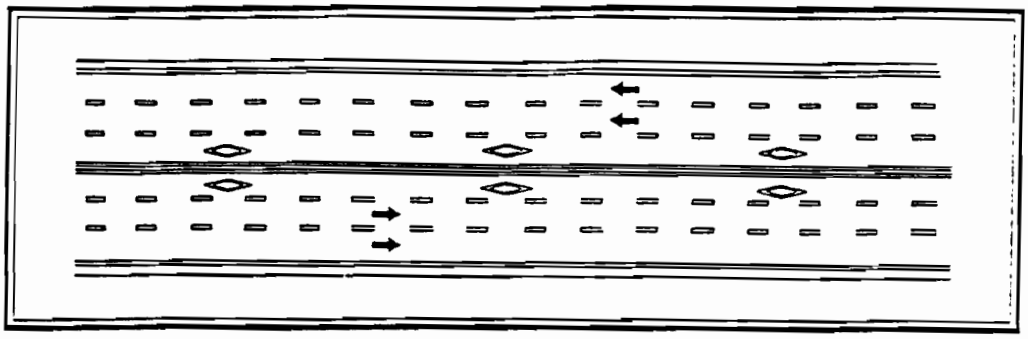


Figure 1 "Diamond Lanes"

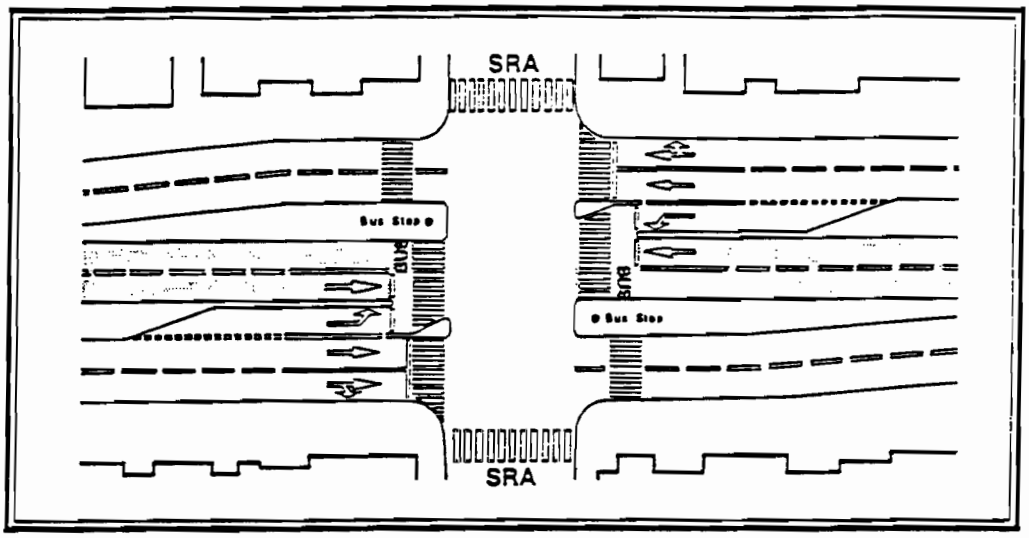


Figure 2 Center Bus Lane Treatment - Urban SRA

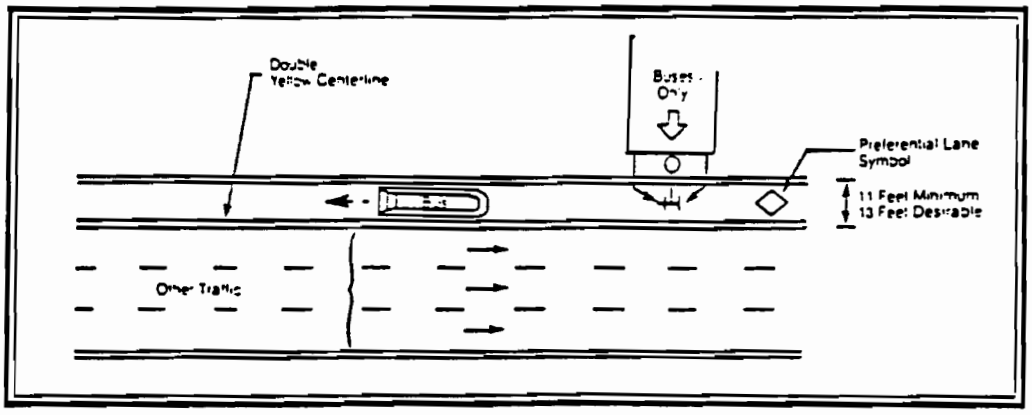


Figure 3 Typical Transit Contra-Flow Lane

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.

Illinois Route 19 Project Status

To date, about 30 percent of the study of Illinois Route 19 is complete. In October, IDOT and the consultant team held the first Advisory Panel Meeting. At this meeting, the existing conditions of the Illinois Route 19 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for late March or early April. 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 Illinois Route 19 corridor. The third Advisory Panel Meeting is scheduled to take place in the summer of 1992, and a Public Hearing is scheduled tentatively for the fall of 1992.

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Norridge - Brian Gaseor, Village Engineer

NO. 4 MARCH / APRIL 1992

SRA SPOTLIGHT

ILLINOIS ROUTE 19 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.

Projected Population Change, 1980-2010

County	1980	2010	Population Increase	Percent Change
Cook	5,253,700	5,567,400	313,700	6.0
DuPage	658,800	985,600	326,800	50.0
Kane	278,400	426,100	147,700	53.1
Lake	440,400	640,700	200,300	45.5
McHenry	147,900	235,800	87,900	59.4
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.

Projected Household Change, 1980-2010

County	1980	2010	Household Increase	Percent Change
Cook	1,879,400	2,228,000	348,600	18.5
DuPage	222,000	368,500	146,500	67.0
Kane	93,700	160,100	66,400	70.9
Lake	139,700	240,200	100,500	72.0
McHenry	49,100	87,800	38,700	78.8
Will	103,100	170,900	67,800	65.7
Region	2,486,700	3,260,700	774,000	31.1

Source: Northeastern Illinois Planning Commission

The region's employment is projected to increase by 34.6 percent by 2010—to over 4.5 million jobs. Cook, DuPage, and Lake Counties will continue to be the major employment centers in the region. Employment in DuPage County is projected to more than double over the 30-year time period—from 284,700 to 641,500 jobs. In Lake County, the number of jobs will increase from 162,000 to 306,700 between 1980 and 2010.

Projected Employment Change, 1980-2010

County	1980	2010	Employment Increase	Percent Change
Cook	2,697,000	3,249,100	551,100	20.5
DuPage	284,700	641,500	356,800	125.3
Kane	119,100	174,400	55,300	46.4
Lake	162,000	306,700	144,700	89.3
McHenry	47,000	73,200	26,200	55.7
Will	91,700	134,100	42,400	46.2
Region	3,401,400	4,579,100	1,777,700	34.6

Source: Northeastern Illinois Planning Commission

Understanding and Accommodating Local Land Use Plans

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
- Need for frontage roads, collector roads, etc.
- Optimal future traffic signal locations
- Potential for development of transit plans

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

- Consolidating driveways, coordinating closely-spaced access points
- Mitigating impacts to on-street parking
- Optimal median types and dimensions (such as raised versus flush medians)

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.

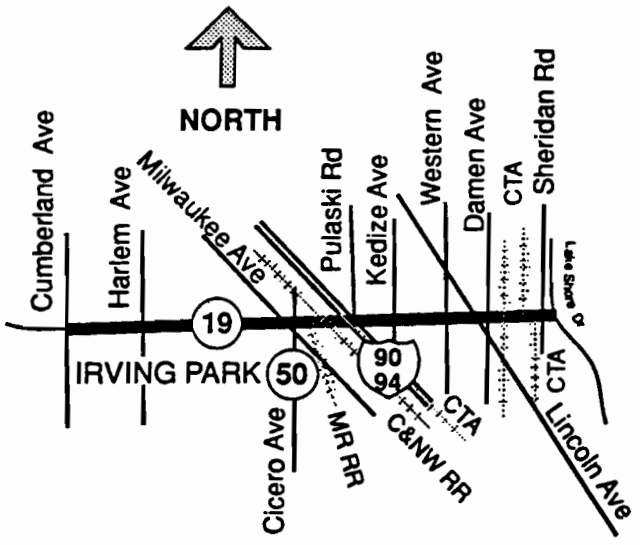
Land Use Considerations in the Illinois Route 19 Corridor

This SRA segment includes areas along Illinois Route19 (Irving Park Road) between Lakeshore Drive and Cumberland Road. The corridor is shown on the accompanying map.

The corridor is designated an "urban" SRA route. Notable areas where land use is changing, or where trends imply future areas of concern, are:

- Portions of the Reed-Dunning site, between Narragansett and Harlem Avenues, are undergoing development. Projects recently completed or under construction include the Dunning Square Shopping Center and Wright Junior College's new campus headquarters. Plans for property along Irving Park Road include development of a mixed-use area (commercial, office, and residential development).
- Between Western Avenue and the North Branch of the Chicago River, Irving Park is part of the Kennedy/ North Branch Manufacturing Corridor (Irving Park is within the Addison sub-area). A recent planning study recommends preservation of manufacturing zoning throughout the corridor.
- A portion of the Irving Park Road SRA is within the Ravenswood Industrial Corridor. Future policies for this area (Irving Park Road near Ravenswood Avenue) allow conversion of industrial uses to residential and office development, where appropriate.

ILLINOIS ROUTE 19 CORRIDOR MAP



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.

Illinois Route 19 Corridor Project Status

The second Advisory Panel Meeting for the Illinois Route 19 Corridor is scheduled for April 23, 1992. 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 early in the summer of 1992.

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Norridge - Brian Gaseor, Village Engineer

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SRA SPOTLIGHT

ILLINOIS ROUTE 19 CORRIDOR ADVISORY PANEL

The Function of a Strategic Regional Arterial

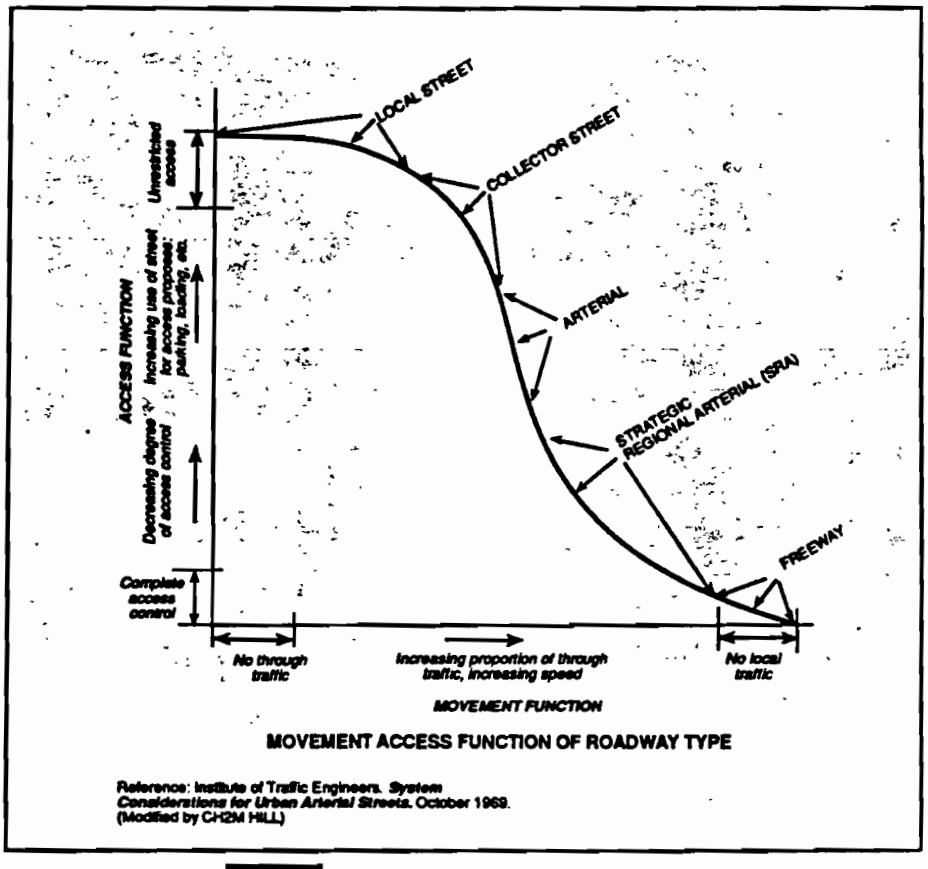
For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching 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. *System 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 Illinois Route19

The SRA plan for the Illinois Route 19 (Irving Park Road) corridor should produce a range of benefits to the public and the Chicago community. Currently, corridor improvements are still being investigated and evaluated. In general, improvements focus on increasing intersection capacity and improving operations. In addition, special alternatives are being developed for the multileg intersection along the corridor.

Improvements at intersections and along the corridor are designed with only minimal parking removal. Generally, parking removal is associated with intersection improvements; in these situations, parking would be removed only at the intersection approaches. The eliminated parking would be replaced in a better, safer location of the corridor.

These and other SRA improvements would help relieve existing congestion, and improve the safety and operations of the corridor.

Corridor Planning Status

The Illinois Route 19 (Irving Park Road) Corridor Advisory Panel met on April 23, 1992. Since that meeting, at which alternative improvements under consideration were presented and discussed, consultant and IDOT staff have worked to develop and to refine the SRA plan. Illinois Route 19 is being planned as a four-basic-lane urban arterial. Various cross-sectional treatments designed to accommodate local constraints and needs will be recommended.

The consultant is in the process of developing a pre-draft of the SRA report, which will include final alternative recommendations. Following IDOT's review of the recommended corridor plan and pre-draft report, a third panel meeting will be scheduled.

SRA SPOTLIGHT

Publisher:
The Illinois Department of Transportation

Editor:
CH2MHILL

For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Martin Becklenberg
Chicago Department of Transportation

Panel Members:

Chicago -
William J.P. Banks, Alderman
Thomas W. Cullerton, Alderman
Patrick J. Levar, Alderman
Richard F. Mell, Alderman
Patrick J. O'Connor, Alderman
Eugene C. Schulter, Alderman
Helen Shiller, Alderman
Michael A. Wojcik, Alderman

Norridge - Brian Gaseor, Village Engineer

NO. 6 SEPTEMBER/OCTOBER 1992

SRA SPOTLIGHT
ILLINOIS ROUTE 19 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

... continued on page 3

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 . . .

regulatory review and approval, and must include all possible measures to minimize harm. These measures might include replacement of lands, replacement of facilities impacted by the project, restoration of disturbed areas, incorporation of design features to minimize or avoid impact, or monetary compensation.

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.

Air Quality

Improved traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles traveling 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 pose 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.

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 Illinois 19

The study to determine recommended improvements for Illinois 19 (Irving Park Road) has considered numerous environmentally sensitive areas, including parks, cemeteries, and historic sites.

The corridor is bounded by Lincoln Park to the east and a forest preserve on the west. There are also a number of parks along the corridor, including Revere Park, Horner Park, California Park, Independence Park, Portage Park, and Merrimac Park. Horner Park and California Park border the North Branch of the Chicago River. The proposed plan will provide for safe and improved pedestrian access to the parks. Otherwise, the parks will not be affected by the plan.

A number of cemeteries are also located along the Irving Park Road corridor (Graceland and Wunder Cemeteries, the Irving Park Cemetery, and the Acacia Park Cemetery). Cemeteries located within one block of the corridor include the Hebrew, Scandinavian Lutheran, and Mount Olive Cemeteries. Again, plans were drawn to avoid impacts to the cemeteries. In the western segment of the corridor where right-of-way widening may be necessary, no acquisition will occur within the cemetery properties or burial grounds.

Finally, designated historic sites exist throughout the corridor. These sites are a mixture of residential, commercial, and industrial buildings, as well as diverse institutions such as American Islamic College (formerly Immaculatta School), and church-owned properties such as St. Pascal's Church. Other land uses that may not be designated historic sites, but are sensitive to roadway improvement, include schools and hospitals. Plans are being drawn carefully to avoid impacts to these valuable structures. In fact, at the eastern end of the corridor, between Ashland Avenue and Lake Shore Drive, the roadway will not be widened to the four-lane SRA standard in order to protect important sites. More modest improvements will be recommended to improve the segment's viability as an important connector between the Western Avenue and Lake Shore Drive SRAs.

Corridor Status

Geometric plans have been prepared and submitted to the Illinois Department of Transportation for review, and the Illinois 19 Draft Final Report is currently being prepared. This report will describe the recommended plan to improve the Illinois 19 SRA to two continuous lanes in each direction of travel throughout the corridor, except for the easternmost segment. The third panel meeting will be scheduled for early winter at a time and place to be announced.

SRA SPOTLIGHT

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Helen Shiller, Alderman
Michael A. Wojcik, Alderman

Norridge - Brian Gaseor, Village Engineer

Public Hearing Responses

MEMORANDUM CH2M HILL

TO: Illinois Department of Transportation

COPIES: FIle

FROM: Rich Starr/IDOT
Dick Stafford/CH2M HILL

DATE: February 4, 1994

SUBJECT: Illinois 19 (Irving Park Road) SRA Public Hearing

PROJECT: CHI 31495.09.A5

This memorandum summarizes written and oral comments taken by IDOT, the consultant team staff, and the court reporter at the public hearing for the Illinois 19 (Irving Park Road) SRA held on March 25th, 1993. Responses to the comments are delineated in bold following the appropriate comments.

Ms. Liz Caldwell-Staff Assistant to Alderman Helen Schiller (46th Ward)

The assistant to the alderman suggested the addition of a traffic signal at the intersection of Illinois 19 and Pine Grove. It was requested that IDOT address the existing problems associated with left turn movements at this intersection.

> **Consideration of a signalized intersection at this location would require additional studies, beyond that performed in this SRA study. Based on design criteria established in the SRA Design Concept Report it is desirable to space signalized intersections 1/4 mile apart. It is also desirable to provide left turn protection (left turn lanes) at all intersections. This is not possible at this location (the spacing of the Pine Grove intersection to the signalized intersection at Clarendon Avenue is only 500 feet). Furthermore, because of the limited right-of-way along this segment and the inability to provide a left turn lane westbound along Illinois 19 to Pine Grove, the proposed plan recommends prohibiting westbound left turn movements. These movements would be more safely accommodated at the signalized intersections at Clarendon Avenue and/or Marine Drive. Restricting the westbound left turn movements would also improve traffic flow along Illinois 19 in this segment. See Exhibit C-1 of the final report.**

Ms. Jeannine Smentek-Executive Director Portage Park Chamber of Commerce

Portage Park Chamber of Commerce had the following comments:

Concern over the removal of parking at the intersection of Illinois 19, Milwaukee Avenue and Cicero Avenue.

The recommended plan would not remove all on-street parking along these roadways. The proposed plan recommends removing parking only at the approaches to the intersection. Currently parking is restricted for a given dimension on the intersection approaches; therefore, the proposed plan would require minimal removal of existing parking spaces. This is needed for the following reasons: 1) this intersection is a six-legged intersection that has significantly less capacity than a conventional four-legged intersection, 2) removing parking at the approaches enables the development of needed additional through capacity and/or turning capacity, and 3) removing parking at the intersection approaches reduces the frictional effects associated with parking maneuvers and through traffic. In addition, the need for improved operations at this intersection is magnified by the fact that both Illinois 19 and Cicero Avenue have been designated as urban Strategic Regional Arterials.

Concern over what effect the realignment of Kilpatrick Avenue may have on existing business.

The realignment options for Kilpatrick Avenue shown on the plan would displace some existing off-street parking. If necessary, this parking could be replaced at other suitable locations. It is not anticipated that the realignment would disrupt or make less attractive access to existing businesses. In fact, under realignment option 1 their is a potential benefit. By realigning Kilpatrick Avenue to the east there is no pedestrian conflicts between pedestrians parked west of the new Kilpatrick Avenue and access to the Sears Store. Specific details on the benefits and disadvantages of the Kilpatrick relocation would be more thoroughly evaluated in future Phase I studies.

Concern over removing parking along Illinois 19 adjacent to Portage Park.

The proposed plan recommends removing parking along the north side of Illinois 19 and retaining the parking along the south side of Illinois 19. Because on-street parking is recommended to be removed, and it is apparent that local permit parking restricts parking along other local streets, the need to identify suitable replacement parking should be investigated. Before the proposed plan would be implemented and parking is removed from the north side of Illinois 19, additional studies would be performed to identify the location and feasibility of relocating the displaced parking spaces to a suitable

off-street location. This would be performed in future Phase I engineering studies.

Relocating the bus stop at Cicero to the north side of the intersection would not provide enough space to construct a bus shelter.

Relocating bus stops from the near side to the far side of intersections is recommended to provide better bus operations as well as intersection operations. The ability to properly accommodate transit users through shelters and other amenities would be investigated in detail before any plan implementation including bus stop relocations.

Mr. Brian M. Gaseor-Director of Public Works, Village of Norridge

The village of Norridge went on record with the following comments:

The village objects to making Octavia north of Irving Park Road one way northbound.

The plan will be revised to maintain the two way operation of Octavia Avenue north of Illinois 19. However, in order to minimize the number of signal phases at this intersection, as developed in the original plan, the southbound left turn movement would be restricted. To prevent traffic from entering residential neighborhoods the plan recommends making Belle Plaine Avenue one-way eastbound (for one block) between Odell Avenue And Octavia Avenue. This would prevent traffic destined for eastbound Illinois 19 from entering the residential neighborhood. Before implementation additional studies would be performed at this intersection to identify potential impacts associated with this recommendation.

The village objects to the removal of on-street parking from Oriole Avenue to Ozanam Avenue.

It is essential to the Illinois 19 corridor plan that the continuity of two through lanes in each direction of travel are maintained. This will require the removal of on-street parking. Based on initial parking surveys it appears as though there is sufficient reserve capacity in off-street lots close by. Note, however, before parking is removed, additional studies would be performed to identify the need and the location if necessary for replacement parking.

The village objects to the removal and elimination of angle parking from Octavia Avenue to Oriole Avenue.

The angle parking along the north side of Illinois 19 would be replaced by parallel parking. This would result in a net loss of approximately 14 parking spaces. While it is desirable to prohibit all parking, including parallel parking along SRA routes, replacing the angle parking with parallel parking represents a compromise. Angle parking significantly impedes through traffic operations, above and beyond that caused by parallel parking. Therefore, the plan improves existing traffic operations and safety by removing angle parking while maintaining a reasonable number of on-street spaces through parallel parking. Furthermore, the development of the plan recognized the potential for off-street replacement parking within close proximity of the lost parking spaces. This includes off-street parking lots that are currently under utilized as well as potential new off-street lots. The Department of Transportation would work with the Village of Norridge to identify and develop future off-street lots if necessary.

<u>Old Irving Park Association</u>

The Board of Directors of the Old Irving Park Association went on record with the following comments:

The association objects to the removal of Parking within 150 feet of signalized intersections.

The intent of the plan is to remove parking on the approaches to signalized intersections only. Currently parking is restricted for a given dimension on the approach to a signal; therefore, the proposed plan would require the removal of only a few spaces. If in fact it is determined, through future Phase I studies, that eliminating the parking for 150 feet on the approaches to the signals is unreasonable, peak period parking restrictions could be considered as an alternative to the all day restrictions.

The association objects to making Keystone Avenue two-way, north of Irving Park Road.

The plan has been modified to maintain the existing one-way northbound operation at Keystone Avenue.

The association stated that it does not object to the closing of Clover Street or the realignment of Kilpatrick Avenue.

No comment is required.

Other Comments Made by the General Public

Two comments were made to the court reporter, supporting the proposed plan of improvements to the Irving Park Corridor.

No comment is required.

A comment was made stating that the removal of angle parking along Irving Park, west of Octavia Avenue, will create increased and unnecessary traffic circulation resulting from drivers searching for other on-street spaces.

The angle parking along the north side of Illinois 19 would be replaced by parallel parking. This would result in a net loss of approximately 14 parking spaces. While it is desirable to prohibit all parking, including parallel parking along SRA routes, the parallel parking represents a compromise. Angle parking significantly impedes through traffic operations, above and beyond that of parallel parking. Therefore, the plan improves existing traffic operations and safety by removing angle parking while maintaining a reasonable number of on-street spaces through parallel parking.

IN RE:

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

ILLINOIS ROUTE 19
(IRVING PARK ROAD) FROM
LAKE SHORE DRIVE TO
CUMBERLAND AVENUE

TRANSCRIPTS AVAILABLE
FOR REVIEW AT
ILLINOIS DEPARTMENT
OF TRANSPORTATION-
DISTRICT 1 HEADQUARTERS

PUBLIC HEARING AT SULZER LIBRARY

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 Sulzer Library, 4455 North Lincoln Avenue, Chicago, Illinois, on Thursday, the 25th day of March, A. D. 1993, during the hours of 2:00 P. M. and 7:00 P. M.

FORM CSR DATA PRINT LASER REPORTERS PAPER & MFG CO 800 626 6113

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Illinois 19 SRA

Appendix A
Year 2010 Intersection Planning Capacity Analysis and Arterial Analysis

Table A-1
Irving Park Road/Illinois 19
Year 2010 Intersection Planning Capacity Analysis

Irving Park Rd./ IL. 19 AND:	Irving Park Road/Illinois 19								Cross Street								Total V/C
	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	
Lake Shore Dr. at Recreation Dr.	18000	8%	50	0.94	20%	70	T-R L-LT	0.40	12000	8%	60	0.94	30%	180	L-TR	0.18	0.58
Marine Dr./ Lake Shore Dr.	18000	8%	60	0.94	10%	90	L-T-TR LTR-R	0.61	12000	8%	50	0.94	20%	120	L-T-TR	0.21	0.82
Clarendon Ave.	18000	8%	55	0.88	10%	80	LTR TR	0.66	5000	8%	55	0.88	10%	20	LTR	0.18	0.84
Broadway	22400	8%	55	0.88	10%	100	TR LTR	0.79	12000	8%	60	0.88	10%	100	L-TR	0.42	1.21
Sheridan Rd.	32200	8%	60	0.88	10%	150	L-TR	1.13	12000	8%	50	0.88	20%	120	LTR	0.41	1.54
Clark St.	32200	8%	50	0.94	10%	130	L-T-TR	0.49	20000	8%	50	0.94	10%	100	L-T-TR	0.31	0.87
Southport Ave.	33300	8%	55	0.94	10%	150	L-TR	1.04	12000	8%	55	0.94	10%	60	LTR	0.42	1.46
Ashland Ave.	34700	8%	50	0.94	10%	140	L-T-TR	0.53	30800	8%	55	0.94	10%	160	L-T-TR	0.58	1.11
Ravenswood Ave.	34700	8%	55	0.94	10%	150	L-T-TR	0.57	5000	8%	55	0.94	10%	30	LTR	0.17	0.74
Damen Ave./ Lincoln Ave.	34700	8%	55	0.88	10%	150	L-TT-TR	0.50	12000 12000	8% 8%	55 55	0.88 0.88	10% 10%	0 0	TR TR	0.40 0.40	1.24 1.36
Leavitt St.	31900	8%	55	0.94	10%	140	L-T-TR	0.53	5000	8%	55	0.94	10%	30	LTR	0.17	0.70
Western Ave.	33300	8%	55	0.94	10%	150	L-TT-R	0.51	45900	8%	55	0.94	10%	200	L-TT-TR	0.55	1.06
Rockwell St.	33300	8%	55	0.94	10%	150	L-T-TR	0.56	5000	8%	55	0.94	10%	30	LTR	0.17	0.73
California Ave.	33300	8%	55	0.94	10%	150	L-T-TR	0.56	14400	8%	55	0.94	20%	140	L-TR	0.43	0.99

Table A-1
Irving Park Road/Illinois 19
Year 2010 Intersection Planning Capacity Analysis

Irving Park Rd./ IL. 19 AND:	Irving Park Road/Illinois 19								Cross Street								Total V/C
	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	
Sacramento Ave.	31900	8%	55	0.94	10%	140	L-TT T-TR	0.53	5000	8%	55	0.94	50%	110	LR LTR	0.17	0.70
Kedzie Ave.	33000	8%	55	0.94	10%	150	L-T-TR	0.55	16000	8%	50	0.94	10%	60	L-TR	0.46	1.01
Kimball Ave.	33000	8%	55	0.94	10%	150	L-T-TR	0.55	~~12,000~~ 5000	8%	55	0.94	10%	30	~~L-TR~~ LTR 0.85	~~0.17~~	~~0.72~~
Central Park Ave.	32700	8%	55	0.94	10%	140	L-TT T-TR	0.54	5000	8%	55	0.94	10%	20	LTR	0.17	0.71
Elston Ave./ (Monticello Ave.)	32700	8%	55	0.88	10%	0	T-TR	0.58	20000	8%	55	0.88	10%	60	L-T-TR	0.36	0.94
Hamlin Ave.	32700	8%	55	0.94	10%	140	T-TR L-TT	0.55	5000	8%	55	0.94	10%	30	LTR	0.17	0.72
Pulaski Rd.	28400	8%	55	0.88	10%	120	L-T-TR L-TT-R	0.51	22800	8%	50	0.88	10%	100	L-T-TR	0.38	0.89
Keystone Ave./ Kennedy Expy.	26100	8%	55	0.94	10%	0	T-TR TT	0.44	12000	8%	60	0.94	30%	170	L-LTR R	0.37	0.81
Kennedy Expy. Ramp	38600	8%	55	0.94	10%	0	TT-R	0.59	12000	8%	60	0.94	100%	580	L-LT	0.19	0.78
Keeler Ave.	38600	8%	55	0.94	10%	170	TT L-TT	0.64	12000	8%	60	0.94	50%	290	L-TR RR	0.37	1.01
Kildare Ave.	38600	8%	55	0.94	10%	170	T-TR L-TT	0.64	5000	8%	55	0.94	50%	110	LTR LR	0.17	0.81
Kostner Ave.	38600	8%	55	0.94	10%	170	L-T-TR	0.63	5000	8%	55	0.94	10%	30	LTR	0.17	0.80
Kilpatrick Ave.	38100	8%	55	0.88	10%	170	L-TT-R	0.61	12000	8%	55	0.88	20%	110	LTR	0.46	1.07
Cicero Ave./ Milwaukee Ave.	38100	8%	50	0.88	10%	0	TT-R	0.58	46100 21900	8% 8%	50 50	0.88 0.88	10% 10%	180 0	L-T-TR T-R	0.77 0.66	1.43
Lamon Ave.	38100	8%	55	0.88	0%	0	TT	0.56	5000	8%	60	0.88	100%	240	LR	0.12	0.68
Lavergne Ave.	38100	8%	55	0.88	10%	170	L-T-TR	0.68	5000	8%	55	0.88	10%	20	LTR	0.18	0.86
Laramie Ave.	38100	8%	50	0.94	10%	150	L-T-TR	0.58	12000	8%	55	0.94	10%	90	LT-TR	0.34	0.92

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Irving Park Road/Illinois 19
Year 2010 Intersection Planning Capacity Analysis

Irving Park Rd./ IL. 19 AND:	Irving Park Road/Illinois 19								Cross Street								Total V/C
	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	Two-Way ADT	K	D	Roadside Friction	% Turns	Left Turn Volume	Lanes On Approach	V/C	
Long Ave.	37100	8%	55	0.94	10%	160	L-T-TR	0.62	5000	8%	55	0.99	10%	20	LTR	0.17	0.79
Central Ave.	37100	8%	50	0.94	10%	150	L-T-TR	0.57	20000	8%	60	0.94	30%	290	L-T-TR	0.35	0.92
Menard Ave.	36400	8%	55	0.94	10%	160	L-TT T-TR	0.60	5000	8%	55	0.94	10%	20	LTR	0.17	0.77
Austin Ave.	36400	8%	60	0.94	10%	170	L-TT-R L-T-TR	0.61	26200	8%	55	0.94	10%	120	L-T-TR	0.44	1.05
Melvina Ave.	34200	8%	55	0.94	10%	150	L-T-TR	0.57	5000	8%	55	0.94	10%	20	LTR	0.17	0.74
Narragansett Ave.	34200	8%	55	0.88	10%	150	L-T-TR	0.62	18000	8%	55	0.88	10%	80	L-T-TR ~~L-TR~~	0.37 ~~0.60~~	~~1.22~~ 0.91
Natchez Ave.	34200	8%	55	0.94	10%	150	L-T-TR	0.57	12000	8%	60	0.94	30%	170	LTR	0.53	1.10
Neenah Ave.	34200	8%	55	0.99	10%	150	L-T-TR	0.55	5000	8%	60	0.99	100%	240	L-R LR	0.16	0.71
Oak Park Ave.	34200	8%	55	0.99	10%	150	L-T-TR	0.55	12000	8%	50	0.99	10%	50	L-TR	0.32	0.87
Harlem Ave.	32900	8%	50	0.88	10%	130	L-T-TR T-TR	0.55	33700	8%	55	0.88	10%	150	L-T-TR	0.61	1.16
Forest Preserve/ (Octavia Ave.)	22700	8%	55	0.88	10%	100	L-T-TR	0.41	12000	8%	55	0.88	10%	0	T-TR L-T-TR	0.22	0.63
Oriole Ave.	22700	8%	55	0.94	10%	100	L-T-TR	0.37	5000	8%	55	0.94	10%	20	LTR	0.17	0.54
Cumberland Ave.	31700	8%	55	0.99	10%	140	L-T-TR	0.51	33500	8%	50	0.99	10%	130	L-TT-R L-TT-TR	0.45	0.96

TABLE A-2

Urban Arterial Level of Service Analysis Inputs

Irving Park Road (Illinois Route 19)

Intersection Operations						Assumed Signal Operations					
Intersection	V/C	Left Turn Volume	Number of Left Turn Lanes	G/C for Left Turn	Thru G/C	Capacity	Cycle Length	Arrival Type	Progression Factor	Spacing to Next Intersection	Arterial Type/Class and Speed
Recreation Dr.	0.58	70	1	0.05	0.64	2,058	100	IV	0.696	300	III-30
Marine Dr.	0.82	90	1	0.06	0.68	2,188	100	III	1.000	1220	III-30
Clarendon Ave.	0.84	80	1	0.05	0.73	2,344	100	IV	0.836	230	III-30
Broadway	1.21	100	1	0.07	0.59	1,876	100	III	1.000	1110	III-30
Sheridan Rd.	1.54	150	1	0.10	0.63	2,028	100	III	1.000	2140	III-30
Clark St.	0.87	130	1	0.09	0.48	1,525	100	IV	0.848	540	III-30
Southport Rd.	1.46	150	1	0.10	0.61	1,959	100	IV	0.900	1320	III-30
Ashland Ave.	1.11	140	1	0.09	0.38	1,229	120	IV	0.900	1320	III-30
Ravenswood Ave.	0.74	150	1	0.10	0.67	2,145	100	IV	0.790	1320	III-30
Damen/Lincoln Ave.	1.36	150	1	0.10	0.31	1,496	120	IV	0.900	1320	III-30
Leavitt St.	0.70	140	1	0.09	0.66	2,124	100	IV	0.770	1320	III-30
Western Ave.	1.06	150	1	0.10	0.38	1,220	120	IV	0.900	1320	III-30
Rockwell St.	0.73	150	1	0.10	0.67	2,135	100	IV	0.785	1320	III-30
California Ave.	0.99	150	1	0.10	0.47	1,490	100	IV	0.896	1320	III-30
Sacramento Ave.	0.70	140	1	0.09	0.66	2,124	100	IV	0.770	1320	III-30
Kedzie Ave.	1.01	150	1	0.10	0.44	1,423	100	IV	0.900	1320	III-30
Kimball Ave.	0.90	150	1	0.10	0.51	1,636	100	IV	0.860	1320	III-30
Central Park Ave.	0.71	140	1	0.09	0.67	2,135	100	III	1.000	400	III-30
Elston Ave.	0.94	0	1	0.00	0.62	1,974	100	IV	0.876	950	III-30
Hamlin Ave.	0.72	140	1	0.09	0.67	2,146	100	IV	0.780	1350	III-30
Pulaski Rd.	0.89	120	1	0.08	0.49	1,578	100	IV	0.856	460	III-30
Keystone Ave.	0.81	0	1	0.00	0.54	1,738	100	IV	0.824	520	III-30
Kennedy Ramp	0.78	0	1	0.00	0.76	2,421	100	IV	0.810	400	III-30
Keeler Ave.	1.01	170	1	0.11	0.52	1,665	100	IV	0.900	850	III-30
Kildare Ave.	0.84	170	1	0.11	0.68	2,190	100	IV	0.836	750	III-30
Kostner Ave.	0.80	170	1	0.11	0.67	2,157	100	IV	0.820	2150	III-30
Kilpatrick Ave.	1.07	170	1	0.11	0.46	1,462	100	IV	0.900	500	III-30
Cicero/Milwaukee Ave.	1.43	0	1	0.00	0.41	1,298	120	IV	0.900	720	III-30
Lamon Ave.	0.68	0	1	0.00	0.82	2,635	100	IV	0.760	660	III-30
Lavergne Ave.	0.86	170	1	0.11	0.68	2,168	100	IV	0.850	1400	III-30
Laramie Ave.	0.92	150	1	0.10	0.53	1,697	100	IV	0.868	1350	III-30
Long Ave.	0.79	160	1	0.11	0.68	2,170	100	IV	0.815	1350	III-30
Central Ave.	0.92	150	1	0.10	0.52	1,663	100	IV	0.868	1350	III-30
Menard Ave.	0.77	160	1	0.11	0.67	2,152	100	IV	0.805	1350	III-30
Austin Ave.	1.05	170	1	0.11	0.47	1,496	120	IV	0.900	1320	III-30
Melvina Ave.	0.74	150	1	0.10	0.67	2,145	100	IV	0.790	1350	III-30
Narragansett Ave.	0.94	150	1	0.10	0.56	1,791	120	IV	0.880	650	III-30
Natchez Ave.	1.10	150	1	0.10	0.42	1,338	120	IV	0.900	540	III-30
Neenah Ave.	0.71	150	1	0.10	0.67	2,159	100	IV	0.775	1450	III-30
Oak Park Ave.	0.87	150	1	0.10	0.53	1,703	100	IV	0.848	3250	III-30
Harlem Ave.	1.16	130	1	0.09	0.39	1,240	120	IV	0.900	1050	III-30

TABLE A-2

Urban Arterial Level of Service Analysis Inputs

Irving Park Road (Illinois Route 19)

Intersection Operations						Assumed Signal Operations					
Intersection	V/C	Left Turn Volume	Number of Left Turn Lanes	G/C for Left Turn	Thru G/C	Capacity	Cycle Length	Arrival Type	Progression Factor	Spacing to Next Intersection	Arterial Type/Class and Speed
Octavia Ave.	0.63	100	1	0.07	0.58	1,869	100	IV	0.735	2100	III-30
Oriole Ave.	0.54	100	1	0.07	0.62	1,979	100	IV	0.648	4880	III-30
Cumberland Ave.	0.96	140	1	0.09	0.44	1,401	120	IV	0.884	NA	III-30

From Intersection Planning Capacity Analysis - Table A-1

G/C for Left turns = $\frac{\text{LT Vol/LT Lanes}}{1500}$

G/C for through move $\frac{\text{V/C for SRA}}{\text{V/C for intersection}}$ - G/C for Left turns

Capacity = 1,600 x number of through lanes x G/C (for through movement)

Assumptions: 2-Phase signals: 60-90 seconds
3-Phase signals: 90-100 seconds
4-Phase signals: 120-150 seconds

Assume Type III, IV or Type V, depending on spacing of signals relative to SRA guidelines per Highway Capacity Manual

Per Highway Capacity Manual Table 11-6

Per Highway Capacity Manual - Assume Types I or II for suburban SRAs