



Strategic Regional Arterial



Lake Shore Drive/ Stony Island Avenue

from Interstate 94 to Hollywood Avenue

FINAL REPORT
APPENDIX

Operation GreenLight



Illinois Department of Transportation
May 1996

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APPENDIX A: OTHER ALTERNATIVES CONSIDERED

A.1 Segment 1: Stony Island Avenue, from Interstate 94 to 81st Street

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

The intent of this alternative is to provide a standard SRA cross section. Cross sectional elements would include:

- 30 ft. median
- 6-12 ft. lanes
- Right turn bays and dual left turn bays
- Approx. 46 ft. wide parkways
- Coordinate Signals / 1/4 mile spacing
- Consolidate median breaks to cross streets
- Provide mid-block pedestrian bridges

Several options were considered for the extra wide parkways. Options include:

- Provide frontage roads
- Provide widened loading lanes and parking lanes
- Provide angle parking
- Provide HOV lanes and bus pull outs
- Provide green space with meandering bikeway

This alternative is not recommended because of the detrimental effect to the commercial viability along the entire Stony Island corridor. Providing green space along the curb would not be beneficial to the commercial uses. This alternative would also have additional development cost because all roadway elements, utilities and appurtenances would have to be reconstructed.

Alternative B -Depress through lanes

Through traffic would travel on depressed free flow lanes (fewer through lanes would be required). Local street access would be provided at 1/2 mile intervals between I-94 and Jackson Park and at grade service roads would be required. The following elements were considered.

- Provide one-way frontage roads, both sides
- Provide two-way frontage roads, both sides with parking and greenspace - *requires additional ROW*
- Provide two-way frontage road on east side and park on west side

This alternative was not recommended because the Stony Island would become a freeway type facility which is not the objective of an SRA. In addition, construction costs would be excessive.

Alternative C -Depress through lanes at 95th Street

Two through lanes would be depressed in each direction along Stony Island Avenue. The depressed lanes would cross under the C&WI and BRC Railroads along with 95th Street. One way frontage roads would be required at-grade for a traffic interface with 95th Street.

This alternative was not recommended because of excessive costs associated with construction of depressed pavement and railroad bridge widening. In addition, an acceptable level-of-service most likely could be accomplished with an at-grade intersection.

Alternative D -Provide Light Rail Transit in median

The existing wide median along Stony Island Avenue was designed for a potential light rail system. No evidence was found in this study that would indicate a demand for such a system. The wide median should be maintained if possible so that the light rail system could be considered in the future.

Alternative E -Provide HOV lane

An HOV lane was considered throughout the Stony Island corridor that would connect I-94, the Skyway and Lake Shore Drive. However, the effectiveness of this type of facility would be minimal because there are no plans for HOV facilities on adjoining roadways.

Alternative F -Channelize left turn bays across median / Provide mid-block U-turn

Left turn bays would be channelized across the median in order to eliminate storage of left turning vehicles between the northbound and southbound roadways. In addition,

U-turns would be allowed at mid-block locations to improve access to businesses. U-turns were developed in reaction to the closing of some median breaks.

It was decided that the existing configuration (dual signalized intersections at each cross street location) could accommodate traffic demand, and would allow adequate access to businesses.

A.2 Segment 2: Stony Island Avenue, Interstate 90 Interchange Area

Alternative A1 - cul-de-sac South Chicago Street

It was suggested that one of the cross-streets in this six legged intersection be redirected to not pass through the intersection. This alternative assumes that South Chicago Street be redirected to 79th Street or south to Anthony Avenue to bypass the intersection with Stony Island Avenue.

It was determined that it would be more desirable to redirect 79th Street because traffic volumes are lower on 79th Street than on South Chicago Street. *ADT of South*

Chicago Street = 31,000 to 38,000 and ADT of 79th Street = less than 20,000.

Alternative A2 - cul-de-sac 79th Street

Close 79th Street and continue South Chicago Street through the intersection with Stony Island Avenue. The disadvantage of this alternative is that South Chicago Street is a diagonal that crosses Stony Island Avenue at approximately 45 degrees, which is not a desirable intersection angle. This alternative would also displace several businesses and complicate access to other commercial properties.

Alternative B - Depress through lanes

Depress the through lanes of Stony Island Avenue under the intersection. The through traffic require only two lanes each direction. The depressed section would extend from south of the Skyway to north of South Chicago Street crossing under the Skyway, Conrail Railroad, 79th Street and South Chicago Street. Frontage roads for turning movements and access to adjacent commercial property would also be provided.

The cost of this improvement could be reduced, and the operation of the 79th Street/ South Chicago Street/ Stony Island Avenue Frontage Road intersections could be simplified, if 79th Street was cul-de-sac'd.

This alternative would greatly improve operation and safety in this complex interchange. The alternative was eliminated due to high costs. The improvement would require structural modifications along the Conrail Railroad and the Skyway in addition to the construction of the depressed through lanes with associated structures.

Alternative C - Provide pedestrian overpasses

Due to complex vehicular operations at this intersection, pedestrian overpasses were considered. The overpasses were not recommended because vertical space is not available with the existing structures at the intersection.

Alternative D - Provide Light Rail Transit in median See Alternative D - Segment 1

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

Alternative A (Reduce median width to 30 feet, provide frontage roads)

See Alternative A - Segment 1

Alternative B - Depress through lanes

See Alternative B - Segment 1

Alternative C - Depress through lanes at 71st Street

Provide a compressed urban interchange with through lanes of Stony Island Avenue depressed under the intersection. Ramps would be provided for turning movement access at 71st Street, and for access to the adjacent commercial properties and the Metra Station.

The number of trains across this intersection is 15 during the 2-1/2 hour peak period.

This alternative was not recommended because travel demand does not warrant the costs and impacts associated with the improvement.

Alternative D - Provide Light Rail Transit in median

See Alternative D - Segment 1

Alternative E - Provide HOV lane

See Alternative E - Segment 1

Alternative F -Channelize left turn bays across median / Add mid-block U-turn

See Alternative F - Segment 1

Alternative G - Remove 1 through lane in each direction

This alternative was designed to provide lane balance throughout the Stony Island Corridor. Adjacent sections of Stony Island have 3 lanes in each direction. The concept was eliminated because the 4th lane in each direction essentially operates as a right turn lane, bus pull-out and parking buffer.

A.4 Segment 4: Jackson Park Area - Stony Island Avenue and Cornell Drive, from 67th Street to 56th Street

Note: Alternatives A through C are presented in Volume 1.

Alternative D - Shift SRA on new Sweeping Curve

In this alternative the SRA Route would follow Stony Island Avenue to south of 57th Street where it would travel along a new curvilinear alignment to the east until it reaches 57th Drive.

The fatal flaw for this alternative was that the new roadway alignment would travel through parkland and result in the loss of several mature trees. This alignment would also travel fairly close to a playground.

Alternative E1 - Stony Island Avenue - Cornell Drive one way pair

In this alternative Cornell Drive would be one-way northbound and Stony Island Avenue would be one-way southbound between 56th Street and 67th Street. A new connector roadway would be constructed at the east end of 57th Drive that would connect to Stony Island Avenue for southbound traffic. As a result pavement widths on both roadways could be reduced or converted to parking or park land.

The fatal flaw for this alternative relates to access. Northbound traffic accessing institutions along Stony Island Avenue, such as the Hyde Park Hospital, would have added trip time to reach their destinations.

Alternative E2 - One way traffic loop

A one way traffic loop would be created along roadways throughout Jackson Park. From Lake Shore Drive (counterclockwise) the path would include 57th Drive, Cornell Drive, Marquette Drive (relocated to the south edge of the Jackson Park Golf Course) and Coast Guard Drive. Existing Marquette Drive would be converted back to park land and the golf course would no longer be divided by a roadway. Minor pavement modifications would be made at each loop intersection so that a free flow system could be maintained with left in/ left out and right in/ right out access.

While access modifications are a concern with this alternative, the fatal flaw is the probability that the traffic loop would become a raceway as there would be no signalized intersections to control traffic speed.

Alternative F - Six lane cross section, Midway Plaisance to Lake Shore Drive

The goal of this alternative is lane balance. Cornell Drive has a 6-lane section south of Midway Plaisance which would be continued north to 57th Drive and Lake Shore Drive. A single lane would be added in each direction between Midway Plaisance and Lake Shore Drive.

This alternative was not recommended because of impacts to park lands and Museum of Science and Industry parking areas.

Alternative G - Depress 57th Drive - Stony Island Avenue to Lake Shore Drive

This alternative is designed to alleviate conflicts between Museum of Science and Industry traffic and through traffic. 57th Drive would be depressed between Lake Shore Drive and Stony Island Avenue. Through traffic would be carried along Stony Island Avenue south of 57th Drive and Cornell Drive would be down graded from a through traffic thoroughfare. At-grade overpasses would be provided at each parking access for the Museum of Science and Industry with ramp access to the depressed lanes.

The alternate was eliminated due to Park impacts, Museum of Science and Industry impacts and high costs. *The Museum of Science and Industry has developed new concepts for parking and access since this alternative was conceived.*

Alternative H - New East-West Street (56-1/2 Street)

This alternative is also designed to alleviate conflicts between Museum of Science and Industry traffic and through traffic. A new roadway would be constructed approximately 100 ft. south of 56th Street between Lake Shore Drive and Stony Island Avenue, with access to the two driveways at the Museum of Science and Industry. Access to 56th Street would be provided via Stony Island Avenue. Existing 57th Drive would be reverted back to park land.

Park impacts are the fatal flaw of this alternative. Several acres of park land and many mature trees would be taken. In addition, access to Hyde Park Hi-rise residential areas would be constrained.

Alternative I - Extend Midway Plaisance to Lake Shore Drive

The extension of Midway Plaisance eastward to Lake Shore Drive was briefly considered prior to the Museum of Science and Industry's development of new concepts for parking and access. The alternative was not recommended because of impacts to park land and because of incompatibility with MSI parking and access plans.

Alternative J - Close Park Roads during off-peak hours

This alternative is based on initiatives that have been carried out in Central Park in New York City. During non-peak hours some roads in Jackson Park could be closed to vehicular traffic to allow better access for pedestrians and bicyclists. Closures could include Hayes Drive, Marquette Drive and portions of Cornell Drive.

This alternate will not be considered as part of this report but will be studied as part of on going studies in the area.

Alternative K - 30 foot median for dual left turn lanes

This alternative was intended to address the recommended design criteria of a typical SRA Route. However, because this SRA route has been redefined as a special SRA project, standard design criteria do not apply.

Alternative L - Dual southbound right turn lanes at 57th Drive

Consideration was made for a dual right turn on southbound Lake Shore Drive at 57th Drive. This alternative is not recommended because the traffic flow benefits are marginal and adjacent park land would be impacted.

Alternative M - Superelevate 57th Drive curve

The superelevation of the 57th Drive curve to Cornell Drive was considered in an attempt to improve through traffic capacity. While this improvement could be made without park land acquisition, it was determined that increasing speeds in this location is not desirable. Safety issues for pedestrians and traffic accessing park lands and cross streets could worsen.

Alternative N - Tripod pedestrian overpass, Lake Shore Drive at 57th Drive

The tripod pedestrian overpass would have a circular landing over the center of the Lake Shore Drive/ 57th Drive intersection with three accesses landing in each of the western quadrants and on the lake side of the intersection. The purpose of this configuration is to provide grade separated access for pedestrians crossing any leg of the intersection.

It was decided that upgrading the existing pedestrian bridge on the north leg of the intersection would be more cost effective, and that an at-grade crossing could be safely provided across 57th Drive.

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

Note: Alternatives A1 and A2 are presented in Volume 1.

Alternative B - No Action

A temporary median barrier was placed along Coast Guard Drive in September of 1995. The temporary median barrier is not an acceptable long term solution, therefore, this alternative is not recommended.

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

In this alternative the 57th Drive/ Lake Shore Drive intersection would be redesigned to emphasize Lake Shore Drive to 57th Drive movements. Free-flow movements would be provided between these Drives with a sweeping curve, and Coast Guard Drive would tee into the new curve. This alternative would be combined with one of the "Other Alternatives" presented in segment 4, that would increase through movement capacity along Cornell Drive or Stony Island Avenue.

This alternative is not recommended because it would have to be combined with "Other Alternatives" in Segment 4, See Previous Section. In addition, significant traffic movements from Lake Shore Drive south to U.S. Route 14 and Jeffery Boulevard would be constrained and potentially re-routed to other park roads.

Alternative D - One way traffic loop

See Alternative D2 - Segment 4

Alternative E - Continuous six-lane cross section

The six lane cross section provided on Lake Shore Drive north of 57th Drive would continue south to the Marquette Drive intersection along Coast Guard Drive. Channelization would be provided on the north leg of the Marquette Drive intersection to disperse traffic among the other legs of the intersection. With this alternative 57th Drive and Cornell Drive, north of Marquette Drive could be de-emphasized to through traffic.

It was determined that traffic operations are not constrained by this segment of Coast Guard Drive. The 57th Drive and Marquette Drive intersections control traffic capacity on this facility.

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

In this alternative dual left turns and a right turn lane would be provided on the north leg of the Marquette Drive intersection. Turn bays could also be provided on the other three legs of the intersection. This concept was eliminated from further consideration because the historic bridge on the north leg of the intersection would have to be replaced and because of impacts to adjacent park lands and wetlands.

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

Alternative A - No Action

A temporary median barrier was placed along Lake Shore Drive in September of 1995. The temporary median barrier is not an acceptable long term solution, therefore, this alternative is not recommended.

Alternative B - Provide a standard diamond interchange at 47th Street

This alternative investigated providing right hand ramps for the northbound lanes of Lake Shore Drive at 47th Street. This would be accomplished by elevating the northbound lanes over 47th Street (same as southbound lanes are now) and providing ramps east of the northbound lanes. In addition, northbound lanes would be relocated west adjacent to the southbound lanes in order to reduce park impacts.

The alternative was not recommended because a review of available accident data suggests that there is no apparent need to improve safety at this location, construction of a standard diamond interchange would diminish the parkway characteristics of Lake Shore Drive, and construction of this interchange would reduce greenspace.

Alternative C - Move southbound lanes west to provide landscaped median

In this alternative the wide grassy median that is provided between Interstate 55 and 53rd Street would be extended south to 57th Drive in order to improve safety between opposing vehicles. This would be accomplished by eliminating the horse trail on the west side of Lake Shore Drive. The concept was abandoned because southbound exit ramps are already geometrically constrained and the modification would worsen exit geometrics

A.9 Segment 9: Lake Shore Drive, Grant Park area - from south of Balbo Drive to Monroe Drive

Note: Alternatives A through C are presented in Volume 1.

Alternative D - Depress Lake Shore Drive

This alternative is intended to provide a continuous free flow facility between South Lake Shore Drive and North Lake Shore Drive. The intent is to grade separate

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intersections in Grant Park and eliminate traffic signals by depressing through lanes below the surface of the park. Cross street access would be provided via ramps would tie into frontage roads that would be constructed at park elevation or at depressed through lane elevation.

This alternative had several fatal flaws. The costs would be enormous, drainage would be extremely complex with lanes below lake level, much park land would be impacted and aesthetics would be severely affected for both citizens using the park and drivers using Lake Shore Drive.

Alternative E - Congress Parkway tunnel to Lake Shore Drive

This alternative was designed to complete a missing link in the SRA System network. Congress Parkway is an SRA that ties into Michigan Avenue which is also an SRA. If Congress Parkway tied into Lake Shore Drive then travelers could commute directly from the Eisenhower Expressway to Lake Shore Drive.

In order to reduce Grant Park impacts, it was thought that a tunnel could be provided from Michigan Avenue to Lake Shore Drive. Eastbound and westbound lanes would diverge north and south of the Buckingham Fountain foundation, and connect with the depressed section of Lake Shore Drive at two separate locations. The tunnels would be constructed in conjunction with the depressed section of Lake Shore Drive.

Again, costs would be enormous, drainage would be complex and impacts to the park would be severe. *See previous alternative.*

Alternative F - Pedestrian Overpass at Buckingham Fountain

There is a need to grade separate the existing pedestrian crossing at Buckingham Fountain. Pedestrian overpasses were considered, however, sight lines for park users and drivers would be compromised. Therefore, pedestrian underpasses were recommended at this location.

Alternative G - Barrier wall at curb line between sidewalk and traffic lanes

In this alternative barrier walls would be placed outside the travel lanes in order to improve safety for park users. The walls would reduce the possibility of out of control vehicles hitting pedestrians, and the walls would also inhibit pedestrians from crossing Lake Shore Drive locations where crossings are provided.

The alternative is not recommended because there are few out of control incidents and because the recommended pedestrian concourse (or underpasses) and installation of a raised landscaped median would reduce the occurrence of mid-block pedestrian crossings.

A.10 Segment 10: Lake Shore Drive, from Monroe Drive to Ohio Street

Alternative A - Traffic management, driver information systems for Navy Pier parking

Improved traffic management and driver information systems for Navy Pier Parking was recommended during the public involvement process for the project. This recommendation will not be considered as part of this project. The City of Chicago will study Navy Pier traffic management in 1996.

A.13 Segment 13: Lake Shore Drive, LaSalle Drive Interchange

Alternative A - U-turn for westbound to southbound traffic entering onto Lake Shore Drive

This alternative is intended to simplify the west ramps intersection (3-tight signalized intersections) of the interchange. The recommended configuration would eliminate westbound left turns, and southbound through movements, at the intersection by providing a westbound to eastbound U-turn several hundred feet west of the intersection. Drivers coming from the lakefront, intending to go south on Lake Shore Drive or on the Inner Drive would use the median U-turn. In addition, drivers exiting Lake Shore Drive southbound would be channeled to the U-turn location. This roadway configuration would eliminate signal phases allowing more green time for remaining movements improving the capacity of the intersection.

The alternative was not recommended because the configuration is unusual, could create confusion and may impact safety. Park land would also be impacted by the relocation of the LaSalle Drive westbound lanes to allow enough median width to provide the U-turn.

Alternative B - Tighten southbound on-ramp

The intent in this alternative is to simplify the west ramps intersection by moving the southbound on ramp closer to Lake Shore Drive and away from the southbound off

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ramp intersection with LaSalle Drive. This configuration would eliminate the eastbound to southbound slip ramp that crosses the Inner Drive, and the northbound to eastbound slip ramp, eliminating the signals at those locations.

The alternative was eliminated because there is not enough space to effectively relocate the southbound on ramp.

Alternative C - Eliminate Inner Drive from LaSalle Drive to North Avenue, connect Inner Drive to North Avenue

Again the intent is to simplify the west ramps intersection by entirely eliminating the access to the Inner Drive at this location. From this intersection a driver would have to follow LaSalle Drive, Clark Street and North Avenue, which would be newly connected to the Inner Drive, in order to access the Inner Drive.

The high demand for access to the Inner Drive from this intersection is the fatal flaw of this alternative.

Alternative D - Eliminate southbound right turn curve to LaSalle Drive

The southbound right turn curve would be eliminated in this alternative allowing significant acreage to be reverted back to park land. Drivers would turn right at the signal instead of following the free flow curve.

This alternative is not recommended because of the high traffic demand for this movement. The reconfiguration would severely impact operations at the intersection, and could possibly cause back-ups onto southbound Lake Shore Drive lanes.

Alternative E - Eliminate southbound on-ramp

Again, the intent is to simplify the west ramps intersection by eliminating the southbound on-ramp to Lake Shore Drive. This is a high volume ramp movement, and therefore it can not be eliminated. There are no reasonable locations to divert drivers for access to southbound Lake Shore Drive.

Alternative F - Eliminate access from North Avenue Beach turnaround to northbound on-ramp

The elimination of this small slip ramp from the North Avenue Beach circle to the northbound on ramp was suggested in a public forum. It was determined that the

ramp can operate safely and does not impact capacity, therefore, it will not be eliminated.

A.15 Segment 15: Lake Shore Drive, Belmont Avenue interchange area

Alternative A - Relocate southbound off-ramp to Sheridan Road

In this alternative the roadway between Sheridan Park (triangle) and Lake Shore Drive would be eliminated. Drivers exiting the drive southbound would slip directly to southbound Sheridan Road, and drivers entering southbound Lake Shore Drive from the southbound Inner Drive would be channeled to a left turn at the Belmont Road Sheridan Road intersection.

Demand at the Belmont Road/ Sheridan Road intersection is already beyond capacity. The added vehicles at this intersection would further impair local traffic operations.

A.16 Segment 16: Lake Shore Drive, from north of Belmont Avenue to south of Montrose Avenue

Alternative A - Replace northbound off-ramp with on-ramp at Recreation Drive

The intent of this alternative is to eliminate the northbound on-ramp along with associated queuing onto northbound Lake Shore Drive and congestion on park roads. It was determined that impacts to the park would be significant due to realignments and the need for an added northbound auxiliary lane between the entrance ramp and the northbound exit ramp to Irving Park Road. The alternative is park of the Lincoln Park Framework plan, but will not be recommended as part of this project.

Alternative B - Totem pole traffic circle connected to off-ramp

The intent of this alternative is to create a traffic circle around the totem pole east of Recreation Drive. The northbound off ramp and the north and south legs of Recreation Drive would tie into the traffic circle with continuous right in/ right out access.

It was determined that the recreational traffic demand for the circle would exceed the capacity of the traffic circle and that impacts to park land would be significant. Therefore, the alternative was not recommended.

A.17 Segment 17: Lake Shore Drive: Montrose-Wilson-Lawrence Interchanges

Note: Alternatives A, B and C are presented in Volume 1.

Alternative D - Close NB off and SB off ramps at Wilson and Lawrence interchanges

The intent of this alternative is to eliminate 3 of 4 weave areas within the three interchanges. It was determined that the alternative does not effectively address traffic demand and that other interchange re-configurations would eliminate weave areas and better address traffic needs.

Alternative E - Signalize ramp termini at local streets and relocate pedestrian paths to newly signalized intersections.

The intent of this alternative is to provide consistent traffic control throughout the northern Lake Shore Drive interchanges and to improve pedestrian safety. Because the existing free flow intersections operate effectively for traffic, the alternative was not recommended. In addition the Park District is planning pedestrian path improvements that will improve safety at all three interchanges.

A.18 Segment 18: Lake Shore Drive, from Lawrence Avenue to Hollywood Avenue

Alternative A - Reduce number of through lanes north of Foster Avenue.

The intent of this alternative is to provide an incentive for drivers to access Lake Shore Drive at Foster Avenue or to the south. The removal of through lanes would constrict traffic flow and eventually create new access corridors from the local street system to Lake Shore Drive.

This action is not recommended at this time. It directly impacts the Edgewater street network which is being studied as part of another project.

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

Several alternatives are being considered in a separate study by the City of Chicago. The following alternatives will not be recommended in this report, but will be addressed at a later date.

- Alternative A - Create a Hollywood/Bryn Mawr one-way couple between Lake Shore Drive and Ridge Avenue.
- Alternative B - Build a five-lane cross section on Ridge Avenue between Peterson Avenue and Bryn Mawr Avenue by reducing parkway widths.
- Alternative C - Redevelop one side of Ridge Avenue and provide a six-lane cross section between Peterson Avenue and Bryn Mawr Avenue.
- Alternative D - Remove Parking on Bryn Mawr to allow additional through lanes.
- Alternative E - Tunnel Lake Shore Drive between the north terminus at Hollywood Avenue and Peterson Avenue at Ridge Avenue.
- Alternative F - Limit local access to Ridge Avenue. Cul-de-sac some cross streets or limit to right in/ right out only.
- Alternative G - TSM - Restrict Left Turns from Ridge Avenue during peak hours.

APPENDIX B: ALTERNATIVES BEYOND STUDY OBJECTIVES

B.4 Segment 4: Jackson Park Area - Stony Island Avenue and Cornell Drive, from 67th Street to 56th Street

Note: Alternatives A through C are presented in Volume 1, and Alternatives D through N are presented in Appendix A.

Alternative O - Eliminate Marquette Drive, Stony Island Avenue to Richards Drive.

This concept was initiated by the Chicago Park District with the primary goal of eliminating the roadway separation of the Jackson Park Golf Course.

Alternative P - Relocate US 41 Route Marking.

The concept was to relocate the US Route 41 route marking in an attempt to attract drivers to 95th Street and Stony Island Avenue. The change would alleviate demand along South Shore Drive and Coast Guard Drive between Lake Shore Drive and 95th Street. A second marking route was considered along 95th Street to the Dan Ryan Expressway.

Alternative Q - Stony Island Avenue freeway extension to Lake Shore Drive.

This alternative was developed in a study performed in the late 1960's that would extend Lake Shore Drive, as a free flow facility, around the south side of the Museum of Science and Industry and connect into Stony Island Avenue around Midway Plaisance.

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

Note: Alternatives A1 and A2 are presented in Volume 1, and Alternatives B through F are presented in Appendix A.

Alternative G - Flatten curves along Lake Shore Drive.

Between 53rd and the Museum of Science and Industry, Lake Shore Drive is on an S-curve. The entire length of this S-curve has been documented as a high accident

location. The alternative would flatten the S-curve to improve sight lines for drivers, and to reduce the number of accidents.

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

In this alternative Marquette Drive would be closed west of Coast Guard Drive, and Coast Guard Drive would be closed between Marquette Drive and 67th Street. The Marquette Drive/ Coast Guard Drive intersection would be replaced by a curved bridge over the harbor that would tie the north and east legs of the intersection together. The existing historic bridge would remain for pedestrian traffic.

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

Note: Alternatives A through C are presented in Appendix A.

Alternative D - Improve 47th Street/ S. Cornell Avenue intersection

The primary PM traffic movement west of the 47th Street interchange is from southbound Lake Shore Drive to southbound Cornell Avenue. This movement is complicated by the dog-leg along 47th Street. The recommendation is to improve the intersection configuration to better serve the southbound movement.

Alternative E - Restore southbound exit ramp at 55th Street

This concept was presented during the public involvement process.

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

Note: Alternative A is presented in Appendix A.

Alternative B - Provide full access to Lake Shore Drive at Grand Ave and Illinois St

This concept was brought up by a resident during the public meeting process. This alternative would provide a grade separated interchange between Lake Shore Drive and Illinois Street/ Grand Avenue via a middle level located between mainline Lake Shore Drive and lower Lake Shore Drive. To accomplish this, the elevation of mainline Lake Shore Drive as it crosses the Chicago River would have to be

maintained to a point north of Grand Avenue. Lower Lake Shore Drive would also have to be lowered below its current alignment.

B.11 Segment 11: Lake Shore Drive, from Ohio Street to north of Oak Street

Note: Alternatives A1 and A2 are presented in Volume 1.

Chicago Park District Initiatives. As a local sponsor to the Shoreline Reconstruction Plans for Chicago, the Chicago Park District had an opportunity to initiate some concepts for potential shoreline protection projects. One of the initiatives involves expanding the Oak Street beach by extending an off-shore breakwater to the shoreline. This extension would create additional parkland which could provide the opportunity eliminate the substandard horizontal curve on Lake Shore Drive at Oak Street. Several large scale concepts were discussed that included significant lake fill and realignment of Lake Shore Drive mainline lanes. The concepts were coordinated with the Army Corps of Engineers plans for lake fill. Oak Street would be pushed further into the lake and the land expansion would continue south to the Ohio Street Beach.

As a result, Lake Shore Drive could be realigned to improve interchange access at Chicago Avenue and Oak Street/ Michigan Avenue. The tight curve in Lake Shore Drive at Oak Street could also be eliminated.

The following is a list of upgraded interchange options in this area.

Alternative A3 - Grade separate northbound exit ramp at Chicago Avenue

This alternative is designed to improve the capacity of Lake Shore Drive in the Streeterville area and to eliminate the only signal along Lake Shore Drive between Monroe Street and Sheridan Road providing a more consistent traffic control system for North Lake Shore Drive.

This design would require the relocation of Lake Shore Drive main lanes a couple of hundred feet east into Lake Michigan. Once the Drive was relocated the grade separated ramp could cross over or under mainline lanes and still have room to approach the Inner Drive/ Chicago Avenue intersection at-grade.

Alternative A4 - Provide dual left turns at Chicago Avenue

This alternative is similar to Alternatives A1 and A2 (described in volume 1) in that the Lake Shore Drive median would be widened to provide northbound to westbound dual left turn lanes at Chicago Avenue. It differs because it proposes 11 foot wide through lanes, consistent median widths, improvements to the lakefront pedestrian and bicycle paths, and seawall reconstruction. Approximately 50 ft. of lake fill would be required in the vicinity of Chicago Avenue. In addition, drivers traveling southbound on the Inner Drive could access southbound Lake Shore Drive at Superior Street. This movement would be allowed during the northbound left turn phase of the Chicago Avenue intersection.

Alternative B - Provide full access to Lake Shore Drive at Oak Street

With Lake Shore Drive relocated east (along with Oak Street Beach), ramps could be provided to and from the south via Oak Street east of Michigan Avenue and ramps could be provided to and from the north via the Inner Drive north of Oak Street. The Michigan Avenue/ Oak Street intersection would be converted to a 4-way intersection. With a full access at this location other ramps at LaSalle Street and Chicago Avenue could be closed.

Several other variations on this concept were considered. Most alternatives include underground ramps to improve the percentages of green space at Oak Street Beach. These variations included the following concepts.

- Ramp tie-in at Division Street
- Ramp tie-in at Elm Street
- Added roadways and ramp intersections to alleviate demand at the Oak Street/ Michigan Avenue intersection.

B.15 Segment 15: Belmont Avenue Interchange

Note: Alternatives A is presented in Appendix A.

Alternative B - Harbor fill for pedestrian/ auto separation

The purpose of this alternative is to improve vehicular operations at the east ramps of the interchange, provide better space for pedestrians and bikes, and eliminate vehicular/ pedestrian conflicts. An approximately 80 ft. by 250 ft. area of Belmont Harbor, centered on Belmont Avenue, would be filled so that pedestrian paths and vehicular

pavements could be realigned. The Belmont Harbor Yacht Club access roadway would Tee into the ramps at 90 degrees and curve south to tie into the existing roadway near the Yacht Club Barge. Bicycle and pedestrian paths would be realigned outside this new roadway.

B.16 Segment 16: North of Belmont Avenue to South of Montrose Avenue

Note: Alternatives A and B are presented in Appendix A.

Alternative C - Develop Belmont/ Waveland Park access Master Plan

The Chicago Park District has developed a Lincoln Park Framework Plan, dated Spring 1995. A variety of recommendations have been identified, such as the removal of the northbound Addison exit from Lake Shore Drive and the addition of a northbound entrance to Lake Shore Drive at the same location. Several other internal park roadway and path improvements are also recommended.

Alternative D - Develop Wrigley Field to Southbound Lake Shore Drive game access Master Plan

Today vehicles are allowed to access southbound Lake Shore Drive from Addison Street after Cubs games. This access is manually provided by the Chicago Police Department. Some consideration has been made for automation of this access, and also for possible additional access to Lake Shore Drive both before and after games.

B.17 Segment 17: Montrose-Wilson-Lawrence Avenue Interchanges

Note: Alternatives A, B and C are presented in Volume 1, and alternatives D and E are presented in Appendix A.

Alternative F - Chicago Park District interior park road changes and new facilities

As part of the Lincoln Park Framework Plan the Chicago Park District is recommending several modifications to the park that will affect the goals of this report. Some of these items include:

- Realign pedestrian paths at interchanges to improve safety
- Improve bus access and routing through the park

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

Note: Alternatives A through F are presented in Appendix A.

Alternative G - Extend Lake Shore Drive to Devon Avenue

In 1987, The Edgewater Community Council held a design charette to discuss the potential extension of Lake Shore Drive from Hollywood Avenue to Devon Avenue by providing various land fill strategies in Lake Michigan. A proceedings report has been printed, however, none of the recommendations have moved forward since the charette.

APPENDIX C: URBAN DESIGN CONCEPTS

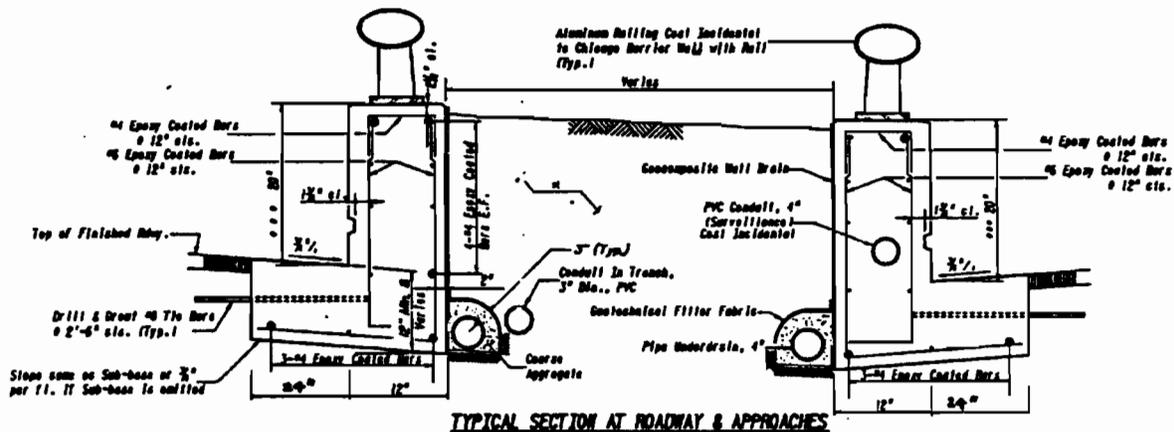
In developing recommendations for the Lake Shore Drive Corridor, the Strategic Regional Arterial (SRA) Design Concept Report, was utilized. This report, developed by the Illinois Department of Transportation, contains desirable route characteristics for the SRA corridors. As Lake Shore Drive is a unique roadway in the SRA network, there are several concepts and policies specific to the Lake Shore Drive (LSD) Corridor.

These features are not to replace IDOT's design standards, but are to supplement and provide consistency with current or proposed architectural and/or aesthetic improvements along the corridor. These recommended features are described and detailed below.

Median Treatments

- Chicago Barrier Wall with Rail - Median treatment which consists of a 20 inch high concrete wall, 12 inch high oval shaped aluminum rail on top, and 24 inch gutter flag.

Chicago Barrier Wall with Rail



Chicago Barrier Wall with Rail of Roadway & Approaches shall be paid for at the unit price per lin. ft. for CHICAGO BARRIER WALL WITH RAIL, as specified. This pay item includes all concrete, reinforcement bars, aluminum railings, conduits as indicated.

--- Top of Wall Profile to Inlet Crown of Roadway, not Gutter Profile. When wall height exceeds 20", 4# Epoxy Coated Bars shall be used in lieu of 6# Epoxy Coated Bars & the number of 4# Epoxy Coated Bars may be increased. Contractor shall submit shop drawings for Engineer's Approval.

Quantity for CONDUIT IN TRENCH, 3" DIA., PVC is given in Schedule of Quantity.

Not to Scale

- Landscaped Median - Proposed improvements to median treatments include aesthetic improvements with landscaping. Several features are recommended throughout the corridor with landscaped medians of varying lengths. Specific features include Chicago Barrier Wall with Rail and Landscaped Median and landscaped median of varying width with open and closed drainage.

The following table provides possible landscaping alternatives for the proposed landscaped medians at various roadway sections along Lake Shore Drive.

ZONE 1 - Plants of proven high tolerance of salt spray and salt in the soil

ZONE 2 - Plants tolerant of salt spray and salt in the soil

ZONE 3 - Plants tolerant of salt spray

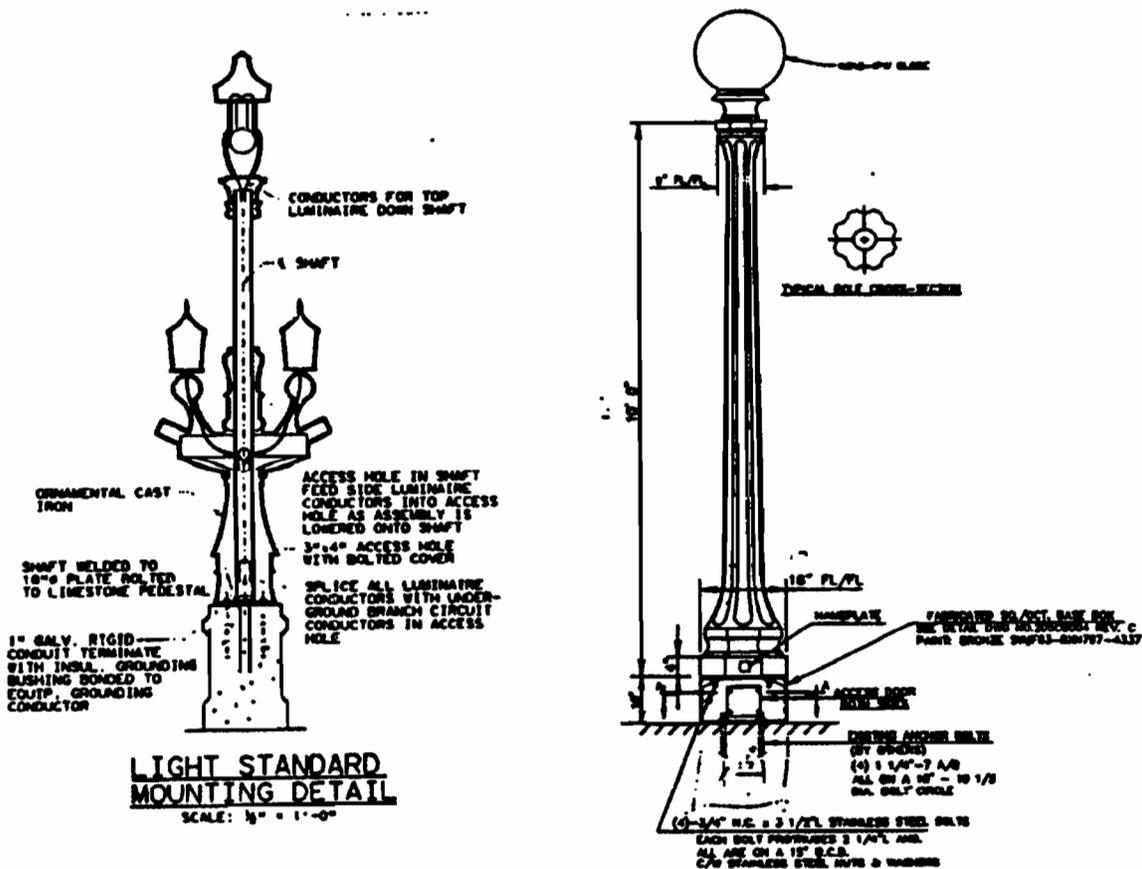
ZONE 4 - Open area

MEDIAN WIDTH	LANDSCAPING ALTERNATIVES SALT TOLERANT WOODY PLANTS
0 - 30 ft (ZONE 1)	Amorpha fruticosa Catalpa bignonioides Catalpa ovata Catalpa speciosa Celtis occidentalis (hackberry) Cotoneaster multiflora (arculata) Fraxinus pennsylvanica (green ash) Gleditsia triacanthoides (honey locust) Gymnocladus dioica (Kentucky coffeetree) Juniperus communis Juniperus horizontalis Juniperus sabina Juniperus scopulorum Juniperus virginiana Potentilla fruticosa Rhus aromatica Rhus glabra Rhus typhina Ribes alpinum Rosa rugosa Ulmus 'Regal', 'Homestead'
31 - 50 ft (ZONE 2)	Catalpa bignonioides Catalpa ovata Catalpa speciosa Celtis occidentalis (hackberry) Ginkgo biloba

	<p> <i>Juniperus communis</i> <i>Juniperus horizontalis</i> <i>Juniperus sabina</i> <i>Juniperus scopulorum</i> <i>Juniperus virginiana</i> <i>Malus</i> (crabapples) <i>Populus deltoides</i> (cottonwood) <i>Potentillo fruticosa</i> <i>Syringa meyeri</i> 'Palibin' <i>Syringa patula</i> 'Miss Kim' <i>Syringa pekinensis</i> <i>Syringa reticulata</i> (Japanese tree lilac) </p>
51 - 125 ft (ZONE 3)	<p> <i>Aronia melanocarpa</i> <i>Aronia arbutifolia</i> <i>Betula nigra</i> <i>Carya cordiformis</i> <i>Carya illinoensis</i> <i>Carya ovata</i> <i>Crataegus crus-galli</i> <i>Crataegus mollis</i> <i>Crataegus punctata</i> <i>Euonymus alata</i> <i>Fraxinus quadrangulata</i> <i>Ginkgo biloba</i> <i>Hippophae rhamnoides</i> <i>Juglans nigra</i> <i>Malus</i> (crabapples) <i>Picea pungens</i> var. <i>glauca</i> <i>Picea pungens</i> <i>Pinus banksiana</i> <i>Pinus mugo</i> <i>Pinus nigra</i> <i>Populus deltoides</i> (cottonwood) <i>Viburnum prunifolium</i> </p>
126 ft and wider (ZONE 4)	<p> <i>Ostrya virginiana</i> <i>Picea pungens</i> var. <i>glauca</i> <i>Picea pungens</i> <i>Pinus banksiana</i> <i>Pinus mugo</i> <i>Pinus nigra</i> <i>Platanus occidentalis</i> IDOT Salt Tolerant Roadside Seeding Mixture, Class 2A </p>

Architectural Lighting

- Examples of aesthetic street lighting include the cast iron street light designed for the 59th Street Bridge over Lake Shore Drive (left) and the decorative street light proposed for the Lake Shore Drive Relocation Project (right).



Not to Scale

- The picture below depicts a street light located in front of the Museum of Science and Industry.

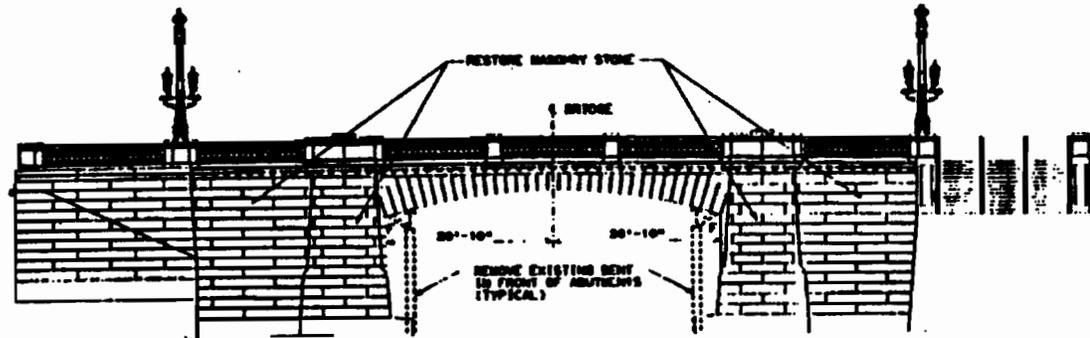


Lake Shore Drive/Stony Island Avenue

APPENDIX C: URBAN DESIGN CONCEPTS

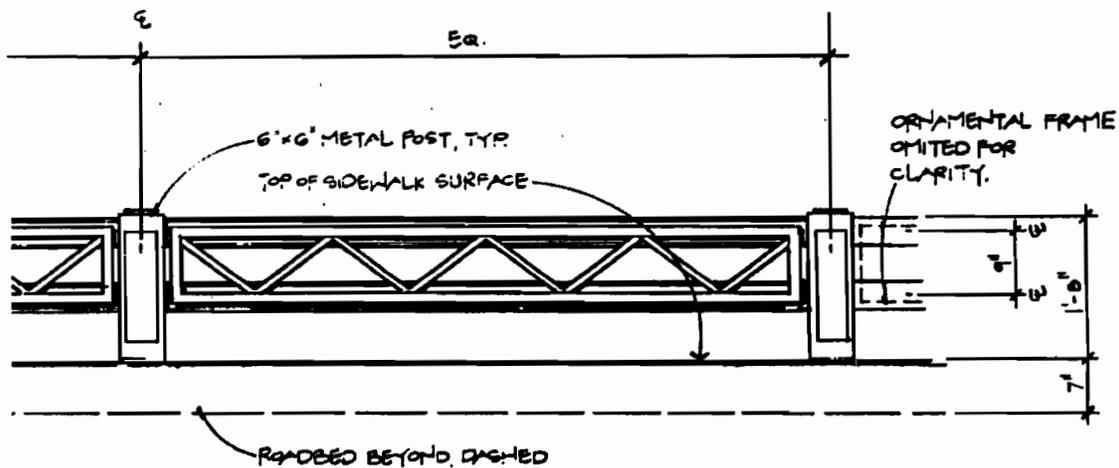
Rehabilitated Historic Bridges/Proposed Bridges

- For the 59th Street Bridge Project, aesthetic improvements included the rehabilitated stone surface.



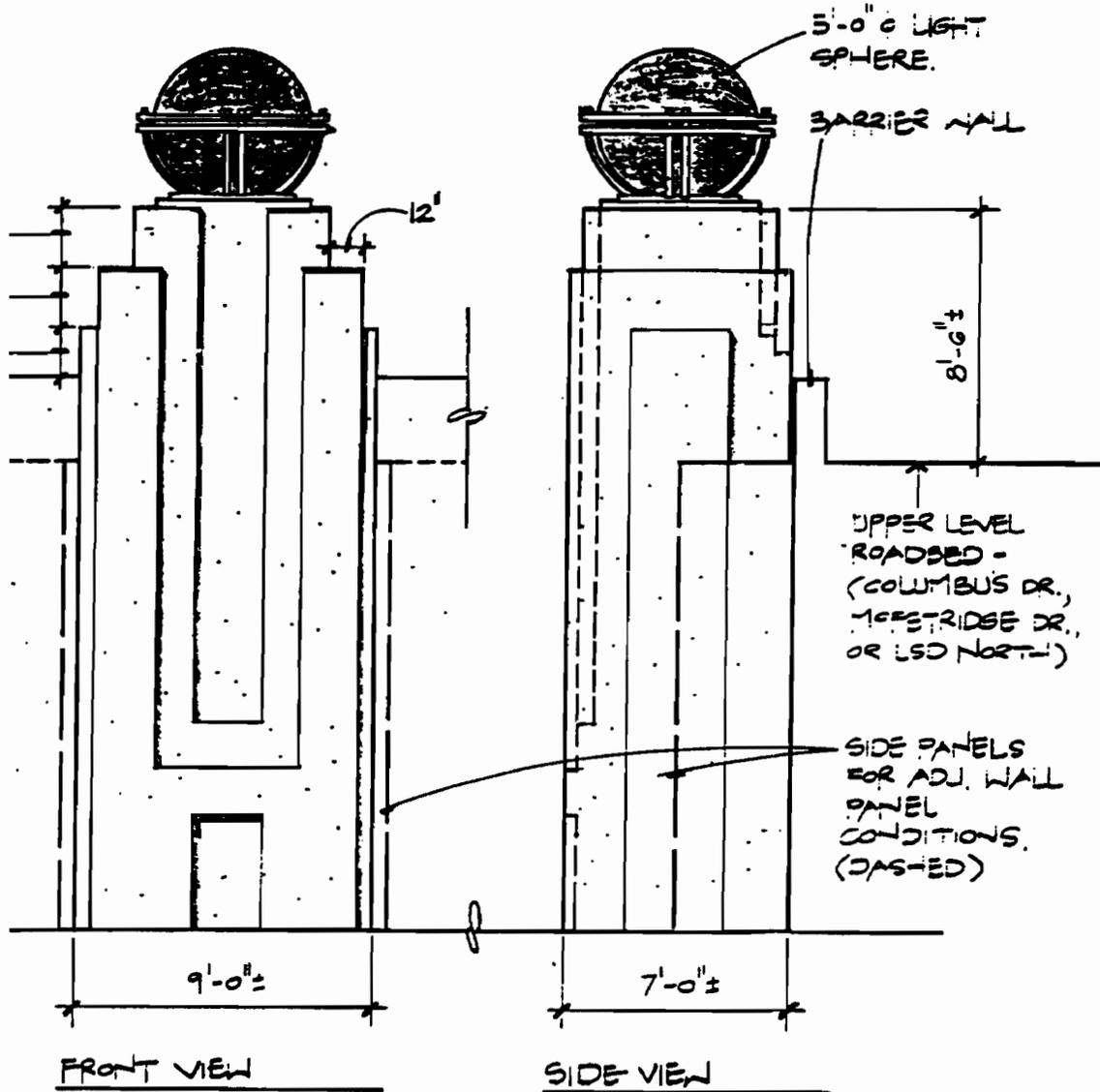
Not to Scale

- Modified Wyoming Railing - This railing was proposed for the Lake Shore Drive Relocation Project, Roosevelt Road Bridge.



Not to Scale

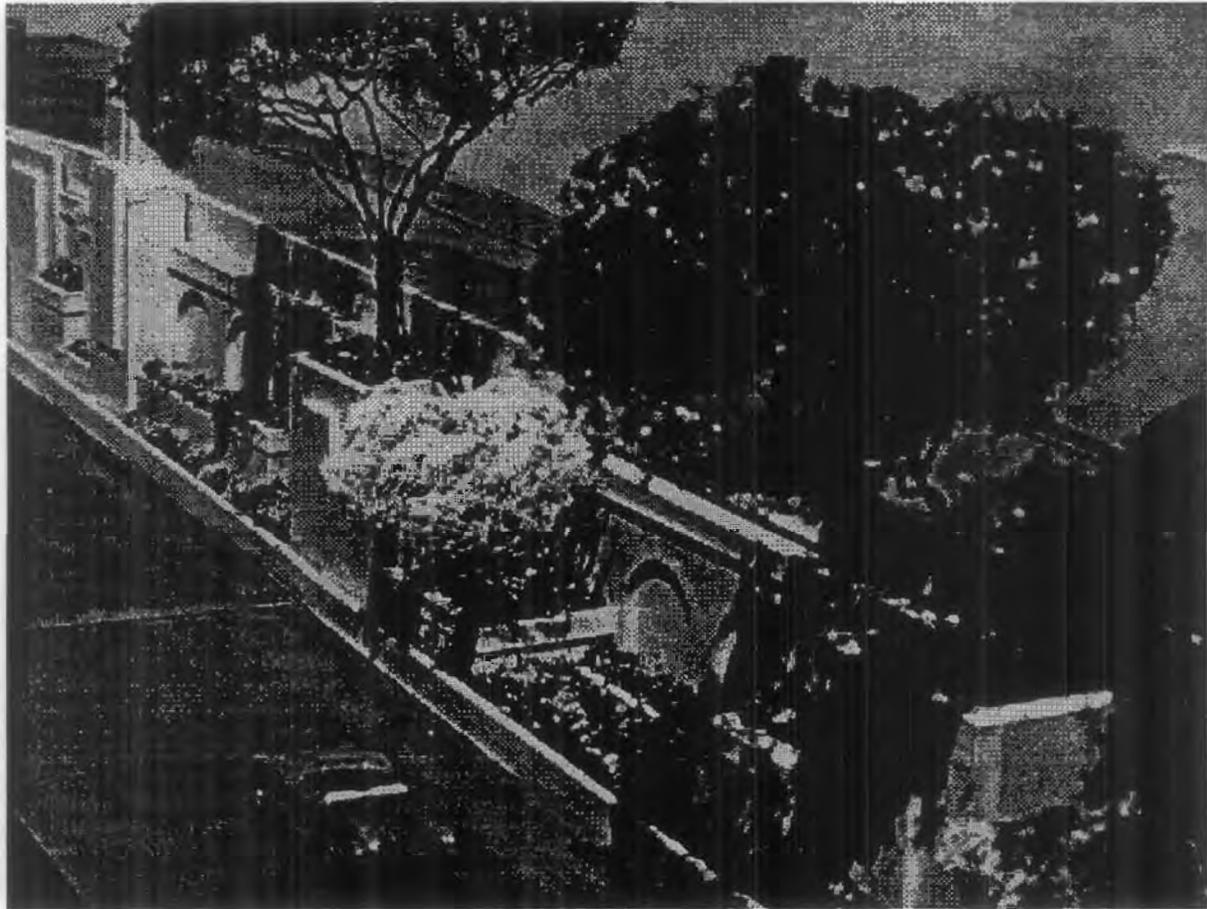
- Decorative Pylons - Proposed pylons for the Lake Shore Drive Relocation Project, McFedridge Street Bridge.



Not to Scale

Aesthetic Wall Treatments

- Several wall treatments are proposed along the Lake Shore Drive Relocation Project. The following picture depicts an aesthetic landscaping option which includes planters with trees and shrubs.

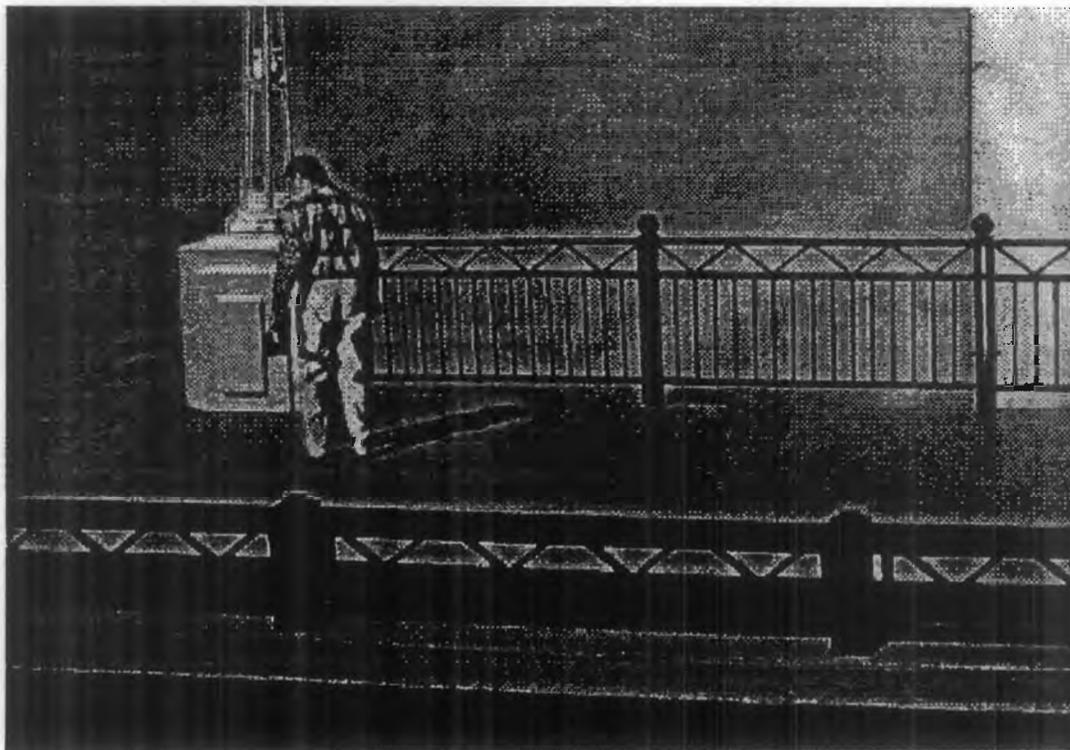


Lake Shore Drive/Stony Island Avenue

APPENDIX C: URBAN DESIGN CONCEPTS

Guardrail / Barrier

- The proposed Roosevelt Road bridge over Lake Shore Drive includes architectural features that provide safety to pedestrians and vehicles. This picture represents railing options for the Lake Shore Drive Relocation Project. The modified Wyoming Railing shown along the curbline is a **modified** version of the previous detail shown.

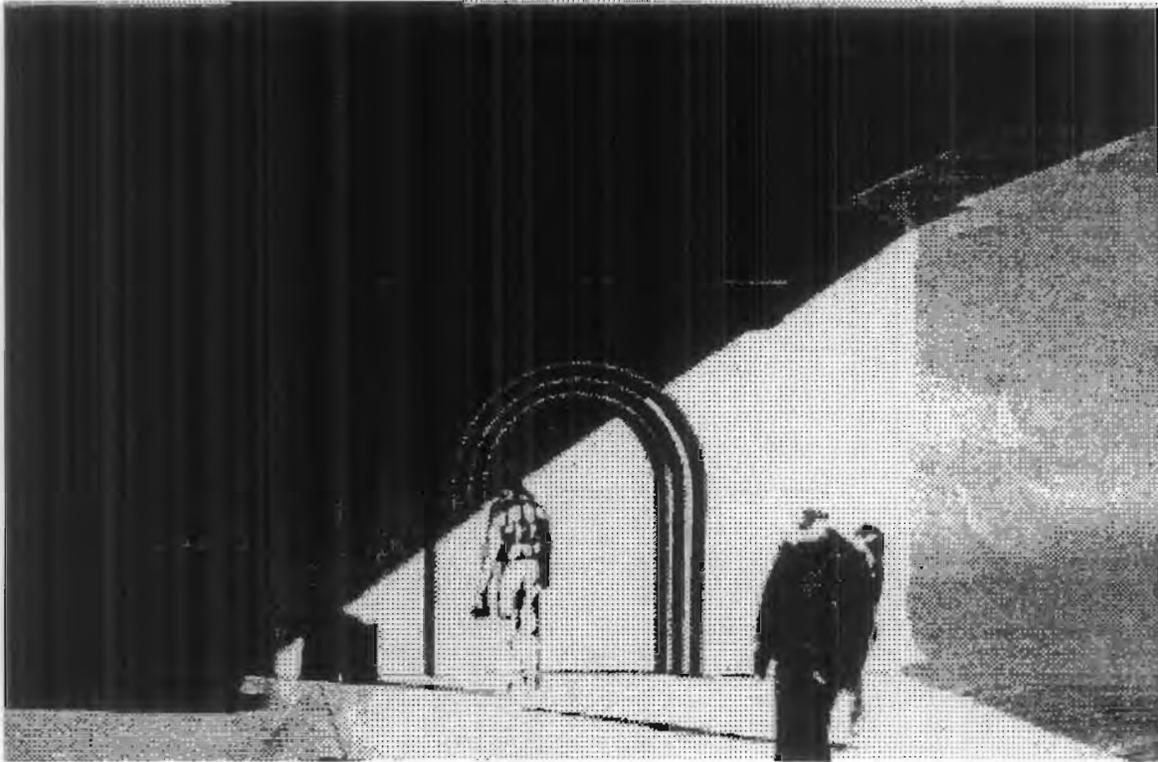


Lake Shore Drive/Story Island Avenue

APPENDIX C: URBAN DESIGN CONCEPTS

Pedestrian Concourses

- Several concourses are proposed along the Lake Shore Drive Relocation Project to provide a safe crossing for pedestrians. The concourses minimize pedestrian/vehicular conflicts and provide attractive open areas with architectural features.



Lake Shore Drive/Stony Island Avenue

APPENDIX C: URBAN DESIGN CONCEPTS

APPENDIX D: CORRIDOR TRANSIT STUDY

REGIONAL TRANSPORTATION FACILITIES/TRANSIT

The Lake Shore Drive corridor is served, in its various segments, by all three modes of public transportation: commuter rail, rapid transit and bus. Commuter rail service is provided on the Metra Electric mainline and one branch line. Rapid transit service is provided by CTA on the Red, Howard-Dan Ryan Line; Green, Lake-Englewood-Jackson Park Lines; Orange, Southwest Rapid Transit Line; Brown, Ravenswood Line; and Purple, Evanston Express Line. Many stations operate on a "skip stop" schedule. Certain trains have a designation of "A" and will serve either designated "A" stations or stations designated for both "A" and "B" trains. Other trains have a designation of "B" and similarly will serve either designated "B" stations or stations designated for both "A" and "B" trains.

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

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

Stony Island Avenue/Cornell Drive intersects with two other SRA routes: 95th Street and Midway Plaisance. It also has a full interchange with I-94 (Calumet Expressway) on the south terminus and direct interchange ramps to and from the southeast with I-90 (Chicago Skyway).

Coast Guard Drive connects from 67th Street on the south to Lake Shore Drive at Hayes Drive. The segment of Coast Guard Drive from Marquette Drive to Hayes Drive is US Route 41.

Lake Shore Drive, which is also US Route 41 from Coast Guard Drive at Hayes Drive on the south to Foster Avenue on the north, intersects with five other SRA routes: Wacker Drive, Ohio/Ontario Corridor via Grand Avenue and Illinois Street, Michigan Avenue, LaSalle Drive, Irving Park Road, and Hollywood Avenue. Lake Shore Drive also has full interchanges with I-55 (Adlai E. Stevenson Expressway).

Stony Island Avenue from Interstate 94 to 68th Street

Existing Transit Facility Characteristics. The Metra Electric Line operates parallel to the corridor in this segment. Nearby stations include: 95th Street (Chicago State University) Station at Cottage Grove Avenue, 91st Street (Chesterfield) Station at Dauphin Street, 87th Street (Woodruff) Station at Dauphin Street, 83rd Street (Avalon Park) Station near Ellis Street, 79th Street (Chatham) Station near Greenwood Street, and 75th Street (Grand Crossing) Station at South Chicago Avenue. The Metra Electric South Chicago Branch Line crosses the corridor at 71st Street. The Stony Island Station is located at the corridor. Other stations on this branch include: Bryn Mawr Station at 71st Street and Jeffery Boulevard, South Shore Station at 71st Street near Yates and South Shore Drive, Windsor Park Station at 75th Street and Exchange Avenue, Cheltenham Station at 79th Street and Exchange Avenue, 83rd Street Station at Exchange Avenue, 87th Street Station at one block east of Commercial Avenue, and South Chicago (91st Street) Station near Baltimore Street. CTA Bus Route 28 travels along the corridor in this segment. Also, CTA 95E uses the corridor between 95th and 93rd Streets. Several CTA bus routes cross the corridor. CTA 100 crosses on 95th Street, CTA 87 crosses on 87th Street, CTA 30 crosses on South Chicago Avenue, CTA 79 crosses on 79th Street, CTA 75 crosses on 75th Street, and CTA 71 crosses on 71st Street.

Stony Island Avenue from Interstate 94 to 67th Street Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Rail Lines and Stations					
Metra Electric Line 95th Street (Chicago State University) Station	95th Street and Cottage Grove Avenue	Weekday: 23 inbound, 19 outbound Saturday: 23 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	47	0	N/A
Metra Electric Line 91st Street (Chesterfield) Station	91st and Dauphin Streets	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	32	12	0%
Metra Electric Line 87th Street (Woodruff) Station	87th and Dauphin Streets	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	48	9	100%
Metra Electric Line 83rd Street (Avalon Park) Station	83rd Street near Ellis Street	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	72	32	31.3%
Metra Electric Line 79th Street (Chatham) Station	79th Street near Greenwood Street	Weekday: 23 inbound, 19 outbound Saturday: 23 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	105	0	N/A
Metra Electric Line 75th Street (Grand Crossing) Station	75th Street and South Chicago Avenue	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound Sunday: 11 inbound, 11 outbound	41	0	N/A
Metra Electric South Chicago Branch Line Stony Island Station	At the corridor on 71st Street	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	263	17	35.3%
Metra Electric South Chicago Branch Line Bryn Mawr Station	71st Street and Jeffery Boulevard	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	203	0	N/A
Metra Electric South Chicago Branch Line South Shore Station	71st Street, near Yates and South Shore Drive	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	458	40	72.5%
Metra Electric South Chicago Branch Line Windsor Park Station	75th Street at Exchange Avenue	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	353	39	66.7%
Metra Electric South Chicago Branch Line Cheltenham Station	79th Street at Exchange Avenue	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	288	33	48.5%
Metra Electric South Chicago Branch Line 83rd Street Station	83rd Street at Exchange Avenue	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	486	69	68.1%

Stony Island Avenue from Interstate 94 to 67th Street Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Electric South Chicago Branch Line 87th Street Station	87th Street, one block east of Commercial Avenue	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	339	68	88.2%
Metra Electric South Chicago Branch Line South Chicago (91st Street) Station	91st Street, near Baltimore Street	Weekday: 30 inbound, 30 outbound Saturday: 30 inbound, 30 outbound Sunday: 11 inbound, 11 outbound	1,012	167	87.4%
CTA Bus Routes					
CTA 28	Along the corridor	Weekday: Every 5 to 10 minutes Saturday: Every 10 to 12 minutes Sunday: Every 12 to 15 minutes Owl Service: Every 30 minutes	882	N/A	N/A
CTA 95E	Uses the corridor between 95th and 93rd Streets	Weekday: Every 8.9 to 10 minutes Saturday: Every 7.5 to 15 minutes Sunday: Every 10 to 15 minutes No Owl Service	693	N/A	N/A
CTA 100	Crosses on 95th Street	Weekday: Every 15 to 30 minutes No Saturday, Sunday, or Owl Service	256	N/A	N/A
CTA 87	Crosses on 87th Street	Weekday: Every 3.2 to 15 minutes Saturday: Every 7.5 to 10 minutes Sunday: Every 15 to 20 minutes No Owl Service	1,527	N/A	N/A
CTA 30	Crosses on South Chicago Avenue	Weekday: Every 8.6 to 20 minutes Saturday: Every 20 to 30 minutes Sunday: Every 20 minutes No Owl Service	425	N/A	N/A
CTA 79	Crosses on 79th Street	Weekday: Every 3.2 to 6 minutes Saturday: Every 4 to 6 minutes Sunday: Every 6 to 8.6 minutes Owl Service: Every 30 minutes	1,866	N/A	N/A
CTA 75	Crosses on 75th Street	Weekday: Every 10 to 15 minutes Saturday: Every 12 to 15 minutes Sunday: Every 12 to 20 minutes No Owl Service	482	N/A	N/A
CTA 71	Crosses on 71st Street	Weekday: Every 8.6 to 12 minutes Saturday: Every 8.4 to 15 minutes Sunday: Every 15 minutes No Owl Service	619	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" April 1992, Chicago Transit Authority, "System Map", November 1995, and CTA Bus and Rail Systems-Operating Facts-Winter 1993-94, July 8, 1994.					

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. CTA Rapid Transit ridership is based on passengers entering a station. Metra ridership is boarding passengers.

Lake Shore Drive/Stony Island Avenue

APPENDIX D: CORRIDOR TRANSIT STUDY

Stony Island Avenue - Cornell Drive from 68th Street to Lake Shore Drive

Existing Transit Facility Characteristics The Metra Electric Line operates parallel to the corridor in this segment. Nearby stations include: 63rd Street Station at 63rd and Dorchester Streets, 59th Street (University of Chicago) Station at 59th and Harper Streets, and 55th-56th-57th Street Station at 55th to 57th Streets and Lake Park Avenue. The CTA- Green Line is located near the corridor in this segment. The nearest station is the University "B" Station which is at 63rd Street and University. A new rapid transit station is planned at Dorchester with a bus transfer facility. Several CTA bus routes affect the corridor in this segment. CTA 5 and 67 cross on 67th Street. CTA 6, 27, and 28 run along Stony Island Avenue north of 67th Street, and CTA 6 uses 57th Drive. CTA 1 uses Stony Island Avenue north of 63rd Street and also uses 57th Drive. CTA 63 travels west of Stony Island Avenue on 63rd Street. CTA 59 travels west of Stony Island Avenue on 60th Street. CTA 55 uses 57th Drive from Everett to Hyde Park Boulevard and also enters the Museum of Science and Industry parking lot.

Stony Island Avenue - Cornell Drive from 67th Street to Lake Shore Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Rail Lines and Stations					
Metra Electric Line 63rd Street Station	63rd and Dorchester Streets	Weekday: 23 inbound, 20 outbound Saturday: 23 inbound, 20 outbound Sunday: 11 inbound, 11 outbound	64	0	N/A
Metra Electric Line 59th Street (University of Chicago) Station	59th and Harper Streets	Weekday: 77 inbound, 81 outbound Saturday: 77 inbound, 81 outbound Sunday: 22 inbound, 22 outbound	1,018	185	97.3%
Metra Electric Line 55th-56th-57th Street Station	55th to 57th Streets and Lake Park Avenue	Weekday: 43 inbound, 34 outbound Saturday: 43 inbound, 34 outbound Sunday: 11 inbound, 11 outbound	531	180	81.1%
CTA Rapid Transit Line and Station (Note: Green Line closed for rebuilding; to reopen 1996.)					
CTA- Green Line Cottage Grove	63rd Street and Cottage Grove	Under construction; to reopen 3/96.	N/A	N/A	N/A
CTA Bus Routes					
CTA N5	Crosses on 67th Street	Owl Service only; Service operates seven days per week	N/A	N/A	N/A

Stony Island Avenue - Cornell Drive from 67th Street to Lake Shore Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA 67	Crosses on 67th Street	Weekday: Every 4 to 12 minutes Saturday: Every 7.5 to 8.6 minutes Sunday: Every 10 to 20 minutes No Owl Service	1,352	N/A	N/A
CTA 6	Along Stony Island Avenue north of 67th Street; also uses 57th Drive	Weekday: Every 3.5 to 7 minutes Saturday: Every 6 to 15 minutes Sunday: Every 12 to 15 minutes No Owl Service	1,349	N/A	N/A
CTA 27	Along Stony Island Avenue north of 67th Street	Weekday: Every 10 to 20 minutes Saturday: Every 15 to 20 minutes Sunday: Every 20 minutes No Owl Service	658	N/A	N/A
CTA 28	Along Stony Island Avenue north of 67th Street	Weekday: Every 5.5 to 12 minutes Saturday: Every 10 to 12 minutes Sunday: Every 12 to 15 minutes Owl Service: Every 30 minutes	882	N/A	N/A
CTA 1	Uses Stony Island Avenue north of 63rd Street; also uses 57th Drive	Weekday: Every 10 to 15 minutes Saturday: Every 15 minutes Sunday: Every 15 to 20 minutes No Owl Service	525	N/A	N/A
CTA 63	West of Stony Island Avenue on 63rd Street	Weekday: Every 4.5 to 12 minutes Saturday: Every 6 to 12 minutes Sunday: Every 7.5 to 12 minutes No Owl Service	1,169	N/A	N/A
CTA 59	West of Stony Island Avenue on 60th Street	Weekday: Every 15 to 20 minutes Saturday: Every 20 minutes Sunday: Every 20 minutes No Owl Service	170	N/A	N/A
CTA 55	Uses 57th Drive from Everett to Hyde Park Boulevard; also enters the Museum of Science and Industry parking lot	Weekday: Every 4.6 to 12 minutes Saturday: Every 10 to 12 minutes Sunday: Every 8.6 to 12 minutes Owl Service: Every 30 minutes	1,028	N/A	N/A

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" April 1992, Chicago Transit Authority, "System Map", February 1993, CTA Bus and Rail Systems- Operating Facts- Winter 1993-94, July 8, 1994, and CTA, "Rail System- November Weekday Entering Traffic Trends" June 8, 1992

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. CTA Rapid Transit ridership is passengers entering a station. Metra ridership is boarding passengers.

Coast Guard Drive - Lake Shore Drive from 67th Street to 57th Drive

Existing Transit Facility Characteristics Several CTA bus routes affect the corridor in this segment. CTA 14 provides express bus service on the corridor, CTA 27 and 67 cross on 67th Street, and CTA 5, 6, and 14 use Jeffery Boulevard south of the corridor.

Coast Guard Drive - Lake Shore Drive from 67th Street to 57th Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA Bus Routes					
CTA 14	Along the corridor (express); On Jeffery Boulevard (local service south of corridor)	AM Rush Hours: Every 1.5 minutes PM Rush Hours: Every 2.3 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	4,228	N/A	N/A
CTA 27	Crosses on 67th Street	Weekday: Every 10 to 20 minutes Saturday: Every 15 to 20 minutes Sunday: Every 20 minutes No Owl Service	658	N/A	N/A
CTA 67	Crosses on 67th Street	Weekday: Every 4 to 12 minutes Saturday: Every 7.5 to 12 minutes Sunday: Every 10 to 15 minutes No Owl Service	1,352	N/A	N/A
CTA N5	On Jeffery Boulevard (south of corridor)	Owl Service only; Service operates seven days per week	N/A	N/A	N/A
CTA 6	On Jeffery Boulevard (south of corridor)	Weekday: Every 3.5 to 7 minutes Saturday: Every 6 to 15 minutes Sunday: Every 10 to 15 minutes No Owl Service	1,349	N/A	N/A
Sources: Chicago Transit Authority, "System Map", November 1995 and CTA Bus and Rail Systems- Operating Facts- Winter 1993-94					

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour.

Lake Shore Drive from 57th Drive to 23rd Street

Existing Transit Facility Characteristics. The Metra Electric Line operates parallel to the corridor in this segment. Nearby stations include: 53rd Street (Hyde Park) Station at 53rd Street and Lake Park Avenue and 47th Street (Kenwood) Station at 47th Street near Lake Park Avenue. Several CTA bus

routes use the corridor in this segment. CTA 14 provides express bus service throughout this segment. CTA 2 and 6 provide express service north of 47th Street.

Lake Shore Drive from 57th Drive to 23rd Street Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Rail Lines and Stations					
Metra Electric Line 53rd Street (Hyde Park) Station	53rd Street and Lake Park Avenue	Weekday: 43 inbound, 36 outbound Saturday: 43 inbound, 36 outbound Sunday: 11 inbound, 11 outbound	629	0	N/A
Metra Electric Line 47th Street (Kenwood) Station	47th Street near Lake Park Avenue	Weekday: 32 inbound, 29 outbound Saturday: 32 inbound, 29 outbound Sunday: 11 inbound, 11 outbound	55	0	N/A
CTA Bus Routes					
CTA 10	Along the corridor; several museums	Weekday-Summer and Holiday season: Every 30 minutes during museum hours. Regular season: None Weekdays and Holidays: Summer, Every 30 minutes during museum hours.	N/A	N/A	N/A
CTA 14	Along the corridor (express)	AM Rush Hours: Every 1.5 minutes PM Rush Hours: Every 2.3 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	4,228	N/A	N/A
CTA 2	Along the corridor north of 47th Street (express)	Rush Hours: Every 9.2 to 9.7 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	601	N/A	N/A
CTA 6	Along the corridor north of 47th Street (express)	Weekday: Every 3.5 to 7 minutes Saturday: Every 6 to 15 minutes Sunday: Every 12 to 15 minutes No Owl Service	1,349	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" April 1992, Chicago Transit Authority, "System Map", February 1993, and CTA Bus and Rail Systems- Operating Facts- Winter 1993-94, July 8, 1994.					

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Metra ridership is boarding passengers.

Lake Shore Drive from 23rd Street to Balbo Drive in Project Omission Area

Existing Transit Facility Characteristics. The Metra Electric Line operates parallel to the corridor in this segment. Nearby stations include: 27th Street Station at 27th Street, east of Ellis Avenue, 23rd Street (McCormick Place) Station at 23rd Street between King Drive and Lake Shore Drive, 18th Street Station at 18th Street near Calumet Avenue, and Roosevelt Road Station at Roosevelt Road and Indiana Avenue. The CTA- Red Line also operates parallel to the corridor in this segment. Nearby stations are the Cermak-Chinatown Station at Cermak Road and Clark Street, and the Roosevelt (subway) station at Roosevelt Road and State Street. The CTA- Green and Orange Lines operate parallel to the corridor in this segment, with a station at Roosevelt Road between State Street and Wabash Avenue. Several CTA bus routes travel along the corridor in this segment. CTA 2, 6, and 14 are express buses which use the corridor throughout this segment, CTA 127 uses the corridor north of 23rd Street, CTA 130 and 146 use the corridor northbound between Mc Fetridge Drive and Solidarity Drive, then use Solidarity Drive back and forth, then return to Lake Shore Drive to Balbo Drive. CTA 130 and 146 also use Lake Shore Drive southbound between Columbus Drive and Mc Fetridge Drive. CTA 21 crosses on 23rd Street.

Lake Shore Drive from 23rd Street to Balbo Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Rail Lines and Stations					
Metra Electric Line 27th Street Station	27th Street, east of Ellis Avenue	Weekday: 37 inbound, 32 outbound Saturday: 37 inbound, 32 outbound Sunday: 11 inbound, 11 outbound	141	0	N/A
Metra Electric Line 23rd Street (McCormick Place) Station	23rd Street between King Drive and Lake Shore Drive	Weekday: 37 inbound, 35 outbound Saturday: 37 inbound, 35 outbound Sunday: 11 inbound, 11 outbound	139	0	N/A
Metra Electric Line 18th Street Station	18th Street near Calumet Avenue	Weekday: 19 inbound, 23 outbound Saturday: 19 inbound, 23 outbound Sunday: 11 inbound, 11 outbound	12	0	N/A
Metra Electric Line Roosevelt Road Station	Roosevelt Road and Indiana Avenue	Weekday: 81 inbound, 78 outbound Saturday: 81 inbound, 78 outbound Sunday: 11 inbound, 11 outbound	297	0	N/A
CTA Rapid Transit Lines and Stations (Note: Green Line closed for rebuilding; to reopen 1996.)					

Lake Shore Drive from 23rd Street to Balbo Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA- Red Line Cermak-Chinatown Station	Cermak Road and Clark Street	"AB" stop handles all trains. 24 hour service, frequent, except during owl service	1,700	N/A	N/A
CTA- Red Line Roosevelt Station	Roosevelt Road and State Street	"AB" stop handles all trains. 24 hour service, frequent, except during owl service	3,100	N/A	N/A
CTA- Green and Orange Lines Roosevelt Station	Roosevelt Road, between State Street and Wabash Avenue	"AB" stop handles all trains. On the Green Line service exists 24 hours and is frequent, except during owl service. Orange Line does not operate late evening or owl service.	N/A	N/A	N/A
CTA Bus Routes					
CTA 2	Along the corridor (express)	Rush Hours: Every 9.2 to 9.7 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	601	N/A	N/A
CTA 6	Along the corridor (express)	Weekday: Every 3.5 to 7 minutes Saturday: Every 6 to 15 minutes Sunday: Every 12 to 15 minutes No Owl Service	1,349	N/A	N/A
CTA 10	Along the corridor; several museums	Weekday-Summer and Holiday season: Every 30 minutes during museum hours. Regular season: None Weekdays and Holidays: Summer, Every 30 minutes during museum hours.	N/A	N/A	N/A
CTA 14	Along the corridor (express)	AM Rush Hours: Every 1.5 minutes PM Rush Hours: Every 2.3 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	4,228	N/A	N/A
CTA 31	31st St. to Cottage Grove; north to Mercy Hospital (25th St.)	Weekday: Every 60 minutes Saturday: Every 60 minutes No Sunday service	29	N/A	N/A
CTA 127	Along the corridor north of 23rd Street (express)	AM Rush Hours: Every 8.4 minutes PM Rush Hours: Every 10 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	351	N/A	N/A
CTA 130	Northbound: Along the corridor from Mc Fetridge Drive to Balbo Drive	Summer: Weekend only Every 15 minutes No Owl Service	N/A	N/A	N/A

Lake Shore Drive from 23rd Street to Balbo Drive Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA 130	Southbound: Along the corridor from Columbus Drive to Mc Fetridge Drive	Summer: Weekend only Every 15 minutes No Owl Service	N/A	N/A	N/A
CTA 146	Northbound: Along the corridor from Mc Fetridge Drive to Solidarity Drive and from Solidarity Drive to Balbo Drive. Southbound: Along the corridor from Columbus Drive to Mc Fetridge Drive	Weekday: Every 3.8 to 14.8 minutes Saturday: Every 12 to 20 minutes Sunday: Every 15 to 30 minutes No Owl Service	3,043 [#]	N/A	N/A
CTA 21	Crosses on 23rd Street	Weekday: Every 14.8 to 20 minutes Saturday: Every 15 to 20 minutes Sunday: Every 15 to 20 minutes No Owl Service	496	N/A	N/A

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" April 1992, Chicago Transit Authority, "System Map", November 1995, CTA Bus and Rail Systems- Operating Facts- Winter 1993-94, CTA, "Rail System- November Weekday Entering Traffic Trends" June 8, 1992, and CTA, "Proposed Service for the New Midway Rapid Transit Line and Associated Bus Service Changes" June 1992

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. CTA Rapid Transit ridership is passengers entering a station. Metra ridership is boarding passengers.

[#] Reported ridership for CTA 146 is combined with CTA 145 in which both routes follow the same path north of this segment.

Lake Shore Drive from Balbo Drive to North Avenue

Existing Transit Facility Characteristics. The Metra Electric Line flows parallel to the corridor in this segment. Nearby stations include: Van Buren Street Station at Michigan Avenue between Jackson Drive and Van Buren Street and Randolph-South Water Street Station at Michigan Avenue between South Water and Randolph Streets. Several CTA- Rapid Transit Lines affect Lake Shore Drive in this segment. The Green Line has several nearby stations (all on the elevated "loop" structure) which include: Adams/Wabash Station, Madison/Wabash Station, Randolph/Wabash Station, State/Lake Station, and Clark/Lake Station. The Orange Line shares all of the stations mentioned for the Green Line in this segment, but also has additional nearby stations which include: LaSalle/Van Buren Station, Quincy/Wells Station, Madison/Wells Station, and Randolph/Wells Station (on the elevated "loop" structure). The Purple

Line shares all of the stations mentioned for Green Line and the Orange Line in this segment, but also has additional nearby stations which include: Merchandise Mart Station at Wells and Kinzie Streets and Chicago/Franklin Station (both north of the elevated "loop" structure). The Brown Line shares all of the stations mentioned for the Green, Orange, and Purple Lines in this segment, but also has one additional nearby station called Sedgwick Station at Sedgwick Street and Weed. The Red Line has several nearby subway stations which include: Harrison "B" Station at Harrison and State Streets, Jackson Station at Jackson Boulevard and State Street, Monroe Station at Monroe and State Streets, Washington Station at Washington Boulevard and State Street, Grand Station at Grand Avenue and State Street, Chicago Station at Chicago Avenue and State Street, Clark/Division Station, and North/Clybourn "A" Station. Several express bus routes travel along the outer drive which include: CTA 33, 145 express, 146 express, 147, and Pace 210 north of Michigan Avenue. Several CTA bus routes travel along the inner drive which include: CTA 157 (southbound) between Chestnut and Pearson; CTA 145 local, 146 local, and 151 north of Michigan Avenue. In addition, CTA 29 and 65 cross below Lake Shore Drive at local traffic level on Grand Avenue and Illinois Street.

Lake Shore Drive from Balbo Drive to North Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Metra Rail Lines and Stations					
Metra Electric Line Van Buren Street Station	Michigan Avenue between Jackson Drive and Van Buren Street	Weekday: 81 inbound, 78 outbound Saturday: 81 inbound, 78 outbound Sunday: 11 inbound, 11 outbound	5,546	0	N/A
Metra Electric Line Randolph-South Water Street Station	Michigan Avenue between South Water and Randolph Streets	Weekday: 81 inbound, 78 outbound Saturday: 81 inbound, 78 outbound Sunday: 11 inbound, 11 outbound	15,032	0	N/A
CTA Rapid Transit Lines and Stations (Note: Green Line closed for rebuilding; to reopen 1996.)					
Green, Orange, Purple and Brown Lines Adams/Wabash Station	Adams Street and Wabash Avenue	"AB" stop handles all trains. On the Cicero Line, service exists 24 hours and is frequent, except during owl service. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	10,200	N/A	N/A

Lake Shore Drive from Balbo Drive to North Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Green, Orange, Purple and Brown Lines Madison/Wabash Station	Madison Street and Wabash Avenue	"AB" stop handles all trains. Closed nights, Sundays, and holidays. Purple Line only operates during weekday peak hours.	5,200	N/A	N/A
Green, Orange, Purple and Brown Lines Randolph/Wabash Station	Randolph Street and Wabash Avenue	"AB" stop handles all trains. Green Line has 24 hour service. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	5,850	N/A	N/A
Green, Orange, Purple and Brown Lines State/Lake Station	State and Lake Streets	"AB" stop handles all trains. Green Line has 24 hour service. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	6,650	N/A	N/A
Green, Orange, Purple and Brown Lines Clark/Lake Station	Clark and Lake Streets	"AB" stop handles all trains. Green Line has 24 hour service. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	8,600	N/A	N/A
Orange, Purple and Brown Lines LaSalle/Van Buren Station	LaSalle and Van Buren Streets	"AB" stop handles all trains. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	2,450	N/A	N/A
Orange, Purple and Brown Lines Quincy/Wells Station	Quincy and Wells Streets	"AB" stop handles all trains. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	2,300	N/A	N/A
Orange, Purple and Brown Lines Madison/Wells Station,	Madison and Wells Streets	"AB" stop handles all trains. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	2,550	N/A	N/A

Lake Shore Drive from Balbo Drive to North Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Orange, Purple and Brown Lines Randolph/Wells Station	Randolph and Wells Streets	"AB" stop handles all trains. Orange Line does not operate late evening or owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	1,250	N/A	N/A
Purple and Brown Lines Merchandise Mart Station	Wells and Kinzie Streets	"AB" stop handles all trains. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	3,300	N/A	N/A
Purple and Brown Lines Chicago/Franklin Station	Chicago Avenue and Franklin Street	"AB" stop handles all trains. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	2,250	N/A	N/A
Brown Line Sedgwick "B" Station	Sedgwick Street and Weed	"B" stop handles certain trains. Brown Line does not operate during late evening, Sundays, or owl service.	1,000	N/A	N/A
Red Line Harrison "B" Station	Harrison and State Streets	"B" stop handles certain trains. Frequent service, except station is closed nights, weekends, and holidays.	1,300	N/A	N/A
Red Line Jackson Station	Jackson Boulevard and State Street	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	9,000	N/A	N/A
Red Line Monroe Station	Monroe and State Streets	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	6,600	N/A	N/A
Red Line Washington Station	Washington Boulevard and State Street	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	14,800	N/A	N/A
Red Line Grand Station	Grand Avenue and State Street	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	4,750	N/A	N/A
Red Line Chicago Station	Chicago Avenue and State Street	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	9,800	N/A	N/A
Red Line Clark/Division Station	Clark and Division Streets	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	5,250	N/A	N/A
Red Line North/Clybourn "A"	North and Clybourn Avenues	"A" stop handles certain trains. Frequent service, except station is closed nights,	1,700	N/A	N/A

Lake Shore Drive from Balbo Drive to North Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Station		weekends, and holidays.			
CTA Bus Routes					
CTA 10	Along the corridor, several museums	Weekday-Summer and Holiday season: Every 30 minutes during museum hours. Regular season: None Weekdays and Holidays: Summer, Every 30 minutes during museum hours.	N/A	N/A	N/A
CTA 33	On the outer drive, north of Michigan Avenue (express)	Weekday Morning: Every 10 minutes No Daytime, Afternoon, Evening, Saturday, Sunday, or Owl Service	231	N/A	N/A
CTA 145	On the outer drive north of Michigan Avenue (express); On the inner drive (local)	Weekday: Every 3.3 to 15 minutes Saturday: Every 12 to 15 minutes Sunday: Every 15 to 25 minutes No Saturday or Sunday Evening, Sunday Morning, or Owl Service	3,043 [#]	N/A	N/A
CTA 146	On the outer drive north of Michigan Avenue (express); On the inner drive (local)	Weekday: Every 3.8 to 14.8 minutes Saturday: Every 12 to 20 minutes Sunday: Every 15 to 20 minutes No Owl Service	3,043 [#]	N/A	N/A
CTA 147	On the outer drive, north of Michigan Avenue (express)	Weekday: Every 4.6 to 15 minutes Saturday: Every 10 minutes No Evening, Sunday, or Owl Service	1,512	N/A	N/A
CTA 157	On the inner drive, southbound between Chestnut and Pearson	Weekday: Every 6 to 20 minutes No Saturday, Sunday, or Owl Service	352	N/A	N/A
CTA 151	On the inner drive, north of Michigan Avenue	Weekday: Every 2 to 7.5 minutes Saturday: Every 6 to 10 minutes Sunday: Every 6 to 15 minutes Owl Service: Every 30 minutes	2,774	N/A	N/A
CTA 29	Crosses below Lake Shore Drive at local traffic level on Grand Avenue and Illinois Street	Weekday: Every 8.4 to 13.8 minutes Saturday: Every 10 to 15 minutes Sunday: Every 12 to 20 minutes No Owl Service	517	N/A	N/A
CTA 65	Crosses below Lake Shore Drive at local traffic level on Grand Avenue and Illinois Street	Weekday: Every 4 to 15 minutes Saturday: Every 15 minutes Sunday: Every 20 minutes No Owl Service	541	N/A	N/A

Lake Shore Drive from Balbo Drive to North Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Pace Bus Route					
Pace 210	On the outer drive, north of Michigan Avenue (express)	Weekday: 16 northbound, 16 southbound Saturday: 6 northbound, 6 southbound No Sunday or Holiday Service	1,079	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" April 1992, Pace, "Quarterly Route Review: January- March, 1992", June 1992, Chicago Transit Authority, "System Map", November 1995, CTA Bus and Rail Systems- Operating Facts- Winter 1993-94, CTA, "Rail System- November Weekday Entering Traffic Trends" June 8, 1992, and CTA, "Proposed Service for the New Midway Rapid Transit Line and Associated Bus Service Changes" June 1992					

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Ridership is based on Winter 1991-92 report. Pace ridership is reported as average weekday ridership for 1992. CTA Rapid Transit ridership is passengers entering station. Metra ridership is boarding passengers.

* Reported ridership for CTA 145 and 146 are combined totals.

Lake Shore Drive from North Avenue to Hollywood Avenue

Existing Transit Facility Characteristics. Several CTA- Rapid Transit Lines operate parallel to Lake Shore Drive in this segment. The Purple Line has two nearby stations which include: Fullerton Station at Fullerton Avenue and Sheffield and Belmont Station at Belmont Avenue between Wilton and Sheffield. The Red Line shares those stations. Additional Red Line stations include: Addison "B" Station at Addison Street between Wilton and Sheffield, Sheridan "A" Station at Sheridan Road between Irving Park Road and Dakin, Wilson Station at Wilson Avenue and Broadway, Lawrence "B" Station at Lawrence Avenue between Winthrop and Broadway, Argyle "A" Station at Argyle between Winthrop and Broadway, Berwyn "B" Station at Berwyn between Winthrop and Broadway, Bryn Mawr Station at Bryn Mawr Avenue between Winthrop and Broadway, and Thorndale "A" Station at Thorndale between Winthrop and Broadway. The Brown Line shares the Purple Line stations in this segment, with additional stations which include: Armitage Station at Armitage Avenue between Bissell and Sheffield, Diversey Station at Diversey Parkway between Wilton and Sheffield, and Wellington "A" Station at Wellington between Wilton and Sheffield. Several express bus routes travel along the outer drive in this segment which include: CTA 147 south of Foster Avenue, CTA 136 and Pace 210 south of Irving Park Road, and CTA 135, 145, and 146 south of Belmont Avenue. Several CTA buses also travel along the inner drive which include: CTA 77 between Belmont and Diversey Avenues,

CTA 135 and 145 between Belmont Avenue and Irving Park Road, CTA 146 between Belmont and Foster Avenues, CTA 136 between Irving Park Road and Foster Avenue, CTA 152 (along Sheridan Road) between Belmont Avenue and Addison Street, CTA 151 along Sheridan Road, CTA 80 between Irving Park and Sheridan Roads, CTA 78 between Wilson and Montrose Avenues, and CTA 81 between Wilson and Lawrence Avenues. In addition, CTA 76 terminates at the Inner Drive on Diversey Avenue and CTA 84 terminates just west of Lake Shore Drive on Bryn Mawr Avenue.

Lake Shore Drive from North Avenue to Hollywood Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA Rapid Transit Lines and Stations					
Brown Line Armitage Station	Armitage Avenue between Bissell and Sheffield	"AB" stop handles all trains. No operation during late evening, Sundays, or owl service.	2,700	N/A	N/A
Purple, Brown, and Red Lines Fullerton Station	Fullerton Avenue and Sheffield	"AB" stop handles all trains. 24 hour service, frequent, except during Red Line owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	8,650	N/A	N/A
Brown Line Diversey Station	Diversey Parkway between Wilton and Sheffield	"AB" stop handles all trains. No operation during late evening, Sundays, or owl service.	2,800	N/A	N/A
Brown Line Wellington "A" Station	Wellington between Wilton and Sheffield	"A" stop handles certain trains. Brown Line does not operate during late evening, Sundays, or owl service.	1,100	N/A	N/A
Purple, Red, and Brown Lines Belmont Station	Belmont Avenue between Wilton and Sheffield	"AB" stop handles all trains. 24 hour service, frequent, except during Red Line owl service. Purple Line only operates during weekday peak hours. Brown Line does not operate during late evening, Sundays, or owl service.	8,950	N/A	N/A
Red Line Addison "B" Station	Addison Street between Wilton and Sheffield	"B" stop handles certain trains. 24 hour service.	3,400	N/A	N/A
Red Line Sheridan "A" Station	Sheridan betwn. Irving Park&Dakin	"A" stop handles certain trains. 24 hour service.	2,950	N/A	N/A
Red Line Wilson Station	Wilson Avenue and Broadway	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	5,350	N/A	N/A

Lake Shore Drive from North Avenue to Hollywood Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Red Line Lawrence "B" Station	Lawrence Avenue between Winthrop and Broadway	"B" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service	2,200	N/A	N/A
Red Line Argyle "A" Station	Argyle between Winthrop and Broadway	"A" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service	2,050	N/A	N/A
Red Line Berwyn "B" Station	Berwyn between Winthrop and Broadway	"B" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service	2,200	N/A	N/A
Red Line Bryn Mawr Station	Bryn Mawr Avenue between Winthrop and Broadway	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service	4,700	N/A	N/A
Red Line Thorndale "A" Station	Thorndale between Winthrop and Broadway	"A" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service. Station is closed on Sundays.	2,250	N/A	N/A
CTA Bus Routes					
CTA 147	On the outer drive south of Foster Avenue (express)	Weekday: Every 4.6 to 15 minutes Saturday: Every 10 minutes No Evening, Sunday, or Owl Service	1,512	N/A	N/A
CTA 136	On LSD south of Irving Park (express); On Inner Drive between Irving Park and Foster (local)	AM Rush Hours: Every 5.3 minutes PM Rush Hours: Every 5.9 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	977	N/A	N/A
CTA 135	On LSD south of Belmont (express); On Inner Drive between Belmont and Irving Park (local)	AM Rush Hours: Every 3.5 minutes PM Rush Hours: Every 4.3 minutes Weekday rush hour service only; No Saturday, Sunday, or Owl Service	1,372	N/A	N/A
CTA 145	On the outer drive south of Belmont Avenue (express); On the inner drive between Belmont Avenue and Irving Park Road (local)	Weekday: Every 3.3 to 15 minutes Saturday: Every 12 to 15 minutes Sunday: Every 15 to 25 minutes No Saturday or Sunday Evening, Sunday Morning, or Owl Service	3,043 [#]	N/A	N/A

Lake Shore Drive from North Avenue to Hollywood Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
CTA 146	On the outer drive south of Belmont Avenue (express); On the inner drive between Belmont Avenue and Foster Avenue (local)	Weekday: Every 3.8 to 14.8 minutes Saturday: Every 12 to 20 minutes Sunday: Every 15 to 20 minutes No Owl Service	3,043 [#]	N/A	N/A
CTA 77	On the inner drive between Belmont Avenue and Diversey Parkway	Weekday: Every 4.6 to 12 minutes Saturday: Every 8.6 to 15 minutes Sunday: Every 10 to 15 minutes Owl Service: Every 30 minutes	1,152	N/A	N/A
CTA 152	On Sheridan Road between Belmont Avenue and Addison Street	Weekday: Every 2.9 to 20 minutes Saturday: Every 12 to 20 minutes Sunday: Every 15 to 20 minutes No Owl Service	2,023	N/A	N/A
CTA 151	On Sheridan Road throughout this segment	Weekday: Every 2 to 7.5 minutes Saturday: Every 6 to 10 minutes Sunday: Every 6 to 15 minutes Owl Service: Every 30 minutes	2,774	N/A	N/A
CTA 80	On the inner drive between Irving Park Road and Sheridan Road	Weekday: Every 8.6 to 15 minutes Saturday: Every 10 to 15 minutes Sunday: Every 12 to 15 minutes No Owl Service	797	N/A	N/A
CTA 78	On the inner drive between Wilson Avenue and Montrose Avenue	Weekday: Every 10 to 14.5 minutes Saturday: Every 15 to 20 minutes Sunday: Every 15 to 20 minutes	439	N/A	N/A
CTA 81	On the inner drive between Wilson Avenue and Lawrence Avenue	Weekday: Every 8.6 to 15 minutes Saturday: Every 9.7 to 11.8 minutes Sunday: Every 9.5 to 12 minutes Owl Service: Every 30 minutes	560	N/A	N/A
CTA 76	Terminates at the inner drive on Diversey Parkway	Weekday: Every 6.6 to 12 minutes Saturday: Every 8.1 to 10 minutes Sunday: Every 10 to 20 minutes No Owl Service	723	N/A	N/A
CTA 84	Terminates just west of Lake Shore Drive on Bryn Mawr Avenue	Weekday: Every 10 to 30 minutes Saturday: Every 15 to 30 minutes Sunday: Every 20 to 30 minutes No Owl Service	373	N/A	N/A

Lake Shore Drive from North Avenue to Hollywood Avenue Existing Transit Facilities and Operation					
Route	Location of Facility	Frequency	Weekday Ridership*	Station Parking	
				Spaces	% Use
Pace Bus Route					
Pace 210	On the outer drive south of Irving Park Road (express)	Weekday: 16 northbound, 16 southbound Saturday: 6 northbound, 6 southbound No Sunday or Holiday Service	1,079	N/A	N/A
Sources: Pace, "Quarterly Route Review: January- March, 1992", June 1992, Chicago Transit Authority, "System Map", November 1995, CTA Bus and Rail Systems- Operating Facts- Winter 1993-94, July 8, 1994, and CTA, "Rail System- November Weekday Entering Traffic Trends" June 8, 1992					

* CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Pace ridership is reported as average weekday ridership for 1992. CTA Rapid Transit ridership is passengers entering a station. Metra ridership is boarding passengers.

* Reported ridership for CTA 145 and 146 are combined totals.

Transit Improvements

To attempt to ensure that opportunities for future transit connections are provided, it is recommended that space for bus stops, turnouts, and shelters be reserved along the route. Other recommendations call for reserving space for park-and-ride facilities and equipping signals with preemption capabilities.

The Central Area Circulator was planned to operate along several downtown streets to connect the commuter rail stations with the Loop, Streeterville, and Gold Coast office areas. One line from this system would operate between the Loop area and McCormick Place. Lack of funding has resulted in suspension of plans for the Circulator. As of this writing in April, 1996, a reconsideration of the Central Area Plan is contemplated.

The Regional Transportation Authority, in its South Corridor Transit Study identified the following alternatives:

- Potential light rail service along Stony Island Avenue
- Potential light rail service along Dr. Martin Luther King Jr. Drive
- An extension of the Dan Ryan rapid transit line to 103rd Street on the Calumet Expressway
- Grade separation on the Metra Electric South Chicago Branch
- Consolidation of stations on intersecting rail lines
- Express bus rerouting to serve rail stations
- Various other improvements
- No additional improvements are planned at this time.

APPENDIX E: COORDINATION AND DOCUMENTATION

E.1 COORDINATION MEETING MINUTES

E.2 AGENCY REVIEW MEETING COMMENTS

E.3 ALDERMANIC COMMENTS

E.4 ENVIRONMENTAL/PLANNING GROUP COMMENTS

E.5 PUBLIC MEETING COMMENTS

E.6 PUBLIC HEARING COMMENTS

E.1 COORDINATION MEETING MINUTES

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3.00

ROUTE: Lake Shore Drive

DATE: APRIL 6, 1995 - 8:00 A.M.

LOCATION: IDOT District 1 Offices, Schaumburg

ATTENDANCE:

Wally Kos	Bureau of Programming
Rich Starr	Bureau of Programming
Robert Ryan	Meridian

A meeting was held to discuss the status of the Lake Shore Drive Project. The main points of the meeting were as follows:

- Meridian is preparing for a presentation to the Chicago Park District at 9:00 A.M. on Tuesday, April 11. Meridian will make substantially the same presentation that was made to the Chicago Department of Transportation on February 23, except to the extent that revisions will be made to certain exhibits as discussed at meetings on February 23 (at IDOT) and March 14 (at Meridian).
- Three potential project schedules were discussed each with different levels of public involvement. Option 1 indicated a potential project study completion date of April, 1996. Option 2 and 3 indicated potential project study completion dates in February 1996. The attached exhibits reflected changes that were discussed at the meeting. Most discussion revolved around Option 1.
- At this time, Option 1 was identified as the most realistic schedule with the caveat that there will need to be flexibility within the overall schedule with regard to potentially changing public involvement requirements.
- Meridian may prepare separate overheads, slides, and exhibits for panel meetings for different parts of the SRA corridor. These parts were defined as:
 - North Lake Shore Drive
 - Central Lake Shore Drive
 - South Lake Drive (Burham Park, Jackson Park, and Stony Island Avenue)
- Meridian will discuss with CDOT and the Chicago Park District the concept of a joint monthly meeting (chaired by IDOT) to facilitate project communication.
- Meridian will develop a supplement for the Lake Shore Drive elements of the SRA Subnetwork 3 project after consensus on project direction is achieved at or after the April 11 presentation to the Chicago Park District.

The meeting ended at 8:30 A.M.

Mr. Duane Carlson
April 10, 1995
Page 2

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian,

Robert J. Ryan

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: May 2, 1995

LOCATION: City of Chicago
320 North Clark Street, 7th Floor
Chicago, Illinois

ATTENDANCE:

CDOT:

Cheri Heramb Director of Transportation Planning
Barbara Maloof City Planner V

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer

The purpose of this meeting was to discuss the public involvement process for the Lake Shore Drive SRA. *The major discussion points covered during this meeting are described as follows:*

1. **Preliminary comments** from various City agencies concerning Lake Shore Drive concepts will be forwarded to Meridian by the Chicago Department of Transportation (CDOT) soon.
2. **The Public Involvement Plan** presented as Option 1: Highest Level of Public Input (dated April 7, 1995) needs significant revision. The traditional SRA Panel Meeting format is not appropriate for this corridor. The guiding philosophy for this plan should be "Inclusion and Deadlines". Recommended revisions include:
 - Panel Meetings should be called Public Involvement meetings, and advertised in neighborhood and general circulation newspapers.
 - The meetings should be structured starting with about an hour of exhibit viewing, followed by a 35 to 40-minute formal presentation introduced by the Alderman, concluding with a structured question and answer period limited to a finite length of time.
 - The corridor can be geographically divided into five areas with each area having a separate meeting.
 - If consensus is achieved during the initial Public Involvement meeting (revised Panel 2 format), the second meeting (revised Panel 3) could be a Public Hearing for that portion of the corridor. Should additional concept refinement be needed, a second Public Informational meeting (revised Panel 3) would be held.
3. **The Project Schedule** in Option 1 needs revision. The CDOT suggested that the maximum time allowed between Public Involvement Meetings (revised Panel 2 meetings) and the Public Hearing be about 2-1/2 months on segments in the corridor where consensus can be reached.
4. **Mailing List Revisions** are needed. Meridian is to send the current list to Barb Maloof who will review and update the list.
5. **Identify Organizations Represented in the "Group of Eight"**. Meridian is to plan to present a Concept briefing to these organizations in June at a monthly meeting the Department of Planning and Development (DPD) holds with these organizations.

The purpose of this meeting was to receive input from the Chicago Department of Transportation (CDOT) about the proposed public involvement plan. The plan is titled SRA Project Work Plan - Option 1: Highest Level of Public Input (dated April 7, 1995) as previously presented by Meridian. The following is a more detailed description of the meeting discussions.

Ms. Heramb began the meeting by stating that the comments concerning the Concept briefings for the Chicago Department of Transportation (CDOT) and Chicago Park District (CPD) will be transmitted to Meridian soon. Comments have been received from the DPD and CDOT Bridges. DPD noted that the project does not address traffic which spills off of Lake Shore Drive. CDOT advised Meridian to consider an appropriate response to those who may present such concerns.

CDOT will provide copies of the detailed Lake Shore Drive/Stony Island Avenue concept briefing booklets prepared for the April 11, 1995 meeting to the Landmarks and Energy and Environmental Protection Departments. Ms. Heramb asked Meridian to check previous meeting minutes to determine if the Chicago Department of Energy and Environmental Protection has a contact person involved in the project. Meridian may be requested to brief these Departments.

CDOT requested Meridian to present a Lake Shore Drive concept to various City Commissioners. Possible attendees include Commissioners Claypool, Boyle, Henderson, Jarrett and maybe others involved in the Lakefront Executive Committee. The briefing should be an overview and not exceed 15 to 20 minutes in length. The presentation is planned for May.

Presentations to Alderman should be on an individual basis and no longer than 45 minutes in length. It is recommended that Alderman Mary Ann Smith be briefed first since she chairs the Parks Committee. For the remaining Alderman, a corridor overview with details of only those areas of the Alderman's interest should be sufficient. The Alderman may wish to direct some concept information to established Task Forces or create a Task Force to review these concepts. These meeting should be planned for June but can begin in late May if needed.

Meridian is to brief several organizations, the "Group of Eight", during a regularly scheduled July meeting the DPD has with this group. A consortium of Museums has been formed. DPD has not determined if a presentation to the Museum group is needed as of yet. Meridian is to contact Mr. Joe Zehnder at 744-6710 to receive further direction in this matter.

CDOT requested Meridian to contact Mr. Rick Kinczyk at CDOT, Highways, since he is reviewing the Grant Park segment. Consideration is being given to providing a large pedestrian concourse (similar to that proposed for the MPEA project) immediately in front of Buckingham Fountain. CDOT also noted that any plans for pedestrian concourses should include funding for pump stations to drain these pedways.

The CDOT requested Meridian to include planning concepts for bridge aesthetics in the corridor. The CDOT would like to ensure future funding includes providing parapet, lighting, and other bridge enhancements for improvements to existing bridges. The recently completed Roosevelt Road bridge is a good example of these types of enhancements. These enhancements should include up-grading bridges which were not originally constructed with an improved aesthetic appearance in mind. Meridian is to contact Mr. Chris Holt at 774-3528 to receive concept information about these enhancements. Meridian asked CDOT to consider if these upgrades would apply to recently improved bridges such as those found between Monroe Street and Ohio Street.

CDOT requested the following:

- that the "Chicago Wall" style of barrier be used whenever existing barriers are proposed to be replaced. Meridian requested the CDOT to provide a policy concerning curbside aesthetic designs. These aesthetics may relate to barriers, roadway lighting, and other roadway appurtenances.
- Meridian to consider "traffic calming techniques" which may be appropriate to insure traffic on Lake Shore Drive adheres to the speed limit. CDOT will coordinate input from other City agencies concerning these techniques.
- Meridian to contact Mr. Joe Zehnder to determine if the Final Lake Shore Drive SRA Report needed to be approved by the Chicago Plan Commission.
- Meridian to provide Ms. Maloof with a copy of the Lake Shore Drive SRA public involvement mailing list. Ms. Maloof will review, revise, and provide Meridian a copy of the list.
- Public Involvement correspondence or other documents to use Illinois Department of Transportation letterhead. CDOT requested that they be allowed to review public involvement documents prior to their release. Meridian is to FAX these documents to Ms. Maloof.

Meridian asked CDOT if the Illinois Department of Conservation has any jurisdiction over lakefront parks. CDOT requested Meridian to coordinate this issue with the Illinois Department of Transportation.

CDOT pointed out that a philosophical difference exists between the State and the City in how public involvement meetings should be conducted. The CDOT feels that the Lake Shore Drive SRA is such a unique project that the conventional SRA public involvement process will not provide satisfactory results. CDOT also pointed out that the lakefront interest groups have grown accustomed to using the City's method of public involvement and all parties have been successful in reaching a desirable level of consensus using this method. The CDOT proposes using the following method for consideration by IDOT:

- Panel Meetings should be called Public Involvement meetings, and advertised in neighborhood and general circulation newspapers.
- The meetings could be structured starting with about an hour of exhibit viewing, followed by a 35 to 40-minute formal presentation introduced by the Alderman (who would introduce IDOT and its consultant), concluding with a structured question and answer period limited to a finite length of time. Encourage written comment to be submitted in lieu of lengthy verbal comments. Provide a pre-printed mail-in comment form. Groups with positive comments should be invited to present their comments at the Public Hearing.
- Based upon input received at the Public Involvement meeting, the Alderman may wish to further develop concepts by using an existing Task Force or by creating a Task Force. The Task Force would be given a deadline in order to facilitate the timely completion of the project.
- The corridor could be geographically divided into five areas with each area having a separate meeting.
- If consensus is achieved during the initial Public Involvement meeting (revised Panel 2 format), the second meeting (revised Panel 3) could be a Public Hearing for that portion of the corridor. Should additional concept refinement be needed, a second Public Informational meeting (revised Panel 3) would be held.
- The Public Hearing should be structured so that comments are scripted and read at the hearing. Written versions of the comments are submitted for the record.

ACTION ITEMS

CDOT recommended that Meridian prepare a Lake Shore Drive concept presentation for various City Commissioners structure to last about 15 to 20 minutes in length.

CDOT recommended that Meridian prepare a brief for a group of organizations during a regularly scheduled July meeting the DPD has with this group.

CDOT recommended that Meridian coordinate with Mr. Rick Kinczyk at CDOT, Highways, during his review of the Grant Park segment to determine direction concerning a potential pedestrian concourse immediately in front of Buckingham Fountain.

CDOT is to consider if it is appropriate to plan for bridge enhancements to recently improved bridges such as those found between Monroe Street and Ohio Street.

CDOT recommended that Meridian contact Mr. Chris Holt at 774-3528 to receive concept information about aesthetic bridge enhancements.

CDOT will coordinate efforts to develop a policy concerning curbside aesthetic designs. These aesthetics may relate to barriers, roadway lighting, and other roadway appurtenances.

Meridian may consider (if directed by IDOT) "traffic calming techniques" which may be appropriate to encourage traffic on Lake Shore Drive adheres to the speed limit.

Meridian will provide Ms. Maloof with a copy of the Lake Shore Drive SRA public involvement mailing list. Ms. Maloof will review, revise, and provide Meridian a copy of the list.

IDOT will coordinate with the IDOC to determine if they have any jurisdictional issues related to the lakefront parks.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr
cc:

- | | |
|----------------------------|--------------------|
| LSD - Meeting Minutes File | |
| Attendees | |
| Doug Knuth | Meridian |
| Elizabeth McLean | EJM Engineering |
| Pete Pointner | Planning Resources |
| Norman Din | Din & Pangrazio |
| John Paige | NIPC |
| Neil Ferrari | IDOT-DPT |
| Mike Williamson | IDOT-OPP |
| Pete Franz | IDOT-BDE |
| Eugene Ryan | CATS |

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: May 18, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 601
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning
Barbara Maloof City Planner V

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer

The main purpose of the meeting was to work with CDOT in refining the public involvement program for the Lake shore Drive study. The main points of the meeting were as follows:

- The public involvement plan was revised and is reflected in the attached Project Completion Plan
- Newsletters will be developed and reviewed in conjunction with CDOT
- CDOT will provide Meridian with mailing labels (approximately 300) for the newsletters. Meridian will cross-check its mailing list with CDOT's mailing list.
- Aldermen will receive individual project briefings. Aldermanic briefings should include: a one-page pre-briefing flyer on the project purpose, five minutes on the project background, a description of project limits, fifteen to twenty minutes on LSD alternatives within that alderman's ward, and thirty minutes for questions and comments. Barbara Maloof will try to schedule these briefings for the first two weeks in July.
- A newsletter to corridor interest groups will follow these briefings.
- Corridor interest group meetings will be scheduled for the second half of July
- Newsletters will be used to advise the public that this is a planning study, which will have numerous alternative recommendations that will require further definition at a future date. Alternatives presented will be mostly long-term in nature, although several short-term operational improvements may also be recommended. The newsletters will express the cooperative relationship between IDOT and CDOT in the development of alternatives and the overall study process. The newsletters will define the unique planning objectives of this SRA study. Newsletter readers may have three names to call, i.e. Meridian, IDOT, and CDOT.
- CDOT will try to arrange for a presentation for June to the Lakefront Executive Committee which includes the Commissioners of Planning and Development, Transportation, Environment, and the Superintendent of Parks. This committee meets monthly.

- The LSD report will not prioritize improvement recommendations. Order of magnitude cost estimates may be developed at the corridor level for short-term and long-term recommendations. Funding for projects will not be addressed.
- Details of corridor aesthetics will not be addressed.
- The concept of traffic calming may be most important in Mary Anne Smith's ward as this is a specific concern of hers.
- IDOT's interest in traffic volumes is confined to identifying overall corridor lane requirements. No lane additions are anticipated. Operational improvements may be recommended at specific problem areas IDOT will not be requesting revised average daily traffic data from CATS.
- The meeting ended at 10.30 AM. The next monthly coordination meeting will be on Thursday, June 15, 1995 at Room 601, 320 N. Clark St.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr

cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamson

Pete Franz

Eugene Ryan

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

IDOT-OPP

IDOT-BDE

CATS

DRAFT MEETING MINUTES

**Comments due back on
Friday, June 23 by Noon**

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: June 15, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 700
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning
Barbara Maloof City Planner V

Meridian Engineers & Planners:

Robert Ryan Project Manager
Eric Widstrand Transportation Engineer

The main purpose of the meeting was to discuss upcoming meetings with City of Chicago Commissioners, Aldermen and multi-agency meetings. Use of additional traffic data in the Jackson Park area was also discussed. **The main comments were as follows:**

- A multi-agency meeting including CDOT Planning (Heramb), CDOE (Jimenez), CPD(Uhlir) and DPD(Zehnder) in addition to IDOT (Starr) and Meridian has been scheduled for Monday, June 26 at 8:30 a.m. in Room 601 at 320 North Clark Street.
- Immediately following this meeting discussion will take place concerning the Lakefront Executive Committee meeting on July 14 at 9 a.m. This meeting will feature the Commissioners of Planning, Transportation, Environment and the Park District as well as a representative from the Mayor's Office of Special Events.
- At this time Meridian plans to prepare a one page summary of recommendations handout for the July 14 meeting and will condense the recommendations into a 10 to 15 minute presentation.
- CDOT will conduct a public meeting on Monday, June 26 concerning the placement of barrier median along South Lake Shore Drive. The hearing will be held at Montgomery Place, 5500 South Shore Drive from 7-9 p.m.
- Cheri Heramb has explained to CDOE and DPD that the Lake Shore Drive SRA is a Study not a design project so that those agencies can become more comfortable with the level of detail emphasized in the recommendations. This study may look at how realistic lakefill alternatives are.
- Rich Starr stated that it is acceptable to IDOT to not include expensive lakefill recommendations because they would have problems funding those projects.
- Cheri Heramb stated that Marcia Jimenez may examine cost estimates for lakefill alternatives.
- Barb Maloof presented the following tentative dates for the Aldermanic meetings: July 18, 20, 21 and 24. These presentations should be kept brief and should focus on their specific wards. A dry run for

these meetings will be held on Tuesday, July 11 at 1:00 p.m. in a DPD conference room. To the extent possible, Aldermanic briefings will be scheduled for July 18, 20 and 21; rather than July 24.

- Meridian described traffic data obtained from T.Y. Lin-Bascor and how it differed from previous data supplied by the IDOT Traffic Surveillance Center. Total traffic on Coast Guard Drive has jumped from 45,000 vehicles per day in 1992 to approximately 61,000 vehicles per day in 1995.
- Rich Starr stated that Tony Cioffi at the IDOT Traffic Surveillance Center is a good person to contact for issues relating to the traffic data.
- Barb Maloof stated that the Lincoln Park Task Force will be interested in hearing the SRA recommendations for the LaSalle Drive interchange.
- Meridian will contact Bill Barbel (IDOT Environment) regarding possible coordination with the Illinois Department of Conservation.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamson

Pete Franz

Eugene Ryan

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

IDOT-OPP

IDOT-BDE

CATS

DRAFT MEETING MINUTES

**Comments due back on
Friday, June 30, by Noon**

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: June 26, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 601
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning

CDOE:

Marcia Jimenez Project Manager, Shoreline Protection Project

Chicago Park District

Ed Uhler Director of Research and Planning
John Henderson Research and Planning Manager

Meridian Engineers & Planners:

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer

The main purpose of the meeting was to decide if related improvement opportunities, which are beyond SRA objectives, should continue to be presented during SRA concept meetings. These related improvements are located in the Belmont Harbor and Streeterville areas and include placing landfill into the lake. *Text in italics indicates revisions to meeting minutes requested by various attendees.* **The main comments were as follows:**

- Related Improvements involving lakefill have the potential to mitigate traffic congestion, pedestrian-vehicle flow conflicts, and shoreline erosion problems.
- These related options must be carefully presented in order that the options are properly perceived.
- *All options (but specifically discussed were the) Streeterville options should avoid the perception that the public input process has been ignored. Also, Belmont harbor concepts (which involve in-fill) could be presented in the SRA report and at public meetings as local agency sponsored initiatives.*
- The typical format for an SRA report will not be used for Lake Shore Drive. Typically, a preferred alternative will not be recommended. Rather a range of alternatives will be presented with the benefits of each being described. The final report will include a summary of options presented and added input from the public involvement process.
- The SRA report may include verbiage describing the permit process and restrictions associated with lake in-fill and drainage discharges into Lake Michigan. A statement describing that future Phase I reports may require completion of a detailed drainage study shall be included in the SRA report.
- Superficial improvements (such as median improvements) would probably not require a Location Drainage Study. Depending upon circumstances, widening and new curb and gutter may be considered as a superficial improvement.

- Construction cost for lake in-fill alternatives may not be provided as part of the LSD SRA study. Costs associated with regulatory implications on alternative recommendations for lake in-fill will be addressed as part of other studies.
- Watershed diversion issues and potential permit requirements may need to be explained in general terms in the SRA report. LSD reconstruction may require a new storm sewer system which discharges to existing outfalls, or may propose new outfalls to another watershed. In future studies, the use of passive treatment systems (such as stilling basins) may need to be considered at locations where discharges into Lake Michigan are proposed.
- The LSD SRA project, and projects that may result from alternatives described therein, should be coordinated with the Shoreline Reconstruction Project *via the Chicago Department of the Environment and the Chicago Park District*. IDOT projects typically require five (5) years to complete all Phase I and Phase II activities. This coordination would insure that related improvement opportunities do not conflict with revetment reconstruction projects.
- High accident locations typically receive a higher priority and safety related funding. The construction of median barrier is one of many types of safety related projects.
- Cheri Heramb requested Meridian to provide text describing shoreline and lakefill issues for the Lakefront Commission to review. (This can be addressed in the aldermanic and commissioner dry-runs.)
- Ed Uhlir requested some revisions to Belmont Harbor and Streeterville exhibits. Meridian will develop an alternative that extends green space east of Lake Shore Drive further to the south to accommodate pedestrian, cyclists, and other recreational activities. The proposed beach south of the Oak Street breakwater should be eliminated. Cost information shown on the local sponsor initiative exhibit is outdated and should be eliminated. At Belmont harbor, Meridian will make modification to show the relocation of the Yacht Club and to possibly recommend more harbor fill. Meridian will provide copies of the requested revisions to Mr. Uhlir and Ms. Heramb.
- The Chicago Park District will take the lead on related improvement opportunities by presenting the Belmont Harbor and Streeterville alternatives to the Lincoln Park Design Review Committee and including it in the Draft Lincoln Park Master Plan which is due to be released this week.
- Mark Rinnan will check Meridian's files for a copy of the Lincoln Park Traffic and Parking Study. He will request John Henderson to transmit a copy if needed.
- John Henderson will provide Meridian a copy of the Draft Lincoln Park Master Plan when it becomes available.

The meeting ended at 9:15 a.m.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr

cc: LSD - Meeting Minutes File
Attendees
Doug Knuth
Elizabeth McLean
Pete Franz
Eugene Ryan

Meridian
EJM Engineering
IDOT-BDE
CATS

Pete Pointner Planning Resources
Norman Din Din & Pangrazio
John Paige NIPC
Neil Ferrari IDOT-DPT
Mike Williamson IDOT-OPP

DRAFT MEETING MINUTES

**Comments due back on
Wednesday, August 30**

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: August 22, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 700
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning
Barbara Maloof City Planner V

Meridian Engineers & Planners:

Robert Ryan Project Manager
Eric Widstrand Transportation Engineer

The main purpose of the meeting was to review the status of the public involvement process. This included a review of the Aldermanic Briefing document, a discussion on the format and location for Civic Interest Group Meetings and Public Informational Meetings, and a revised timeline for the next phase of the public involvement process. The major comments were as follows:

- Meridian will develop a new timeline to accommodate the development of a newsletter, one briefing for civic interest groups, the public information meetings (PIMs), and the preparation of exhibits for the PIMs. Conceptually the timeline for the briefing and PIMs would take place in late September and early October with the newsletter to be mailed prior to these meetings. Meridian will refine this timeline to include other critical steps and send it to IDOT for review. A brief pre-draft report will be developed for the PIM.
- Cheri Heramb and Barbara Maloof provided Meridian with initial comments and changes to be made to the Aldermanic Briefing Document. Final comments will be sent to Meridian by August 25.

Other points discussed were as follows:

- Cheri Heramb requested that the Action Items section of the briefing document be retained for internal use only (IDOT and CDOT) and not be included in the briefing document
- The briefing document will include a definition of "civic organizations".

- Rich Starr stated that IDOT will not be recommending any lakefill alternatives and that these alternatives should either not be presented at all or presented as initiatives proposed by the Chicago Park District.
- Meridian will set up a meeting at their offices with Cheri Heramb, Barbara Maloof and Tom Kaeser of CDOT; Ed Uhlir and John Henderson of CPD; Marcia Jimenez of CDOE; and Linda Fuller of CDPD. This meeting will be held on Wednesday (9/13), Thursday (9/14) or Friday (9/15) of next week to discuss differing viewpoints on certain alternatives and any new developments proposed along the corridor.
- CDOT stated that the SRA Study should try to distance itself from the CDOT median study to prevent confusion by the public.

Other points discussed were as follows:

- The legal notice for the public meetings should be published by September 18. It should be sent to the Chicago Sun-Times by September 14. Barbara Maloof will provide Meridian with her contact at the Chicago Sun-Times.
- Press releases will be published one week before the public meetings. Meridian will coordinate the press releases with IDOT Public Affairs.
- Additional interest groups to be invited to the civic interest group meeting include: Chicago Urban League, Cosmopolitan Chamber of Commerce and the Chicago Motor Club. Barbara Maloof will also determine which Latino organizations to invite.
- Barbara Maloof presented changes to the aldermanic letter requesting input regarding community groups. Meridian will send this letter to the aldermen along with a copy of the disposition of comments.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File
Attendees

DRAFT MEETING MINUTES

Comments due back on
Wednesday, September 27

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: September 13, 1995

LOCATION: Meridian Engineers & Planners, Inc.
One North Franklin, Suite 1800
Chicago, Illinois

ATTENDANCE:

Chicago Department of Transportation:

Luann Hamilton Assistant Director of Project Development-Planning
Tom Kaeser Assistant Chief Engineer-Traffic

Chicago Department of the Environment:

Marcia Jimenez Assistant Commissioner
Mercedes Sahagun Office Management

Chicago Department of Planning and Development:

Fred Deters City Planner V
Carmen Vidal-Hallett Coordinating Planner I

Chicago Park District:

John Henderson Research and Planning Manager
Ed Uhler Director of Research and Planning

IDOT:

Rich Starr Planning and Systems Engineer

Meridian Engineers & Planners:

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer
Eric Widstrand Transportation Engineer

The main purpose of the meeting was to **achieve consensus on alternatives to present at the public meetings**. This included a discussion of conceptual alternatives at specific locations, Chicago Park District Plans, planned roadway/intersection studies and opportunities beyond SRA objectives. The **major comments**, broken down by area, were as follows:

General

- Rich Starr considered it a good idea to have representatives of CPD and CDOE at the public meetings.

- Fred Deters questioned how IDOT would go from several alternatives to funding for one alternative.
- Rich Starr stated that funding sources will not be identified during the SRA Study process. IDOT will develop a prioritization of study projects after completion of the LSD report.
- Meridian is coordinating with T. Y. Lin-Bascor's recommendations regarding the median improvements along South Lake Shore Drive and will attend their public meeting on October 2 at the South Shore Cultural Center.

Stony Island Avenue (SIA), 67th Street to 95th Street

- Karen Nowacki of CDOE will contact Meridian with information regarding median landscaping along Stony Island Avenue.
- The impact of the development at 95th Street and Stony Island Avenue needs to be examined.
- Fred Deters stated that the Skyway ramps onto/from SIA are in need of repair and questioned which agency is responsible for this.
- Luann Hamilton stated that bike lane striping is being added to South Chicago Avenue from King Drive to 95th Street.
- Tom Kaeser stated that CDOT has a project in the 7900 block of SIA (possibly a viaduct clearance project. Jay Homedi, CDOT, is the contact person).

Jackson Park

- Carmen Vidal-Hallett stated that there is heavy community use on the east side of SIA from Midway Plaisance to 67th Street and that this leads to heavy pedestrian traffic across SIA in this area.
- Carmen Vidal-Hallett is concerned about: pedestrians crossing from the Museum of Science and Industry to the 57th Street beach; the difficulty getting from the neighborhoods to the 63rd Street beach and pedestrians crossing LSD in the vicinity of 59th Street.
- John Henderson stated that the Chicago Park District is advocating increased transit access to the lakefront.
- Ed Uhlir stated that community groups are in favor of making permanent, the proposed temporary signal south of 57th Street on LSD.

Grant Park

- Pedestrian access issues need to be examined.
- Ed Uhlir stated that showing all pedestrian crossing alternatives in Grant Park may be confusing to the public. These are conceptual locations only.
- John Henderson stated that any improvements should remain compatible with the history of Grant Park. The Lake Shore Drive relocation will not impact Queen's Landing.
- Ed Uhlir stated that the CPD has plans to modify the cul-de-sac at Monroe Harbor by adding landscaping and reducing the number of lanes to 2 lanes eastbound and 2 lanes westbound on the east leg of the Monroe Street/Lake Shore Drive intersection.

S-Curve Area

- Fred Deters stated that a grant has been applied for to fund a bike path at dock level along the south side of the Chicago River. This path will connect the lakefront path to the riverfront path.

- Chicago Park District Plans in this area include: turn out area for cabs at Turning Basin Marina, DuSable Park access from mid-level Lake Shore Drive, upgrading the pedestrian connection at Ogden Slip.
- Tom Kaeser stated that CDOT has no plans for the Illinois-Grand area.

Streeterville

- Rich Starr indicated that Meridian should examine an alternative with no lakefill.
- CPD wants to separate the pedestrian and bicycle traffic in the Streeterville area.
- Tom Kaeser stated that CDOT had planned to remove the northbound left turn at Chicago Avenue but found it was politically infeasible to do so. He also stated that dual left turn lanes could be difficult to sign from the perspective of separating westbound Chicago Avenue traffic from northbound Inner Drive traffic. He was concerned about the lakefill alternative which improves one curve by installing a reverse curve. Tom prefers the geometrically effective lakefill option (requiring infill along Oak Street Beach) over the one currently preferred by Meridian. Both options will be shown.

LaSalle Drive/North Avenue

- Ed Uhlir stated that the Lincoln Park Traffic Task Force is recommending a bus turnaround on the lakefront.
- A contact person regarding the parking garage plan for the Chicago Historical Society (CHS) is John McManus at Teng (ph. 616-7378) or Bob Nauert at CHS (ph. 642-5035 ext. 209).

Fullerton Avenue

- Ed Uhlir stated that CPD needs to develop a drop-off point for Theater on the Lake in the northeast quadrant of this interchange.

Belmont Avenue

- John Henderson stated that it is politically infeasible to add a great deal of lakefill for Belmont Harbor improvements.

Addison Street/Irving Park Road

- Ed Uhlir stated that CPD has plans to eliminate parking along the east side of Recreation Drive and build a new bike path in that area. He also stated that the only people who park in that area are those who live in the high rises west of LSD.
- Luann Hamilton stated that CDOT has not defined any bikeway improvements.

Montrose-Wilson-Lawrence Avenues

- Further analysis is required to determine the impact on the surrounding street system of the proposed ramp closures.
- CPD is planning to close the Montrose Avenue and Foster Avenue beach houses and will build a new beach house at Osterman Beach (Hollywood Avenue).

Action Items:

- Meridian will meet with the Chicago Park District to determine new beach house locations and any changes to pedestrian/bicycle crossing improvements along the corridor.

- Meridian will examine additional alternatives in Streeterville which do not have lakefill impacts.
- Meridian will contact Karen Nowacki, CDOE, for information on landscaping the Stony Island Avenue median.
- Meridian will update aerial improvement exhibits based on new information provided by agencies.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File
Attendees

DRAFT MEETING MINUTES

**Comments due back on
Friday, June 30 by Noon**

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: June 26, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 601
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning

Meridian Engineers & Planners:

Robert Ryan Project Manager

The main purpose of the meeting was to discuss upcoming meetings with City of Chicago Commissioners and Aldermen. The meeting began at 9.30 AM. The main points regarding meeting content, length and attendance were as follows:

Aldermanic Briefings

- describe study background
- describe study schedule
- describe work performed to date (briefly)
- describe funding status
- describe alternatives located within aldermanic wards
- describe next steps
- request feedback on alternatives located within their wards
- emphasize that this is a study and that design would be at a later stage, a separate project
- allow 25 minutes for the presentation
- provide a summary (handout) of what is presented
- at the end review and repeat points and comments made by the aldermen

Commissioner Briefings

- Allow 25 minutes for the presentation
- Three commissioners will attend (Planning and Dev./Eco. Dev., Environment, & Transportation)
- Provide copies of full presentation. (Exclude exhibit on SRA Planning Objectives)
- Develop a one-page summary of recommendations prior to the briefing
- Describe the study background
- Describe transit elements that were studied
- Outline (briefly) public involvement activities to date
- Emphasize that this is a study with multiple alternatives (prepare overhead for this)
- Describe the study schedule
- Describe the planning and design objectives
- Identify areas where we have noted **potential improvement locations** (see exhibit from previous presentations)
- Discuss funding
- Describe Streeterville and Belmont alternatives. Discuss Shoreline Protection Program and Park District interests at these locations. (Opportunities beyond SRA objectives)
- Describe areas that will require further study (as part of future projects)
- Ask to see what other alternatives they would like to see and discuss in more detail
- Describe next steps

It was decided to modify the planning and design objectives by adding no net loss of green space as a goal. Dry-runs for the July 14 commissioner-level presentation and for the aldermanic presentations will be held on Tuesday, July 11 at 1.00 PM in Room 106 at 320 N. Clark Street.

The meeting ended at 10.30 AM

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR

cc:

LSD - Meeting Minutes File
Attendees

Minutes of Meeting
June 26, 1995
Page 3 of 2

Doug Knuth
Elizabeth McLean
Pete Pointner
Norman Din
John Paige
Neil Ferrari
Mike Williamson
Pete Franz
Eugene Ryan

Meridian
EJM Engineering
Planning Resources
Din & Pangrazio
NIPC
IDOT-DPT
IDOT-OPP
IDOT-BDE
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD) / Stony Island Avenue

DATE OF MEETING: November 7, 1995

LOCATION: IDOT District One
201 West Center Court
Schaumburg, Illinois

ATTENDANCE:

IDOT:

Wally Kos	Bureau Chief, Programming
Rich Starr	Project Manager, SRA Studies
Ed Zak	Area Programmer

Meridian Engineers & Planners:

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Planner
Eric Widstrand	Transportation Engineer

The main purposes of the meeting were to: **1. review the results of the public meetings with specific reference to the range of alternatives, 2. to discuss “milestones” to achieve between now and the public hearing, and 3. gain IDOT’s concurrence regarding the draft report format.**

The major comments regarding the report were as follows:

- Meridian will submit a technical memorandum to IDOT describing methodology for arriving at existing and projected traffic volumes (Meridian will submit to IDOT by 11/24).
- Meridian will meet with CDOT to gain input regarding content (not style or format) of draft report. City agencies given the opportunity to review the document include: CDOT-Planning, CDOT-Traffic, CDOT-Highways, CDOT-Bridges, Department of Planning and Development, Department of Environment. Chicago Park District will be informed of report status.
- Meridian will publish one newsletter before the Public Hearing. This newsletter may have a separate edition for each of the public meeting geographic areas and could allow space for each alderman to comment on the project and request public input.
- Meridian will summarize each appendix into one paragraph to be included in the report.
- IDOT suggested the Chicago Park District Headquarters as a possible location for the Public Hearing depending on the availability of space and the status of the Lake Shore Drive Relocation Project.

Other points discussed were as follows:

- Meridian submitted to IDOT a Draft Disposition of Comments from the Public Meetings.
- IDOT will submit copies of the Disposition of Comments from the Public Meetings and Aldermanic Briefings to Chicago Commissioner of Transportation, Tom Walker and directed

- Meridian to submit a copy of the Public Meeting Disposition of Comments to Cheri Heramb at CDOT.
- Meridian will provide IDOT with the scope of work for the CDOT-North Lake Shore Drive Traffic Study. Meridian will also send Ed Zak minutes and agendas for upcoming meetings.
 - IDOT directed Meridian to reference the CDOT-North LSD Study in the appropriate sections of the SRA Report.
 - IDOT directed Meridian to carry the Stony Island Avenue and Cornell Drive alternatives forward in Jackson Park. Meridian will also reference the CDOT-Jackson Park Transportation Master Plan (TMP) as providing more detail in this area. The Jackson Park TMP findings can be summarized into several paragraphs of the SRA Report in the appropriate section.
 - IDOT directed Meridian to coordinate traffic data with T.Y. Lin-Bascor and Tony Cioffi at the IDOT-Traffic Surveillance Center.
 - Meridian should confirm the southern limit of the LSD Relocation Study. IDOT uses I-55 as the northern limit of the LSD SRA Study (south of the relocation project).
 - The appendices will show additional alternatives considered and can be bound together as a separate document.
 - The following sections should be sent to IDOT for review before inclusion in the draft report:
 - Drainage (Section 2.6) for review by Chin Wang
 - Funding (Section 5.2)
 - The safety or traffic operations section should discuss a typical template for pull-out bays. The bays could be larger than those along North Lake Shore Drive.
 - The draft report will not be sent to aldermen for review before the public hearing.
 - The public hearing will be open-house format with a slide presentation every 30 or 45 minutes and a court reporter available to record verbal comments.
 - Specific alternatives to further refine include: Stony Island Avenue lane removal, 58th Street, Stony Island Avenue vs. Cornell Drive in Jackson Park and Montrose-Wilson-Lawrence ramp removal. It will be important to include CDOT in these discussions.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew
cc: LSD - Meeting Minutes File
Attendees

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3.00

ROUTE: **Lake Shore Drive/ Stony Island Avenue**

DATE: December 6, 1995 - 9:00 A.M.

LOCATION: CDOT offices, 5th Floor, 30 N. LaSalle

PURPOSE: Monthly Coordination Meeting

ATTENDANCE:

Cheri Heramb	CDOT, Director of Transportation Planning
Barbara Maloof	CDOT, Public Involvement Coordinator
Rich Starr	IDOT, Bureau of Programming, SRA Project Manager
Robert Ryan	Meridian

A meeting was held to discuss the status of the Lake Shore Drive Project. The main points of the meeting were as follows:

The draft report outline and content were reviewed. Comments were:

- future traffic volumes will not be shown
- Mr. Cioffi (IDOT) will be asked to approve existing traffic data along the Drive
- the pedestrian/transit/aesthetic improvement exhibit will be included
- chose a quote, to be used in the first line of the report, that makes a statement about the unique character of Lake Shore Drive. Look to Burnham or another person or document.
- more discussion of urban design concepts should be included in the basic report text rather than the appendix
- a graphic was discussed for the cover (possibly from an historical document)

Arrangements for the Public Hearing were discussed:

- target dates are **February 21, 27, or 29**. Other dates are **February 22 or 28**
- meeting exhibits will follow the format of the October public meetings
- the meeting will run from approximately 3.00 PM until 8.00 PM
- set-up will begin at 2.00 PM
- Barbara will call the Park District regarding room availability (McFetridge Drive HQ)

Report review was discussed:

- the draft report will be submitted to IDOT (Rich Starr) and CDOT (Cheri Heramb) by Friday, December 22 for initial review comments. Meridian will perform internal reviews at the same time

- the final edition of the Draft Report is to be submitted to IDOT and CDOT on Friday, January 12. Five copies will be sent to CDOT.
- a copy will be sent to Ed Uhlir (Park District) at the same time for concurrent review
- the Pre-Hearing Report will be ready by February 1
- the pre-hearing report will be made available to the public
- the pre-hearing report may be placed in up to ten libraries. Barbara will identify locations
- CDOT will be asked to return comments by Friday, January 19
- Cheri will talk with Commissioner Walker to plan a briefing during the review period timeframe (around January 12). Department heads will be invited.

Other points discussed were:

- Meridian will send CDOT two copies of the Draft Disposition of Comments for the October public meetings

The meeting ended at 10:00 A.M.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian,

Robert J. Ryan

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: January 4, 1996

LOCATIONS:

<u>Morning</u>	<u>Afternoon</u>
Chicago Department of Transportation 30 North LaSalle, 5th Floor Chicago, Illinois	Meridian Engineers & Planners, Inc. One North Franklin, Suite 1800 Chicago, Illinois

ATTENDANCE:

CDOT:

Cheri Heramb	Director of Transportation Planning, Bureau of Admin. and Planning
Keith Privett	Transportation Planner

IDOT Schaumburg Offices:

Rich Starr	Planning and Systems Engineer
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Meridian Engineers & Planners

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer

The purpose of this meeting was to discuss the Pre-Draft (December 1995) Report review comments, detail Draft Report revisions, and review the project schedule.

Comments regarding report format include:

- **Particular attention must be given to reviewing front end summary sections for wording.**
- In the main body of the text, the use of the words No-Action (No-Build, Do-Nothing) alternative(s), improvement(s) recommendation(s) must be evaluated. In most segments several improvements are recommended, even if they involve limited physical change.
- **The Executive Summary is too long.** The "front end" of the report will now include a "Preface", a two to three page Executive Summary, and then a "Summary of Recommendations."
- The Glossary should be reduced to a single page and will define such terms as passerelle, concourse, Chicago Wall, etc. Other "glossary" definitions will be put in the appendix.
- The numbering system on the Exhibits (especially the 11"x17" aerials) needs revision. The 11"x17" aerial exhibit numbering may be changed for example from 1a, 2a, 3a to A1, A2, A3. **Legends** should be placed on exhibits.

- **Consider combining Traffic Volume Maps with “a” sheets (existing conditions.)** Test this format on one sheet to see if the exhibit becomes too crowded. Intersection diagram, signal spacing and lane configuration diagrams could be added.
- **11”x17” Aerial exhibits:**
 - the “D” sheets must communicate what the principal changes are, and then only the added details.
 - rework cross-sections at Chicago Avenue. Show both existing (dashed) and proposed conditions.
 - rework cross-sections on Stony Island Avenue and Cornell Drive. Focus on the cross-section of the preferred route (alternative) being discussed and also provide cross-section modification information (if any) on the adjacent routes.
 - rework cross-sections in Burnham Park to show proposed raised (barrier) median and outside barrier curbs.
 - add an exhibit for the Edgewater area to explain alternatives.

Comments regarding technical content include:

- **Jackson Park.** The Stony Island Avenue/Cornell Drive (Segment 4) discussion will focus on three alternatives. These will be explained using materials prepared for the Jackson Park Strategic Plan (see attached Alternatives). Other alternatives for this segment will be placed in the appendix.
- **Cross section information on Stony Island Avenue** requires more detail and sensitive design with specific regard to the development of the landscaped median concept and impacts on the east side of Stony Island Avenue.
- **57th Drive intersection at Lake Shore Drive.** Straightening the intersection is to be brought to the Public Hearing. The improvement appears to be justified based on accident experience.
- **58th Street.** Include providing an access drive as an alternative for the Public Hearing. Justification for this improvement is better pedestrian, and bike access to the 57th Street Beach and access to parking south of the Museum for people wishing to use the beach area.
- **Hayes Drive.** CDOT has developed a revised intersection design which minimizes historic and park facility impacts. This is consistent with previous intersection recommendations. It achieves stated planning and design objectives.
- **More detail is needed for:**
 - Irving Park Road. The length of the turn lane extension onto Recreation Drive is a Phase I detail. Review 1”=800’ scale drawings for added detail.
 - Montrose-Wilson-Lawrence Interchanges. Cross Section information is to be included in the text portion only. Ramp removal Alternatives are to be included in the lower portion of the “d” sheet.
- **Keith Privett** mentioned several concerns regarding bike paths. Specific locations were:
 - Grant Park at Buckingham Fountain.
 - 58th Street.

In addition, Keith voiced concerns regarding the (existing) placement of “pull off bays” between an exit ramp sign and the exit ramp itself. It was recommended that in such an instance the pull out bay should be striped to clearly indicate that it is not an exit.

- **57th Drive to 53rd Street.** Redescribe the proposed improvements on Lake Shore Drive. The basic recommendations includes the development of an aesthetic barrier median, and also the development of a continuous six-lane cross-section from 57th Drive to the 47th Street grade separation.

FINAL MEETING MINUTES

Comments regarding policy include:

- by Chicago ordinance use of sidewalks by bicyclists over 12 years old is prohibited unless a designated bike route is specifically signed along a sidewalk.

Comments regarding Cost Estimates include:

- will use 1991 as a baseline year, which is consistent with other SRA estimates.
- will make assumptions for passerelle and concourse costs (except at Buckingham Fountain) based on a standard cost. Add-on other costs associated with more aesthetic treatments and dimensional differences for passerelles and concourses along Lake Shore Drive.

ACTION ITEMS

- Robert Ryan will call Cheri Heramb about the need for further CDOT internal review of the Draft Report before the public hearing. IDOT does not feel that this is necessary given the level of coordination that has already occurred. (Robert Ryan called Cheri Heramb on January 9th regarding this.)
- CDOT will organize a presentation to the new Commissioner (Department of Transportation) in January as a preview (and opportunity for comment) prior to publication of the Hearing Report. (Key CDOT Bureau Heads may be invited to this briefing.)
- The Public Hearing was set for February 29, but the room at the Park District (McFetridge Drive) is not appropriate. Meridian will identify another location by Friday, January 13.
- IDOT will provide Meridian Structure Numbers for the requested structures. (Meridian received this information from IDOT on January 9th, see attached list.)
- Report text and exhibits will be revised by Friday, January 20th and delivered to IDOT the following week.

The above is an accurate history to the best of our knowledge.

Robert J. Ryan
Project Manager

RJR/mr

cc:

LSD - Meeting Minutes File
Attendees
Doug Knuth

DRAFT FOR REVIEW

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: January 15, 1996

LOCATION: Merchandise Mart, Chicago Transit Authority

ATTENDANCE: Robert Grady, Manager, Traffic Engineering, CTA
Joanne Schroeder, Vlecedes Schroeder
Robert Ryan, Meridian

The purpose of this meeting was to discuss the SRA recommendations along Stony Island Avenue between 95th Street and 67th Street. The meeting began at 2.45 PM and ended at 4.00 PM. Principal comments were as follows:

- **The SRA study is proposing far-right bus stops on Stony Island Avenue.** Far-right bus stops are preferred by bus pre-emption advocates. However a combination of far-right and near-right bus-stops may be more appropriate at the intersection of two arterial streets (with large intersections) to facilitate passenger transfers and to reduce vehicle / pedestrian conflict within the intersection area, such as at 79th Street. A goal is to minimize the amount of pedestrian crossing activity at transfer points. Currently 3/4 of city bus-stops are near-side.
- Far right-side bus stops should be avoided at railroad crossings, such as at 71st Street
- **The typical spacing for bus-stops is at 1/8th mile intervals**
- **Passengers react positively to shelters at bus stops.** The cost for a shelter is \$2500 to \$3000 exclusive of installation costs. New or relocated shelters require hard surfaces for shelter area and paving of existing parkway area, in addition to adequate pathway access and ADA compliance.
- The CTA has approximately 850 bus shelters located and approximately 13,000 bus-stops
- **The desired bus-stop in a system that utilizes bus pre-emption would include a protected far-side stop (while taking into account the needs of larger intersections, transfer points, and railroad crossings), a bus shelter, and would accommodate a 60-foot long articulated bus.** The bus stop area would begin immediately after traversing the far-side crosswalk and would be located within an area typically used for parking. Bus-stop locations do need to consider the adjacent land-use, in order to minimize conflicts between waiting passengers and a particular land-use.
- Further consideration was given to the location of median breaks to accommodate U-Turns. It was felt that median breaks could be located at midblock locations. This would eliminate the need for 'pork-chop' islands at local streets and thus eliminating a potential physical hazard, while at the same time providing equal or greater accessibility for turning traffic.
- Those present also briefly discussed transit routes

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Robert J. Ryan
Project Manager

RJR/mr

cc:

LSD - Meeting Minutes File

Attendees

Rich Starr, Illinois Department of Transportation

Cheri Heramb, Chicago Department of Transportation

DRAFT FOR REVIEW

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: January 19, 1996

LOCATION: IDOT, District 1, Schaumburg

ATTENDANCE: Rich Starr, IDOT, District 1
Jim Kashmier, IDOT District 1
Robert Ryan, Meridian

The purpose of this meeting was to discuss arrangements for the Monday, February 26 Public Hearing to be held at the Chicago Cultural Center. The main points were as follows:

- The public notice will need to appear in the February 5 and February 20 editions of the Sun Times. IDOT will need information to go into the notice by January 26. IDOT gave Meridian a draft Legal Notice to work with.
- Meridian will contact Barbara Maloof at CDOT regarding potential news releases in local newspapers.
- The Draft Report must be available at the Public Hearing. Other Draft Report copies will be sent to Aldermen prior to the hearing
- It is anticipated that the newsletter will be in a 11" by 17" format
- Meridian provided IDOT with a list of potential locations for photographs
- Meridian will provide IDOT with a Draft Public Hearing script on or by February 12.
- Meridian will provide IDOT with exhibits to be photographed on or by February 12. Some key areas are:

- Hayes Drive (at Lake Shore Drive)
- Grant Park
- Chicago Avenue
- Belmont Avenue
- North Avenue/La Salle Interchange
- Irving Park Road
- Stony Island Avenue
- Montrose-Wilson-Lawrence area
- 58th Street
- 57th Drive to 47th Street
- Burnham Park (aesthetic recommendations)
- Addison Street exit ramp
- BRC (north of 95th) viaduct replacement
- Conrail viaduct replacement at the Skyway
- 57th and Lake Shore Drive

- Typically a photograph of an existing cross section or condition will be shown before a proposed plan is shown
- Rich will provide Jim with a copy of the Executive Summary
- Each slide will take 10 to 15 seconds to show (never less than five seconds and never more than thirty seconds)
- The group briefly discussed the Cornell/67th street alternative. This may be an opportunity to restore elements of the original Olmsted plan in this part of Jackson Park
- Meridian will provide IDOT a copy of the Lake Shore Drive video of the corridor. This may be used to show slides of parts of the corridor such as Stony Island Avenue and the southern gateway concept
- The video will also be run continuously during the Public Hearing
- A table and chair will be provided for the Chicago Area Transportation Study at the Public Hearing
- IDOT will provide questionnaires, sign-in sheets, signs, and comment box
- IDOT may request that Eric Widstrand accompany IDOT staff while taking corridor photographs

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr

cc:

LSD - Meeting Minutes File
Attendees
Rich Starr, Illinois Department of Transportation
Cheri Heramb, Chicago Department of Transportation

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: February 1, 1996

LOCATIONS: Chicago Department of Transportation
30 North LaSalle, 6th Floor
Chicago, Illinois

ATTENDANCE:

IDOT District One:
Rich Starr Planning and Systems Engineer

CDOT:
Barbara Maloof Transportation Planner

Meridian Engineers & Planners
Robert Ryan Project Manager
Eric Widstrand Transportation Engineer

The agenda of this meeting was as follows:

- Discuss Public Hearing preparation including: script, contract, CDOT's role and slide presentation.
- Discuss newsletter format and who to send to
- Review Content of Summary Report for Aldermen
- Review Report Refinement Issues
- Discuss News Release

Specific comments made at this meeting include:

- No special presentation will be made to the Lincoln Park Advisory Council. Betsy Altman, a member of this group, will be invited to attend and encourage her group to attend the Public Hearing.
- IDOT will photocopy the 10 page Summary of Recommendations for general distribution at the Public Hearing.
- The Summary Report for Aldermen will not include any aerial exhibits. The main focus will be the text from the Summary of Recommendations.
- Cross-sections included in the Final Report will have pavement widths dimensioned from edge of pavement instead of back of curb.
- Meridian and IDOT will each have at least three staff in attendance at the Public Hearing. CDOT will have one staff person in attendance.

- The slides will contain as few proposed cross-sections and geometrics as possible to prevent the public from being confused.
- Typically, each improvement area will have a photo showing existing conditions followed by a slide with bullet points of recommended improvements.
- The newsletter could be 8 1/2" by 11" folded in thirds showing a location map of the Cultural Center and a modified version of the announcement which is being published in the newspapers. This newsletter will also show the phone numbers for Rich Starr, Barb Maloof and Robert Ryan in **bold** for ease in locating.
- The slide presentation should last no longer than 20 minutes.

ACTION ITEMS

- Meridian will send Cheri Heramb or Barb Maloof a copy of the Summary Report for Aldermen.
- IDOT will fax the Public Hearing announcement to community newspapers, list provided by Barb Maloof.
- Meridian will fax a copy of mailing labels to Rich Starr for completion of a mailing list.
- Meridian will include a slide of the Jackson Park alternatives in the presentation.
- Meridian will invite Bob Grady at CTA to attend the Public Hearing or request that someone attend in his place.
- Meridian will deliver the check and contract to the Chicago Cultural Center. Meridian will also discuss specific room arrangements including tables, chairs and slide screen.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File

Attendees

Mark Rinnan

Meridian

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: February 7, 1996

LOCATIONS: Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

ATTENDANCE:

IDOT District One:

Rich Starr Planning and Systems Engineer
Jim Kashmier Manager of Public Information Section

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer

The meeting began at 8.00 AM. The purpose of this meeting was as follows:

- Discuss the script for the Public Hearing
- Review Public Hearing format

The main points were:

- Meridian provided IDOT with a draft of the Public Hearing script
- The hearing script will focus on the recommendations taken from the Summary of Recommendations
- IDOT will use the Stony Island Avenue/Lake Shore Drive video to develop several still slides. Meridian will bring the Ridge Avenue tape to the video studio to select several aerial views to be used in the slide presentation. Jim Kashmier will call Robert Ryan with a date to go to the studio (with Jim)
- Meridian will provide IDOT with: a color version of the three Stony Island Avenue/Cornell Drive alternatives; the color graphics element of the Dispersion Area alternative; the corridor map indicating the aesthetic improvements (with a green line) on South Lake Shore Drive);
- Meridian will supplement the script of the text submitted today to match more closely the proposed locations of photographs to be taken by IDOT
- Meridian will revise the text for the cost estimates after the Public Hearing. Costs for long overpasses need to be increased beyond the typical allowance for other SRA projects. Pedestrian overpasses are often twice as long as typical SRA overpasses. Assumptions regarding cost estimates will be included in Chapter 5 after the Public Hearing.

- Cross sections will be revised to reflect edge to edge of pavement dimensions and lane widths after the Public Hearing
- Meridian will produce several 24" by 36" color exhibits for the Public Hearing. These include:

Planning and Design Objectives

Next Steps

US 14 Dispersion Area

Stony Island/Cornell Alternatives

Improvement Opportunities Exhibit (Add bridge replacement at 94th St.)

Pedestrian/ Bikeway Planning

Unique Characteristics

What is an SRA?

Meridian will bring up to 10 mounted exhibits of this kind

- Meridian will mount four 11" by 17" geometric details on 24" by 36" boards
- IDOT has four easels. Meridian will bring other required easels
- Meridian will bring a screen

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/

cc:

LSD - Meeting Minutes File
Attendees

DRAFT MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: March 14, 1996

LOCATION: City of Chicago Department of Transportation
30 North LaSalle Street, Room 500
Chicago, Illinois

ATTENDANCE:

Cheri Heramb	CDOT, Director of Transportation Planning
Rich Starr	IDOT, Planning and Systems Engineer
Robert Ryan	Meridian, Project Manager
Eric Widstrand	Meridian, Transportation Engineer

The purpose of this meeting was to provide an update on input received from the public hearing and to discuss the work effort required to complete the final report.

48th Ward Issues

- Cheri Heramb mentioned several requests by Alderman Smith. These include:
 - Alderman Smith requested a presentation on Lake Shore Drive for the 48th Ward Planning and Zoning Committee (approximately 20 people). A preliminary date for this meeting is Wednesday, April 24 at 6:30 p.m. This meeting would allow for initial input on the North Lake Shore Drive Study as well.
 - Alderman Smith wants a briefing for the Transportation Master Plan and North Lake Shore Drive Studies. She is more interested in the North Lake Shore Drive Study, however.

58th Street Intersection

- Robert Ryan spoke with Tom Kaeser of CDOT to get his input regarding the proposed signalized intersection at 58th Street.
- Cheri suggested contacting the Department of Planning and Development for appropriate wording of the 58th Street recommendation. This involves review of the Jackson Park Strategic Plan as well.
- Meridian will investigate what the City has told the public concerning 58th Street at a previous Plan Commission meeting.
- Cheri stated that a signal at 58th Street would work to slow traffic in this area better than lowering the speed limit which would probably be ignored.

53rd Street Intersection

- Cheri Heramb stated that the idea of a signalized intersection alternative should not be given a higher priority due to its lack of public support.

Irving Park Road

- Meridian will include the Irving Park Road structure replacement as another alternative in the final report. This may be included in the Executive Summary.

Montrose-Wilson-Lawrence Interchanges

- Area residents were unhappy with concepts of eliminating interchange ramps.
- IDOT will not make a recommendation for this area but will state further study is required during the Phase 1 process.
- Meridian will include language in the final report, possibly in the executive summary, which states Weiss Memorial Hospital's concern about emergency vehicle access onto and off of Lake Shore Drive.
- Meridian will list the limited action alternative first in the final report and will include it in the Executive Summary.

Dispersion Area

- Cheri Heramb suggested adding text to the final report which states that future studies should consider traffic reduction on Sheridan Road in addition to reducing traffic on Ridge and Hollywood Avenues. Special attention to public comments in this area is worthwhile due to the high degree of public interest.

Public Comments

- Meridian will send a response letter to individuals who provided verbal or written comments at the public hearing. This letter will inform people that the final report can be reviewed at CDOT.

Final Report Issues

- Rich Starr stated that the cost estimates are used for an order of magnitude comparison not as a basis for a Phase 1 Study. Pedestrian overpass costs will be based on square footage instead of a unit cost.
- The final report should include reasoning for architectural treatments in the Streeterville area. The report should also include a broad statement that architectural lighting is recommended where appropriate.
- Rich Starr directed Meridian to exclude comments about bridge maintenance issues for the stone bridge on Coast Guard Drive immediately north of Marquette Drive.
- Meridian will produce the following number of reports for the following agencies:
 - 10 for IDOT
 - 8 for CDOT
 - 10 for Aldermen
 - 1 for the Chicago Park District
 - 1 for the Chicago Department of Planning and Development
 - 1 for the Chicago Department of the Environment

HOV Lane Discussion

HOV lanes were considered in the original alternatives for Lake Shore Drive. In thinking about responses to a recent letter from the Metropolitan Planning Council it was felt that HOV lanes would not be practical because:

- Frequency of on and off ramps and the associated need for buses to use the outside (curbside) lanes rather than inside lanes normally used for HOV lanes.
- HOV lanes are typically most effective in accommodating long-distance through trips.

Signal Interconnection

Signal interconnection should be defined as a basic recommendation in all SRA Studies.

Minutes of Meeting
March 14, 1996
Page 3 of 3

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:
LSD - Meeting Minutes File
Attendees

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E.2 AGENCY REVIEW MEETING COMMENTS

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: February 23, 1995

LOCATION: City of Chicago Department of Transportation
Central Office Building
320 North Clark Street, Room 700
Chicago, Illinois

ATTENDANCE:

CDOT:

Jeff Boyle	Commissioner of Transportation
Tommy Smith	Deputy Commissioner
Cheri Heramb	Director of Transportation Planning
Tim Martin	Chief Highway Engineer
Luanne Hamilton	Assistant Director of Transportation Planning
Phil Byron	Coordinating Engineer, Bureau of Administration and Planning
Dave Harrington	Deputy Commissioner, Bureau of Administration and Planning

IDOT Schaumburg Offices:

Duane Carlson	District Engineer, District One
Ken Macander	Engineer of Program Development
Wally Kos	Bureau Chief, Programming
Rich Starr	Planning and Systems Engineer
Ed Zak	Area Programmer

CATS

Joy Schaad	Director of Community Liaison
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Meridian Engineers & Planners

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer
Eric Widstrand	Transportation Engineer

The purpose of this meeting was to brief the Commissioner of Transportation on the status and alternatives considered for the referenced project. Exhibits presented at the meeting included the following:

1. Overhead Projector exhibits showing general SRA and corridor information, and design alternatives at problem locations (approximately 85 exhibits in 8-1/2" X 11" format were presented).
2. A "leave behind" handout packet describing the meeting agenda, traffic data throughout the corridor, Jackson Park traffic, the Definition of a "Parkway", and Groups Represented at LSD / Stony Island Avenue (SIA) Meetings.

Mr. Carlson began the meeting by introducing the Lake Shore Drive / Stony Island Avenue SRA Study as a unique project that offers the opportunity to benefit the community in many ways. In order to improve this unique route in a manner fitting the surrounding environment the Illinois Department of Transportation (IDOT) will need the Chicago Department of Transportation's (CDOT) ideas and input regarding the alternatives presented.

Mr. Ryan was the principal presenter for the briefing. Two overhead projectors were used in order to show planning and design objectives, the level of community input to date, alternatives design recommendations and cross-sections. This format was used in order to keep the briefing to about one hour in length. Mark Rinnan and Eric Widstrand displayed the overheads and were available for background information.

These minutes will not discuss content of the presentation but will instead focus on questions and issues discussed at the meeting.

Corridor Issues.

Commissioner Boyle was unaware of the community meetings held November 1992. While this was a time of transition at CDOT, city staff members attended these meetings. Minutes from these meetings will be made available to CDOT staff.

Commissioner Boyle wanted the LSD SRA objectives to state that traffic will not be increased on Lake Shore Drive.

The goal of the SRA study is not to increase traffic or traffic capacity on LSD but to improve traffic operational efficiency.

Mr. Smith stated that although capacity along LSD would not be increased there may be several sections along LSD where projected traffic volumes could be higher than current volumes because of existing excess capacity. Other sections of LSD may be able to accommodate additional traffic due to more efficient traffic operations as a result of recommended improvements.

Mr. Ryan explained that the traffic projections were based upon Northeastern Illinois Planning Commission (NIPC) population and employment forecasts.

Mr. Smith stated that traffic volume figures should be presented to the public. These traffic volumes should be analyzed using a capacity constrained method of analysis. It would then be CDOT's intention to describe traffic and identify where these capacity constraints exist, or may exist in the future.

Mr. Smith and Mr. Martin stated that current traffic projections could raise questions due to the large increase in traffic from current levels in some areas, such as Stony Island Avenue.

Mr. Kos stated that existing volumes may need to be used in several areas, such as Stony Island Avenue.

Commissioner Boyle is concerned about the impact of salt on median plantings. The City of Chicago is coordinating with Morton Arboretum on finding ways to reduce the impact of salt on vegetation planted in the median. Planned locations of landscaped median barrier and transitions between median configurations should be closely coordinated with CDOT staff.

Grant Park area.

The concept to provide a landscaped median between the recently completed "S-curve" project (at Randolph Street) and the soon to be undertaken Lake Shore Drive realignment near Soldier Field was described. Improved pedestrian access to the Lakefront is an important element in this segment. Concourses between the Buckingham Fountain area and the Lakefront were discussed. CDOT staff indicated the concept should be retained for further review.

Burnham Park area.

Mr. Martin stated that the southbound segment of LSD from Interstate 55 to 31st Street is the only segment of LSD that trucks are allowed on. He asked that an auxiliary lane for trucks be considered so that they remain separate from other vehicular traffic until they exit at 31st Street.

Commissioner Boyle requested that the consultant examine the use of a curb and gutter median (similar to that found on LSD north of Montrose Avenue) wherever feasible, to increase the survivability of median plantings. He indicated that Mayor Daley has an increased enthusiasm for "greening the medians". A minimum median width must be developed where a "Chicago Wall" style median can transition to a shorter, curb-height median.

Jackson Park/Museum of Science and Industry area.

Mr. Smith indicated that moving the SRA route designation to Stony Island Avenue at 57th Street along the existing alignment or with a new curvilinear alignment directly between 57th Drive and Stony Island Avenue may be a salable alternative. Mr. Smith informed the consultant that a new housing development is under construction north of Hyde Park Hospital on Stony Island Avenue.

Mr. Smith is concerned about the sensitivity of the Hyde Park Career Academy and Hyde Park Hospital to increased traffic along Stony Island Avenue caused by relocating the SRA route.

Stony Island Avenue area.

Potential exists to increase Stony Island Avenue's image as a "Gateway to Chicago". While the City of Chicago has recently planted trees in the Stony Island Avenue median, a "gateway" treatment would strive to improve on these efforts.

US Route 14 / Lake Shore Drive Interface area.

Mr. Smith is concerned about how to enforce alternate routing in the Lakeview area if the US Route 14 dispersion alternatives are implemented. He stated that the existing narrow CTA viaduct may be a capacity constraint and could reduce the effectiveness of routing traffic along Foster Avenue. Increasing the roadway capacity at this location may require expensive viaduct reconstruction.

LaSalle Drive / North Avenue Interchange area.

Mr. Smith stated that LaSalle Drive is used as an exit if vehicles do not exit at Illinois / Grand Avenues. He requested that the consultant examine the impact of geometric changes which cause a reduced design speed on the operation of the southbound to westbound slip ramp from Cannon Drive and Lake Shore Drive.

Mr. Martin requested that the Southbound on-ramp loop alternative be dropped from consideration as a viable alternative.

Montrose-Wilson-Lawrence Interchange area.

Two alternatives were described for ramp removals at these interchanges. Both alternatives would result in more greenspace and both are still conceptual.

Irving Park Road / Addison Street area.

Mr. Smith stated that eliminating the Addison Street off-ramp may make Recreation Drive more congested. An on-ramp at Addison Street may improve traffic conditions on Recreation Drive but may be impractical due to roadway widening onto parkland. Meridian agreed to consider other alternatives at this location.

Streeterville / Oak Street Beach area.

Mr. Smith stated that southbound access onto LSD is currently being planned for Chicago Avenue so access will not be needed at Superior Street. He also requested that the consultant examine the feasibility of moving LSD west onto part of Inner Drive if volumes allow it. This would have less impact than expanding LSD east into Lake Michigan.

Additional Comments.

Commissioner Boyle requested that right-of-way and land-use issues be examined. He also wants a team set up which would include the CDOT Bureaus of Planning, Traffic and Highways; IDOT; and their consultant.

Ms. Heramb agreed to be the CDOT liaison for inter-agency coordination.

Ms. Heramb requested a list of what organizations had been contacted in the past and which ones had been contacted recently. She indicated that the list presented by the consultant needs to be reviewed for additions or other changes.

Mr. Kos stated that the return and taking of parkland must be examined on a "macro" level.

Mr. Martin stated that all organizations will not agree with this because certain parks may have land returned while others are losing land.

Ms. Heramb requested that the consultant provide her with a copy of the transit recommendations for the project.

Mr. Carlson questioned whether the recommendations should next be presented to the Chicago Park District (CPD) or the City Aldermen.

Mr. Martin stated that CPD should be the next organization to be informed. Randy Mehrberg of CPD can discuss the recommendations at a policy level.

ACTION ITEMS

1. Meridian will provide the CDOT Bureaus of Planning, Traffic and Highways with geometric details of Burnham Park improvements. These were not included in the "leave behind" packet.

2. Meridian will review traffic volume projections and analyze them for capacity constrained conditions. Volumes will be revised as necessary.
3. Meridian will verify roadway cross-section dimensions at the CTA structure on Foster Avenue.
4. CDOT will provide an updated list of public involvement groups on a list to be provided by Meridian.
5. Meridian will provide the CDOT Bureau of Planning with transit recommendations for the project.
6. Meridian will provide CDOT with meeting minutes from community, civic and agency meetings.
7. The next coordination meeting will be held at the consultant's office at One North Franklin, Suite 1800 on Tuesday, March 14 at 1:30 p.m.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamson

Pete Franz

Eugene Ryan

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

IDOT-OPP

IDOT-BDE

CATS

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: March 14, 1995

LOCATION: Meridian Engineers & Planners, Inc.
One North Franklin, Suite 1800
Chicago, Illinois

ATTENDANCE:

CDOT:

Tommy Smith	Deputy Commissioner, Bureau of Traffic
Cheri Heramb	Director of Transportation Planning, Bureau of Admin. and Planning
Tom Kaeser	Assistant Chief Engineer, Bureau of Traffic
Gerard Piscazio	Assistant Project Director-Architect, Bureau of Bridges and Transit
Christopher Holt	Coordinating Engineer, Bureau of Bridges and Transit

IDOT Schaumburg Offices:

Wally Kos	Bureau Chief, Programming
Rich Starr	Planning and Systems Engineer

CATS

Joy Schaad	Director of Community Liaison
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Meridian Engineers & Planners

Douglas Knuth	Project Director
Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer
Eric Widstrand	Transportation Engineer
Joanne Schroeder	President, Vlecides-Schroeder Associates, Inc.

The purpose of this meeting was to recap concepts presented at the February 23, 1995 meeting and to decide which concepts should be presented to the Chicago Park District (CPD).

Mr. Kos began the meeting by stating that the next step in the Lake Shore Drive (LSD) Strategic Regional Arterial (SRA) process would be to meet with CPD. He explained that if IDOT takes the lead on this project CDOT and CPD will need to be on board to show inter-agency support.

Ms. Heramb stated that IDOT may wish to meet with the Chicago Department of Planning and Development (CDP&D) and the Chicago Transit Authority (CTA) at the same time as the CPD because of related issues such as bus turnarounds.

Mr. Kos stated that the issue of swapping land with CPD must be brought up early on in discussions because of its importance to moving forward the concepts along the entire corridor.

Mr. Starr explained that the level of detail being discussed on LSD is not typical of that found in other SRA Studies.

Ms. Heramb stated that the additional detail is desirable to gain community acceptance of proposed concepts.

Discussion of Draft Minutes from February 23 Meeting.

The correct titles for Phil Byron and Dave Harrington are: "Coordinating Engineer, Bureau of Administration and Planning" and "Deputy Commissioner, Bureau of Administration and Planning", respectively.

Mr. Smith wanted the minutes to clearly state that there would be no increase in capacity along LSD. He also wanted to only show existing traffic volumes on any exhibits.

Mr. Starr suggested that more accurate projected traffic volumes could be obtained from CATS. The projected traffic volumes currently used in the SRA Studies were formulated in 1989.

Ms. Heramb explained that an alternative would be to show existing and future capacity for specific areas with changes. This would illustrate to the public how minor the changes are.

Mr. Smith stated more discussion is needed to understand the existing capacity versus the operational aspects of LSD.

Ms. Heramb stated that the issue of traffic volumes is an area where CDOT can work closely with IDOT to insure that correct information is transmitted to the public.

Ms. Heramb requested that the exhibit showing the original SRA objectives not be included in future presentations because the LSD SRA objectives are different from the original objectives.

Corridor Issues.

Mr. Ryan described the agenda for the meeting and then referred everyone to the graphics displayed around the room. He stated that bus turnarounds proposed as part of the SRA Study had been added to the corridor exhibit in addition to the pedestrian access information.

Ms. Schaad stated that LSD SRA objectives could be broken down into two types: transportation objectives versus aesthetic objectives.

Ms. Heramb stated that objectives could include, but not be limited to: add consistency of design for safety, aesthetics, retaining walls, bridges; restoration historic bridges; converting lighting fixtures to historic styles; ADA access.

Ms. Heramb was concerned about the use of the phrase "changeable message sign" on the Possible Corridor Wide Improvement exhibit. She stated that it gives the impression of expressway signing.

Mr. Kos stated that changeable message signs may be undesirable and that *improved directional signing* may be better.

Mr. Kaeser stated that McCormick Place and Navy Pier are both discussing the use of changeable message signs.

Ms. Heramb stated that a design objective to consider is the maintenance or enhancement of "view corridors", i.e. key views of institutions, parks, etc. along Lake Shore Drive.

Mr. Holt explained that message signs are a good concept and serve a purpose but they are not aesthetic.

Signs currently used along LSD are designed by CDOT, installed by IDOT and maintained by CDOT.

Ms. Heramb felt that the current signing standards for areas of interest could be used.

Mr. Starr stated that if numerous small details, such as letter type on signs, is presented to the public then the conceptual nature of the SRA process and recommendations could be impacted.

Mr. Kaeser explained that the correct wording for describing the two types of Chicago Wall are: "single faced Chicago Wall" and "landscaped Chicago Wall". The phrase "stone wall" is not used to describe this type of median treatment.

Ms. Heramb asked if CPD had brought up concerns about drainage or flooding in previous meetings.

Ms. Schaad explained that it had not been discussed but it would be a good topic to bring up at the next meeting. The roadway project has the potential to improve existing conditions.

Mr. Kos asked if the Central Area Circulator would improve LSD access.

Ms. Heramb explained that access to North Michigan Avenue will be improved and this may result in less vehicular traffic on LSD.

Ms. Schroeder described how more parking is available in the Loop today than was available ten years ago and is competitively priced.

Ms. Heramb added that parking is not only relatively cheaper than it was ten years ago but actually cheaper as well.

Jackson Park/Museum of Science and Industry (MSI) area.

Mr. Ryan described the concept for the Jackson Park/MSI area. This concept illustrated the proposed curvilinear alignment from 57th Drive to Stony Island Avenue (SIA) and moving the SRA from Cornell Drive to SIA.

Ms. Heramb asked if the site of the proposed housing development had been identified. Ms. Heramb also stated that moving the SRA Route to SIA was a good agenda item for the CPD meeting.

Mr. Kaeser asked if the signals to be installed at the southeast access of MSI would be temporary or permanent.

Mr. Rinnan responded that temporary signals would be installed but discussions with Grace Dysico of IDOT Local Roads indicated that IDOT would examine the possibility of upgrading to permanent signals.

Mr. Kos stated that IDOT would rely on CDOT for MSI design although the Bureau of Local Roads would still coordinate for IDOT.

Ms. Heramb stated that the landscaped median concept along Coast Guard Drive should be presented to CPD.

Ms. Schroeder stated that CPD is in favor of a bus turnaround at the 63rd Street Beach but CTA was resistant to the idea due to concern for driver safety. **Previous statement may be modified or removed for final minutes.** Friends of the Park may be concerned if additional pavement is needed to construct the bus turnaround.

Burnham Park area.

Mr. Kaeser stated that CDOT is about to conduct a safety study focusing on median treatments from 53rd Street to 63rd Street along LSD. The Plan Commission is concerned about crossover accidents. Several alternatives were presented to CPD and Alderman Bloom. These included adding a landscaped median, widening LSD (rejected by CPD) and removing a lane from service (rejected by Alderman Bloom). This will be a four month study performed by T.Y. Lin-Bascor and CTE. CDOT can use the design concepts developed by Meridian as these concepts address safety, traffic operational and aesthetic concerns.

Grant Park area.

Ms. Heramb stated that the Grant Park concept should be presented to CPD and that the pedestrian access improvements could be highlighted as well.

Mr. Holt stated that in addition to "concourse" the term "pedestrian way" could also be used in referring to what had once been called a "tunnel". Mr. Holt also explained that pedestrians cripple LSD traffic operations at Soldier Field during Bears games.

Mr. Kos stated that the recommended median in Grant Park may not be Chicago Wall but it would be more aesthetically pleasing than the snow fence currently used for pedestrian control. The median type would most likely match the median being used in the McCormick Place area to the south.

Mr. Holt stated that methods which limit surface pedestrian crossings as much as reasonably possible will be used near the Field Museum and Soldier Field.

Ms. Heramb will check if the city has pedestrian counts available in the Grant Park area. CPD may have counts as well. She also explained that pedestrian access could be through one wide concourse or through several narrower pedestrian ways.

Mr. Ryan stated that CPD will have comments about pedestrian crossings in Grant Park.

Ms. Schaad stated that the view of the Field Museum from the north should be maintained.

LaSalle Drive / North Avenue Interchange area.

The alternatives to present to CPD are: 1. tighten the southbound to westbound off ramp based on capacity / curve radius and 2. convert the southbound on ramp to something similar to a fifth leg. The straw man alternatives should not be presented.

US Route 14 / Lake Shore Drive Interface area.

Ms. Heramb stated that CDOT had requested funding for an Edgewater Traffic Study last year but was turned down by IDOT and CATS. This area is perceived as a local problem. CDOT will get community comments on perceived or actual problems in the Edgewater area.

Ms. Heramb spoke with CTA concerning the Foster Avenue viaduct. It was recently rehabbed and there are no plans to do so again. Meridian needs to field check Foster Avenue at the CTA viaduct for pavement width.

Mr. Kaeser stated that CDOT performed a traffic study in the Edgewater area ten years ago. Residents wanted to push the traffic down Ashland Avenue to Montrose Avenue. Residents along Foster Avenue from Broadway Avenue to Ashland Avenue wanted Foster Avenue converted to a local street. The residents also wanted parking restrictions removed and fought left turn lanes at the Foster Avenue/Clark Street intersection. CDOT is performing a spot safety study utilizing the same configuration as shown in the a.m. peak hour dispersion exhibit. Left turn signals are being installed at Broadway Avenue and Foster Avenue.

Ms. Heramb asked if traffic could be directed to the Edens Expressway and away from LSD.

Mr. Kos explained that directing traffic to the Edens would be difficult to do because of LSD being used as an alternate route during the Kennedy Reconstruction but maybe signing could help since both the Kennedy and Edens Expressways are open. The Chicago area expressways are already at capacity and IDOT will not add additional lanes.

Ms. Heramb asked if the Peterson Road (US Route 14) SRA Study could be broadened to examine the whole area. Suburban traffic needs to be rerouted in addition to Edgewater traffic.

Mr. Kos referred to Secretary Brown's meeting with Alderman Smith where the Secretary stated that any improvements to traffic conditions in the Edgewater area would have to be lead by CDOT not IDOT. Redirecting traffic would require community / neighborhood input.

Mr. Kaeser stated that CDOT is considering removing the reversible lanes on Sheridan Road.

Ms. Schroeder stated that more people need to be convinced to use existing transit. This requires modifying existing habits however. Commuters driving from the North Shore would not leave Sheridan Road for an alternate route like Broadway Avenue because of perceived safety concerns.

Mr. Holt stated that the possibility of upgrading arterials should be examined.

Additional Comments.

Mr. Kos stated that the next step in the process is to meet with CPD and after that to meet with key interest groups (e.g. Friends of the Park, etc.), aldermen and then go to the public with meetings possibly in the north, central and south parts of the corridor.

Ms. Heramb stated that its a good idea to meet with the Alderman but they will wait for community reaction before making a public statement.

Mr. Kos questioned who would be an appropriate person to meet with at CPD. He stated that the presentation would be similar to that made to Commissioner Boyle. CPD must be convinced to "buy into" a process that IDOT and CDOT are supporting. IDOT may bring baggage if they are perceived as alone in the lead on this project. CPD must also realize that this project will only be successful if they look at it with a "give and take" attitude. They will gain parkland in some areas but they will lose it in others. It is also a good idea to spend an hour on a Saturday or Sunday presenting concepts to special interest groups such as Friends of the Parks, Lake Michigan Federation, etc. These groups can provide input on how the public meeting process could be improved.

Ms. Heramb stated that these groups will look to see if issues which they previously commented have been addressed. It would be helpful to have a record of green space taken and returned. The public needs to be made aware of how responsive IDOT has been to their needs. The Planning Department has good contacts in the community so their concerns, issues and perspectives can be addressed before public meetings.

Mr. Kos requested that CDOT inform IDOT if Commissioner Boyle will attend the CPD meeting so IDOT can send an appropriate person.

Mr. Ryan stated that Meridian could be ready for a presentation to CPD within two weeks.

ACTION ITEMS

CDOT will contact CPD to make arrangements for a meeting and inform IDOT of what level of representation should be provided.

CDOT will contact Meridian with comments on the Definition of a "Parkway".

IDOT will contact CATS to obtain updated projected traffic volumes.

Meridian will determine the location of the proposed development along SIA near Jackson Park.

Meridian will add the bus turnaround at Montrose Avenue to the recommended improvement exhibit.

Meridian will verify if ramp data at Montrose, Wilson and Lawrence is valid for summer conditions.

Meridian will list concerns brought up at public meetings and determine if concerns were addressed.

Meridian will calculate the amount of greenspace taken and returned along the LSD corridor.

Meridian will field check the Foster Avenue pavement width at the CTA viaduct.

CDOT advised Meridian to modify intersection ramp geometrics at the LaSalle Drive/North Avenue interchange. The concept of a single intersection (with a fifth leg) to accommodate the southbound on-ramp movement needs to be considered. Meridian will review geometric needs for the Cannon Drive slip-ramp.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamson

Pete Franz

Eugene Ryan

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

IDOT-OPP

IDOT-BDE

CATS

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: April 11, 1995

LOCATION: City of Chicago
120 North LaSalle Street, Room 1003A
Chicago, Illinois

ATTENDANCE:

CDOT:

Cheri Heramb Director of Transportation Planning
Barbara Maloof City Planner V
Gerard Pascazio Assistant Project Director-Architect
Keith Privett City Planner III

Chicago Department of Planning and Development:

Joe Zehnder Assistant Commissioner
Fred Deters City Planner V
Linda Fuller Coordinating Planner I
Carmen Vidal-Hallett Coordinating Planner I

Chicago Park District:

Randy Mehrberg Lakefront Director and General Council
Ed Uhlir Director of Research and Planning

IDOT Schaumburg Offices:

Ken Macander Engineer of Program Development
Rich Starr Planning and Systems Engineer

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer
Eric Widstrand Transportation Engineer

The purpose of this meeting was to brief the Chicago Park District (CPD) and the Chicago Department of Planning and Development (DPD) on the status and alternatives considered for the referenced project. Exhibits presented at the meeting included the following:

1. Overhead Projector exhibits showing general SRA and corridor information, and design alternatives at problem locations (approximately 90 exhibits in 8-1/2" X 11" format were presented).
2. A "leave behind" handout packet describing the meeting agenda, traffic data throughout the corridor, Jackson Park traffic, the Definition of a "Parkway", and Groups Represented at LSD / Stony Island Avenue (SIA) Meetings.

Ms. Heramb began the meeting by introducing the Lake Shore Drive / Stony Island Avenue SRA Study as a unique project that offers the opportunity to benefit the community in many ways. In order to improve this unique route in a manner fitting the surrounding environment the Illinois Department of Transportation (IDOT) met with CDOT and would like CPD and DPD to provide ideas and input regarding the alternatives presented.

Mr. Ryan was the principal presenter for the briefing. Two overhead projectors were used in order to show planning and design objectives, the level of community input to date, alternatives design recommendations and cross-sections. Mark Rinnan and Eric Widstrand displayed the overheads and were available for background information.

These minutes will not discuss content of the presentation but will instead focus on questions and issues discussed at the meeting.

Corridor Issues.

Mr. Macander stated that input and comments from CDOT, CPD and DPD would help resolve which concepts will be presented to the public.

The Lake Shore Drive (LSD) Strategic Regional Arterial (SRA) project is not funded for construction therefore the improvements recommended in this project could take as long as ten to twenty years to complete. The entire corridor will not be improved at one time. It would be broken down into smaller projects which will not be prioritized in this study. IDOT is trying to have other agencies buy into this study so that it can be used as a guide for any work done on LSD by IDOT, CDOT or CPD.

Mr. Mehrberg stated that another organization which should be informed of concepts along LSD is Museum in the Parks, an organization with representatives from Chicago Museums and other groups such as DPD. The coordinator for this group is Ann Roosevelt and her phone number is (312) 857-7136.

Ms. Maloof explained that whenever a CDOT improvement project on south LSD is presented to the public, they question whether a barrier median could decrease accidents in the area of the improvement, recently the 59th Street Bridge.

Meridian has examined accidents along the LSD corridor and is recommending a "Chicago Wall" style barrier median in some areas along south LSD where no median currently exists and in other areas as a replacement for steel barrier guardrail. The appearance of this wall will not be decided in the SRA study, but it does not have to match the appearance of the wall on north LSD. This style of barrier could also be used on the outer edges of LSD, especially in areas where the bicycle path approaches the roadway.

CPD explained that several special interest groups (Friends of the Parks, Lake Michigan Federation and Openlands) opposed a bus turnaround at Navy Pier. CPD and CTA agree that there should be bus turnarounds at parks and beaches but CPD is concerned with the appearance of the turnaround while CTA is concerned with the operational aspects of the bus route e.g. CPD does not want to have several CTA buses sitting at a bus turnaround at a beach house with their engines running. CPD is also concerned about the amount of land required for a bus turnaround and determining who would fund its construction.

Mr. Uhlir stated that a pedestrian overpass is no longer being recommended by CPD at Hollywood Avenue; this is based on a CPD meeting with the community.

Grant Park area.

A shuttle bus system is being planned to carry people from the Grant Park parking garages to Soldier Field and McCormick Place. CPD also brought up the idea of a tram type shuttle to carry people from McCormick Place parking near 31st Street north to Soldier Field. Metra stations exist or are planned for McCormick Place, 18th Street and Roosevelt Road.

The proposed access road from McCormick Place is shown incorrectly on Meridian's 400 scale aerial exhibits. It is currently planned to travel around the edge of the parking lot instead of through it.

CPD stated that ADA accessible ramps to access Buckingham Fountain were built at the proposed locations of the northernmost and southernmost pedestrian concourses shown on Meridian's 400 scale aerial exhibits.

CDOT Bureau of Highways is studying the feasibility of a single, wide pedestrian concourse at Buckingham Fountain. Ms. Heramb stated that it would be a good idea to meet with the project manager, Rich Kinczyk, in a separate meeting.

Ms. Maloof wants to present a secondary, low-cost option to the public because the single pedestrian concourse could raise the public's hopes at a time when the project is still unfunded. Mr. Macander stated that the LSD SRA is a planning project so unfunded, long range type improvements are appropriate recommendations.

Additional comments stated by CPD and DPD concerning Grant Park include:

- Better street lighting should be placed in the parkway instead of in the median area.
- Mr. Uhlir stated that moving the roadway into the parkway is a good idea because nothing grows in that area due to salt used during the winter.
- A Chicago Wall style barrier or other hard surface could be placed along the outside edge of LSD to further limit pedestrian / vehicle conflicts, especially during lakefront events.
- It was suggested that the wording on the Grant Park Problem Statement could be changed from High Accident Location to pedestrian / vehicle and vehicle / vehicle conflict area.

Burnham Park area.

Mr. Zehnder stated that the lack of access to Burnham Park is a major issue. Lack of parking capacity during the summer months is also a concern for nearby residents. The Oakwood Boulevard and 31st Street parking lots don't connect for safety and security reasons.

Mr. Mehrberg stated that CPD has been removing internal park roads and parking lots along north LSD due to vandalism and other illegal activity occurring after dark. Parking at the 31st Street beach could be removed east of LSD and a lot installed west of LSD where an illegal dump currently exists. A new playlot and beach are attractions at 31st Street. A bus turnaround could be installed west of LSD if there is insufficient room on the east side.

The proposal to provide a separate roadway for trucks along southbound LSD between Interstate 55 and 31st Street was well received. A physical barrier could not be installed because weaving automobile traffic still needs access to southbound LSD and southbound LSD traffic still needs to exit at 31st Street. The

31st Street exit is highly traveled because it also provides access to the McCormick Place parking lot for semi-trucks and passenger cars.

The telephone booths near Oakwood Boulevard could be removed and replaced with emergency call boxes at proposed pull out locations.

Jackson Park/Museum of Science and Industry (MSI) area.

Mr. Mehrberg stated that CPD is considering eliminating the 57th Drive pedestrian overpass and installing an at-grade intersection where pedestrians could cross at 58th Street. The restrooms currently located at 57th Drive would also be relocated to 58th Street. The new signalized intersection option is made more feasible due to the concept of moving traffic from Cornell Drive to Stony Island Avenue (SIA) which would de-emphasize Coast Guard Drive as well. A temporary signal will be installed at 58th Street during the construction of the MSI underground parking structure.

CPD agrees with removing traffic from Cornell Drive but pointed out several factors from a community perspective including:

- Existing roadway has historic geometry.
- Realigning 57th Drive at LSD to 90° will be tough to sell to the community due to impacts to parkland.
- Residents living west of SIA use facilities in Jackson Park between SIA and Cornell Drive.

Mr. Zehnder stated that to decrease opposition to the proposed alignment of 57th Drive it should be demonstrated that the existing alignment won't work with future traffic volumes.

CDOT stated that traffic volumes shown on Meridian's Jackson Park traffic exhibit were 30% lower than projected in front of MSI.

Ms. Heramb stated that emphasis should be placed on land that would be returned to the park, potential new bike paths and new landscaping gained as a tradeoff for acquiring some parkland for a new roadway.

The Jackson Park alternative which follows the existing 57th Street alignment will create conflicts between regional traffic and MSI generated traffic.

CPD would like to eliminate Marquette Drive between SIA and Coast Guard Drive. This would eliminate a road dividing Chicago's only 18 hole golf course.

DPD asked about reopening the Clarence Darrow Bridge south of MSI. Meridian responded that this had been considered in the past and was eliminated as an alternative because of park impacts.

Routing the SRA along SIA creates a second set of issues in addition to park impacts. The community may fight the rerouting due to impacts to Hyde Park Hospital, Hyde Park Career Academy, YMCA and residents along the route. Approximately 500 to 600 children use the Jackson Park Field House south of 63rd Street; most of these children have to cross SIA to get to the Field House. The neighboring community has not yet seen these concepts.

The additional traffic on SIA could cause faster moving traffic resulting from improved signal timing.

Stony Island Avenue (south of 67th Street) area.

A new Metra station is planned for 71st Street.

Closing median openings and converting other median openings to U-turn only may impact commercial access along SIA.

Ms. Maloof stated that she could contact aldermen along SIA to determine what community groups should be included in the public involvement process.

US Route 14 / Lake Shore Drive Interface area.

Mr. Deters stated that northbound to westbound left turn movements don't have a protected phase at the Ridge Avenue and Ashland Avenue intersection because a protected phase exists farther north at the Peterson Avenue and Ashland Avenue intersection.

LaSalle Drive / North Avenue Interchange area.

IDOT conducted an Origin-Destination study at the LaSalle Drive interchange during weekday a.m. and p.m. peak hours during the month of October 1993. There is concern that these values may not reflect traffic volumes which occur during summer months.

The Lincoln Park Steering Committee has an existing traffic task force which deals with transit, traffic and parking. Mr. Tom Kaeser of CDOT-Traffic will be meeting with the steering committee in April. The committee will make recommendations within a nine-month time frame. Meridian asked to be placed on the mailing list for minutes of steering committee meetings.

CPD is planning a restaurant or another facility geared to pedestrians and bicyclists at the North Avenue Beach House.

Mr. Mehrberg stated that the CTA is still interested in developing a bus turnaround facility at this location.

The Chicago Historical Society has plans for a 400 car underground parking garage west of Stockton Drive. These plans should be examined to coordinate with their recommendations.

Mr. Privett stated that a project has been funded to upgrade the pedestrian underpass at North Avenue (south of LaSalle Drive) to ADA standards.

Montrose-Wilson-Lawrence Interchange area.

Mr. Euler stated that CPD may be in favor of removing the entire Wilson Avenue interchange. This will reduce the number of access points into the park.

Mr. Mehrberg explained that CPD would like to remove the interior park circulation road between Foster Avenue and Lawrence Avenue. This area of the park is used to make drug deals after dark and the parking could be replaced by enlarging the lot at Foster Avenue. CPD is also interested in eliminating redundant roads throughout the park.

CPD is considering removal of the road out to the hook at Montrose Harbor.

Irving Park Road / Addison Street area.

IDOT favors eliminating the Addison Street exit ramp with no replacement entrance ramp.

Belmont Avenue / Diversey Parkway area.

CPD stated that the Belmont Avenue interchange is one of the worst conflict areas along LSD and should be a priority area in this study.

CPD liked the infill alternative at Belmont Harbor but it requires CPD sponsorship.

Meridian will coordinate with the Civiltech Phase 1 Study currently underway at Belmont Avenue.

Mr. Mehrberg stated that CPD is considering its options at Belmont Avenue, especially with regard to reducing vehicle conflicts with the bike path.

The proposed auxiliary lane for the northbound exit ramp at Belmont Avenue will require additional parkland. This recommendation should be coupled with a return of parkland in other areas.

CPD is considering the removal of the road out to the hook at Belmont Harbor.

Streeterville / Oak Street Beach area.

The U.S. Army Corps of Engineers (USACOE) is proposing to place a three foot high wall with a two foot addition along the outer edge of LSD in Streeterville to prevent flooding. This would restrict views of Lake Michigan to motorists. CDOT and CPD oppose the USACOE recommendation because it is not the most critical shoreline area.

Closing the breakwater at Oak Street Beach is still being pursued by CDOT and CPD as a way to "grow the beach". This procedure would also minimize flooding near the S-curve of LSD.

Mr. Mehrberg stated that options are preferred which include adding greenspace to the Streeterville area because Streeterville is the only area along LSD with no greenspace. The added greenspace should also be usable, not leftover land between roadways which would be difficult to access. Mr. Mehrberg asked about extending the greenspace area farther to the south.

Additional Comments.

Alderman Mary Ann Smith is Chairman of the Parks Committee and should be informed of corridor concepts and recommendations as soon as possible.

The framework plan of Lincoln Park should be examined to determine if other problem areas exist.

Mr. Macander stated that IDOT wants to gain CDOT and CPD consensus before a recommended alternative is taken to the public. There may also be a follow up meeting with CPD staff similar to the one held with CDOT staff. Ms. Heramb will coordinate the follow up meetings.

Other steps to take include:

- Possible meetings with the CPD Superintendent and the DPD Commissioner.
- Discuss the public process with Ms. Maloof in order to determine which aldermen to brief.
- Possible meetings with the Jackson Park and Lincoln Park Task Forces (may be on separate timelines).

The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) is concerned about how outfalls for LSD will be prevented from draining into the lake. This is something that the Lake Michigan Federation will also bring up.

Mr. Starr stated that preventing LSD outfalls from draining into the lake is a good objective but how that is accomplished is too detailed for a planning study to consider.

The Lakefront Task Force is another organization which should be informed of events occurring in the LSD planning process.

Mr. Mehrberg is appalled that south LSD looks so much worse than north LSD. Trees have recently been planted in the median along south LSD with the possibility of Chicago Wall type median being installed.

ACTION ITEMS

Meridian will send Mr. Pascazio and Barton-Aschman the 1"=200' scale geometric detail of the proposed Jackson Park configuration showing the SRA route being moved to SIA along a new alignment.

Meridian will remove a proposed pedestrian overpass shown on exhibits at Hollywood Avenue.

Meridian will revise wording on the Grant Park problem statement exhibit to state: vehicle/vehicle and pedestrian vehicle conflict area instead of high accident location.

Meridian will contact Barton-Aschman to discuss the appropriate traffic volumes to use in the Jackson Park area.

Meridian will eliminate the Addison Street on-ramp as an alternative.

Meridian will modify the Grant Park 1"=400' scale aerial exhibit to show the McCormick Place southeast access road in its correct location.

Ms. Heramb will contact Mr. Rich Kinczyk of CDOT-Highways to set up a meeting discussing Grant Park recommendations.

Ms. Heramb will coordinate follow-up meetings with CPD and DPD as necessary and will determine which other groups should be informed of corridor concepts.

Ms. Maloof will contact aldermen along SIA to determine which community groups should be involved in the public input process.

CDOT will verify if traffic volumes from the IDOT Origin-Destination Study are suitable for peak summer traffic conditions.

CDOT will contact Ann Roosevelt, coordinator for Museum in the Parks to discuss corridor concepts.

CDOT will contact the Chicago Historical Society about plans for the proposed 400 car underground parking garage.

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CDOT will provide Meridian with the latest copy of the Civiltech study at Belmont Avenue.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File	
Attendees	
Doug Knuth	Meridian
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT-DPT
Mike Williamson	IDOT-OPP
Pete Franz	IDOT-BDE
Eugene Ryan	CATS

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: May 19, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 516
Chicago, Illinois

ATTENDANCE:

CDOT:

Chuck Thurow	Deputy Commissioner, Landmarks, DPD
Tim Samuelson	Landmarks, DPD
Jim Peters	Landmarks, DPD
Cheri Heramb	Director of Transportation Planning
Barbara Maloof	City Planner V

Meridian Engineers & Planners

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer

The main purpose of the meeting was to brief the Landmarks unit on alternatives developed in and around Jackson Park. The main points were as follows:

- Meridian presented the background to the planning and design objectives that were developed for this unique Strategic Regional Arterials study
- Meridian presented conceptual alternatives and ideas for Stony Island Avenue, Cornell Drive, Hayes Drive (at Coast Guard Drive), Coast Guard Drive, 57th Drive at Lake Shore Drive and at Stony Island Avenue. These concepts were included in a package of exhibits that was given to Deputy Commissioner Thurow
- The Landmarks Unit views Cornell Drive as an important visual corridor for peak hour drivers
- The Landmarks Unit does not want to see any modifications to the historic layout of the road system within Jackson Park
- Meridian presented the concept of realigning 57th Drive on the west side of the Museum and the need for any realignment to fit (Jackson Park) from an aesthetic perspective.
- The Landmarks Unit asked about the consideration of pedestrian and bicycle path needs within Jackson Park with a specific recommendation to connect Midway Plaisance and the lakefront at approximately 57th Drive
- The Landmarks Unit mentioned the possibility of developing a traffic management plan for Jackson Park that could restrict access to Cornell Drive during non-peak hours
- The Landmark Units mentioned some fairly substantial development plans for the west side of Jackson Park west of Stony Island Avenue. Kelly King, assistant commissioner for Community Development, should be contacted regarding this initiative. The Landmarks Unit stated that the concept of 'edge' development along the west side of Jackson Park would be consistent with Frederick Law Olmsted's vision of park access and usage for (local) residents

- Cheri Heramb stated that moving all traffic onto Stony Island Avenue could lead to lots of concerns on the part of business/property owners along the west side of Jackson Park

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr

cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamson

Pete Franz

Eugene Ryan

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

IDOT-OPP

IDOT-BDE

CATS

FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: May 25, 1995

LOCATION: City of Chicago
320 North Clark Street, Room 601A
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies

CDOT:

Cheri Heramb Director of Transportation Planning

Chicago Department of the Environment (CDOE):

Suzanne Malec Hoerr Assistant Commissioner, Natural Resources
David Inman Assistant Commissioner, Enforcement Program Support Unit
Marcia Jimenez Assistant Commissioner
Karen Nowacki Assistant Commissioner, Greenstreets
Mercedes Sahagun Office Management

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer
Eric Widstrand Transportation Engineer

The main purpose of the meeting was to brief the Chicago Department of the Environment (CDOE) on alternatives developed along the corridor and at specific locations. The principal items presented were:

- Meridian presented the background to the planning and design objectives that were developed for this unique Strategic Regional Arterial study
- Meridian presented conceptual alternatives and ideas for eleven specific areas along the corridor. These concepts were included in a package of exhibits that was given to each of the attendees.
- The tentative project completion plan

The main comments were as follows:

- CDOE (Jimenez) views stormwater runoff as an important issue along the Lake Shore Drive (LSD) Corridor
- CDOE (Jimenez) would like to see a cost estimate of drainage issues examined early in the study process to determine the feasibility (because of project cost implications) of alternatives. They would also like to see the impact of alternatives on shoreline protection. IDOT advised CDOE that water quality issues are normally addressed in the location-design study phase of projects. However the SRA study could address water quality issues and concerns at the policy level. Meridian asked that the Department of the Environment mark-up (with comments) the four copies of the overhead materials that were handed out. This would be an efficient way to obtain CDOE input. Meridian pointed out,

that to the extent possible, the SRA study team is trying to focus the receipt of City comments through Cheri Heramb.

- CDOE (Jimenez) stated that alternatives which include lake infill may be impractical due to strong opposition from special interest groups.
- The legal implications of stormwater issues needs to be discussed with the Chicago Park District and CDOE. Meridian will attend a meeting to discuss concerns.
- Rich Starr stated that no stormwater analysis or air quality analysis are being performed at the Pre-Phase 1 level of detail.
- Meridian presented the concept of a landscaped "Chicago Wall" along portions of Coast Guard Drive, Stony Island Avenue north of 67th Street and along LSD north of 57th Drive.
- CDOE (Hoerr) stated that landscaping along the outer roadway edges may be a better investment than developing a landscaped median with its attendant long-term maintenance cost and potential lack of survivability of plantings.
- CDOE (Inman) asked if a one-way couple had been considered along Cornell Drive and Stony Island Avenue in the Jackson Park area. This idea has not been considered.
- The residential community along Foster Avenue between Broadway Avenue and Ashland Avenue may fight any attempt to disperse LSD traffic in their neighborhood.
- CDOT will conduct an Edgewater parking study beginning in October of this year.
- Construction (Shoreline Protection Program) along the Belmont Harbor Shoreline is scheduled to begin in the year 2002. Belmont Harbor infill may be impractical according to CDOE.
- CDOE (Jimenez) estimates that the \$23.8 million cost of growing Oak Street Beach and realigning LSD may be understated and those improvements (associated with beach development and the completion of the groin) may result in localized poor water quality behind the beach groin.
- Cheri Heramb will set up a work session with CDOT, CDOE and CPD. Ed Uhler, the CPD Shoreline project manager will be asked to attend.
- CDOE (Inman) stated that one of the main concerns they are encountering along North LSD is noise generated by traffic and construction.
- CDOE (Inman) supports CTA initiatives whenever possible and is pleased to see bus turnarounds proposed at several locations because of the possible air quality benefits associated with transit usage.

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Robert J. Ryan
Project Manager

RJR/ew
cc:

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT-DPT

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Mike Williamson
Pete Franz
Eugene Ryan

IDOT-OPP
IDOT-BDE
CATS

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FINAL MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: July 14, 1995

LOCATION: Department of Planning and Development
121 N. LaSalle Street, Room 1001
Chicago, Illinois

ATTENDANCE:

City of Chicago

Valerie Jarrett	Commissioner of Planning and Development
Cheri Heramb	Director of Transportation Planning, Bureau of Admin. and Planning
Barbara Maloof	Department of Transportation
Carmen Vidal-Hallett	Department of Planning and Development
Ian Allan	Department of the Environment
Barry Dobin	Mayor's Office of Special Events
Joe Zehnder	Department of Planning and Development
Marcia Jimenez	Department of the Environment
Randy Mehrberg	Park District
Ed Uhlir	Park District

Metropolitan Pier and Exposition Authority

Jack Johnson

IDOT Schaumburg Offices:

Wally Kos	Bureau Chief, Programming
Rich Starr	Planning and Systems Engineer

Meridian Engineers & Planners

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer
Eric Widstrand	Transportation Engineer

The meeting began at 8:30 AM. Cheri Heramb made introductory comments. Wally Kos introduced Rich Starr and the Consultant, Meridian Engineers and Planners.

The purpose of the meeting was to provide an overview of the alternatives that have been studied as part of the Lake Shore Drive Strategic Regional Arterial (SRA) Study, and how these alternatives have been

refined after receipt of input from residents, corridor interest groups and city agencies. Briefing documents were provided to the attending agencies. The main comments received at the meeting were as follows:

- Randy Mehrberg advised that the Park District is no longer recommending the removal of public parking at the North Avenue Beach. Geometric design concepts associated with access to the parking lot from the northbound off-ramp will be developed in order to reduce conflicts between ramp traffic and traffic destined for the parking lot. The Park District is concerned about potential fumes that could result from CTA buses standing at the proposed North Avenue Bus turnaround site. The Park District advised that Stockton Drive may be realigned as part of the Historical Society's development plans and that Cannon Drive may be realigned as part of the Lincoln Park Master Plan
- Cheri Heramb stated that design concepts, which included the infilling of part of Belmont Harbor (at Belmont Avenue), had been dropped from the presentation and are no longer being recommended for reasons of feasibility and funding. Also, it is beyond the scope of the SRA study. In response to a question from Commissioner Jarrett Mr. Ryan stated that intersection operation at Belmont would be enhanced with the infill, and also that CDOT is currently developing detailed geometric designs at this location. Ed Uhlir stated that the local communities are behind the infill alternative at Belmont. IDOT advised that infill would have to be a locally-driven initiative.
- Various concepts were discussed to further separate vehicular traffic from pedestrian and bicycle traffic at Belmont Harbor and also between the Addison Street exit ramp and Irving Park Road. The problem between the Addison ramp and Irving Park Road is a lack of directness in north-south continuity in the designated bike lane. The location of a revised designated bikepath location is being discussed among Park District staff.
- Valerie Jarrett asked about the status of funding for the alternatives that were presented. Wally Kos responded that funding has not been identified just as alternatives have not been prioritized. Funding sources will be identified at a later date as these conceptual alternatives are studied in greater detail as individual projects. Also, Wally Kos stated that IDOT does review the findings of each SRA study (when completed) and then considers which recommendations should be a higher priority.
- Meridian will send Valerie Jarrett a print of the current conceptual geometric alternatives for Lake Shore Drive from 47th Street to 57th Drive.
- Meridian will send the Park District a copy of the Transit Report that was developed as part of the SRA study, and which will be updated over the ensuing months by Meridian, and their transit subconsultant.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Minutes of Meeting
July 14, 1995
Page 3 of 3

Robert J. Ryan
Project Manager

RJR/ew

cc (for final copies):

LSD - Meeting Minutes File

Attendees

Doug Knuth

Elizabeth McLean

Joanne Schroeder

Mike Williamson

Eugene Ryan

Wally Kos

Tommy Smith

Tim Martin

Meridian

EJM Engineering

Vlecedes-Schroeder Associates

IDOT-OPP

CATS

IDOT-Bureau Chief of Programming

CDOT-Bureau of Traffic

CDOT-Bureau of Highway Design

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: July 26, 1995

LOCATION: Museum of Science and Industry
57th Drive and Lake Shore Drive
Chicago, Illinois

ATTENDANCE:

Cheri Heramb	Chicago Department of Transportation Director of Transportation Planning, Bureau of Admin. and Planning
Carl Byrd	Chicago Department of Transportation
Joseph E. Shacter	Museum of Science and Industry, Executive Assistant to the President
Mark Rinnan	Meridian Engineers & Planners, Senior Transportation Engineer

The meeting began at 10:00 AM. Cheri Heramb made introductory comments. She explained that Carl was with the Chicago Department of Transportation (CDOT) and Meridian Engineers and Planners was the City's transportation consultant for the Jackson Park Strategic Plan.

The purpose of the meeting was to provide an update of the ongoing Museum of Science and Industry (MSI) 2000 plan. Mr. Shacter used two versions of proposed plan views and one existing plan view to explain future expansion plans.

Mr. Shacter first explained the proposed underground garage project. The garage will hold approximately 1500 vehicles. Current plans call for construction to begin in the Autumn of 1995 with completion scheduled for November, 1997. The existing surface lots hold about 950 autos in the main (north) lot with a total site parking capacity of about 1350 autos.

Mr. Rinnan asked what the rationale for moving the pair of garage ramps from the north side of the Museum, to the intersection of Cornell and 57th Street was. Mr. Shacter explained that community interest groups were concerned with potential traffic back-ups at the Lake Shore Drive intersection at 57th Drive. Since the proposed garage increases the amount of vehicles using that intersection (existing lot holds 950, the proposed garage holds 1500) these groups thought it would be better to move the garage entrance to the proposed location.

During construction, the on-site parking facilities will hold about 1000 autos. These facilities include temporary lots to the east of the Museum and also the temporary expansion of a proposed lot in the Museum's east courtyard. In addition, remote lots will be operated at 63rd Street and 47th Street. Access to and from these lots will be by shuttle bus operated by a private contractor. The 47th Street lot will be

Minutes of Meeting
July 26, 1995
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new construction, while 63rd Street uses existing parking lots. After the garage is completed the 47th Street lot will be re-landscaped (as will all temporary lots) to a lot with 80 spaces and new park.

The temporary lot east of the Museum will have an entrance with temporary traffic signals off of Lake Shore Drive. The entrance will be designed to allow east-bound left turns out of the Museum but no northbound left turns into the Museum. The smaller temporary lot on the north side of the site will only allow right-in and right-out onto 57th Drive.

The next discussion involved improved transit access to the Museum. Ms. Heramb described several Metra improvements that she was aware of. Mr. Shacter described a new CTA bus route which is schedule to connect Water Tower Place with the MSI Science Center (Henry Crown wing).

The highest weekday volume at the Museum occurs on Thursdays, when no admission fee is charged. The Thursday between Christmas and New Years is probably the highest annual peak day. The next highest annual peak day is the day after Thanksgiving.

Museum hours of operation are 9:30 a.m. to 5:30 p.m. Typically, the existing lots are full by about 11 a.m. The afternoon exit queue is longer than the morning entry queue. Most patrons tend to come later and stay until closing, conflicting with the week day p.m. traffic peak hour.

There are 85 existing parking stalls on the west side of the Museum. This parking is for contractors and is also used as a bus drop-off point. A truck dock is also located in this area. All concession deliveries are made to this dock. About 40 stalls are used by employees in this lot. The total number of employees is 500, most of whom park in the north lot. Concession deliveries to the Museum, as proposed in the MSI 2000 plan, will be made at the existing dock, and at a proposed dock at the Science Center (southeast corner of the site).

Buses park in the lot adjacent to the "Music Circle" which is southeast of the Museum. Open air concerts were the original use of this circle. At present the Museum does not know of any plans for restoration or use of the "Music Circle".

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Mark D. Rinnan
Project Engineer

cc: LSD - Meeting Minutes File

DRAFT MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATE OF MEETING: February 14, 1996

LOCATION: City of Chicago Department of Transportation
30 North LaSalle Street, Room 1100
Chicago, Illinois

ATTENDANCE:

CDOT:

Tom Walker	Commissioner of Transportation
Thomas Smith	Deputy Commissioner
Cheri Heramb	Director of Transportation Planning
Tim Martin	Chief Highway Engineer
Stan Kaderbek	Chief Bridge Engineer
Phil Byron	Coordinating Engineer, Bureau of Administration and Planning
Dave Harrington	Deputy Commissioner, Bureau of Administration and Planning

IDOT:

Rich Starr	Planning and Systems Engineer
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Meridian Engineers & Planners

Robert Ryan	Project Manager
Mark Rinnan	Senior Transportation Engineer
Eric Widstrand	Transportation Engineer
Tom Jester	Principal

The purpose of this meeting was to brief the Commissioner of Transportation on the status and alternatives considered for the Lake Shore Drive / Stony Island Avenue Strategic Regional Arterial. Exhibits presented at the meeting included the following:

1. Overhead Projector exhibits showing general SRA and corridor information, and design alternatives at problem locations.
2. A "leave behind" handout packet describing the meeting agenda, the Definition of a "Parkway", Groups Represented at LSD / Stony Island Avenue (SIA) Meetings and conceptual improvement alternatives along the corridor.

Robert Ryan was the principal presenter for the briefing. Mark Rinnan and Eric Widstrand displayed the overheads and were available for background information.

These minutes will not discuss content of the presentation but will instead focus on questions and issues discussed at the meeting.

Corridor Issues.

Commissioner Walker questioned if the concept of slower speeds on Lake Shore Drive had been presented to the public. He also brought up the concept of utilizing other elements of the transportation system, such as transit, to relieve congestion.

Cheri Heramb stated that several aldermen are opposed to slower speeds along Lake Shore Drive.

Tim Martin questioned whether an item not included in the SRA study would be precluded from being considered as a Phase 1 study. It was stated that each future Phase 1 Study will have its own public involvement process and that new items or concerns could be brought up at that time.

Stony Island Avenue area.

Tommy Smith was concerned about public response to the median closure alternatives. Meridian did not recall a negative public response but will verify through previous meeting minutes. Meridian stated that residents in the area seemed most concerned about pedestrian access across Stony Island Avenue.

Jackson Park/Museum of Science and Industry area.

Commissioner Walker stated that he, like many people, enjoys driving through scenic Jackson Park and along Lake Shore Drive. He pointed out this experience can be degraded by large volumes of traffic. Meridian pointed out that one of the planning and design objectives is to maintain, but not increase, overall vehicle carrying capacity. A lane reduction is being proposed at one location within the corridor.

Cheri Heramb stated that it may be undesirable to shift the SRA route to Stony Island Avenue due to redevelopment along this corridor west of Jackson Park which could conflict with increased traffic.

Tommy Smith mentioned that access changes caused by installation of the temporary median barrier have created a more urgent need to reconstruct the 63rd Street/Hayes Drive intersection at Coast Guard Drive. He thought it might be possible to expedite these intersection improvements while other corridor studies are ongoing. Meridian mentioned that IDOT may be considering undertaking a more detailed Phase 1 Study along Coast Guard Drive/ Lake Shore Drive. Limits for this study would probably be from about I-55 to about 67th Street. The study is not funded.

Meridian explained that no improvements were recommended at the bridge north of Marquette Drive due to its historic status. Stan Kaderbek described several deficiencies of this structure including lack of space for pedestrian/bicycle access, and an adjacent structure, hung on the historic bridge, which is used for pedestrians.

Tommy Smith asked if the pedestrian overpass north of 57th Drive would still be required if this intersection was realigned. Meridian cited the pedestrian/ vehicular conflict on Lake Shore Drive at 57th Drive associated with the southbound to westbound traffic movement.

Stan Kaderbek suggested examining MSI traffic circulation east of the museum. Meridian responded that recent discussions indicated the MSI traffic would still be able to access the 58th Street/ Lake Shore Drive intersection.

Burnham Park area.

Tommy Smith stated that there is public interest in installing a new traffic signal and converting the 53rd Street exit ramp to a full access intersection. Southbound traffic currently backs up to 53rd from the 57th Drive intersection. This signal could slow traffic on Lake Shore Drive. This potential signal location can be described in the Final Report Appendix.

Meridian will incorporate language into the final report regarding CDOT plans to reprofile the 47th interchange. Meridian will provide CDOT with any available information which may be helpful to their study.

Tommy Smith stated that the southbound shoulder from the I-55 off ramp is occasionally used as an auxiliary lane.

Grant Park area.

Meridian described the concept of installing a raised landscaped median to channelize pedestrians at intersections and improve aesthetics. About six to nine feet of roadway widening would be required for median installation. Three alternatives for a below-grade pedestrian crossing near Buckingham Fountain were described.

Streetsville / Oak Street Beach area.

Tim Martin was concerned about impacts to trees due to roadway widening along Chicago Avenue. Meridian stated that parkway trees would only be minimally impacted by roadway widening.

Tommy Smith questioned why access to southbound Lake Shore Drive was proposed at Superior Street instead of at Chicago Avenue. Southbound access to Lake Shore Drive was restored last year. The need to access northbound Lake Shore Drive from Chicago Avenue may also need to be examined. Meridian will document Tommy Smith's concerns.

LaSalle Drive / North Avenue Interchange area.

Stan Kaderbek was concerned about the SRA recommendation being compatible with scheduled improvements to the North Avenue pedestrian underpass. Meridian responded that there would not be a conflict.

CDOT mentioned that the bridge carrying Lake Shore Drive over LaSalle Drive lacks aesthetic treatments.

Tommy Smith stated that a cul-de-sac at the North Avenue Beach parking lot could create a conflict with increased transit access to the lakefront. Robert Ryan explained that the Chicago Transit Authority had several design alternatives for this location. This would need to be coordinated with the Chicago Park District and the CTA.

Irving Park Road / Addison Street area.

Tommy Smith was concerned about Recreation Drive roadway improvements with respect to the Chicago Park District plan to relocate the bike path in this area. Meridian stated that it was understood that perpendicular parking along the east side of Recreation Drive is proposed to be removed to accommodate this bike path.

Various CDOT representatives thought that it might be more desirable to replace the existing Lake Shore Drive bridge over Irving Park Road instead of constructing an adjacent pedestrian underpass.

Montrose-Wilson-Lawrence Interchange area.

Tim Martin stated that the northbound on-ramp removal at Montrose Avenue and Wilson Avenue would result in people traveling north from Montrose Avenue having to travel an additional one-half mile on Marine Drive.

Tommy Smith suggested eliminating the northbound on-ramp at Wilson Avenue and the southbound on-ramp at Montrose Avenue, while keeping the other ramps open.

US Route 14 and Dispersion area.

Tim Martin stated that Alderman Smith of the 48th Ward had asked him about the potential for extension of Lake Shore Drive north of its current terminus at Hollywood Avenue. She had brought this up within the last two months.

Cheri Heramb stated that Alderman Smith had not mentioned the Lake Shore Drive extension in recent scoping meetings for the North Lake Shore Drive Study being managed by CDOT or at the Lake Shore Drive aldermanic briefing sessions.

ACTION ITEMS

1. Meridian will respond to Mr. Kaderbek's request for information about the 47th Street bridge profile.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc:

LSD - Meeting Minutes File
Attendees

E.3 ALDERMANIC COMMENTS

DRAFT MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD)

DATES OF MEETINGS: July 18-21, 1995

LOCATION: City of Chicago
Department of Transportation
320 North Clark Street, Room 601
Chicago, Illinois

ATTENDANCE:

City of Chicago

Cheri Heramb Director of Transportation Planning, Bureau of Admin. and Planning
Barbara Maloof Department of Transportation

IDOT Schaumburg Offices:

Rich Starr Planning and Systems Engineer
Ed Zak Area Programmer

Meridian Engineers & Planners

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Engineer
Eric Widstrand Transportation Engineer

The purpose of these meetings was to provide an overview of the alternatives that have been studied as part of the Lake Shore Drive Strategic Regional Arterial (SRA) Study, and how these alternatives have been refined after receipt of input from residents, corridor interest groups and city agencies. A summary of conceptual recommendations focusing on each ward was also discussed. Briefing documents were provided to the attending aldermen and staff. The main comments received at the meetings from the attending aldermen and staff were as follows:

Corridor-Wide Comments Include:

- Communicate to the public that there is currently no funding available for the SRA Recommendations.
- Obtain community input regarding which alternatives don't seem feasible to them or any additional alternatives the public may have.
- Enforce the concept of **building a team** with the community regarding conceptual recommendations. This project is being done with them, not to them.

Presentation to 10th and 11th Wards

DATE: July 18, 1995 9:30 AM

ALDERMANIC ATTENDEES:

John Buchanan 10th Ward Alderman
Laura Slubowski 10th Ward Assistant
Molly Riordan Representative for Alderman Huels, 11th Ward

- Alderman Buchanan stated that Lake Shore Drive is a sacred path and should not be turned into a superhighway. He is concerned about it becoming an expressway level facility. IDOT responded that no new lanes are being added to Lake Shore Drive and lane reductions are being considered where feasible.
- Alderman Buchanan stated that correcting chokepoints at 95th Street and 79th Street/South Chicago Avenue should take place well before 2010. He also stated that the City of Chicago can acquire railroad right-of-way if it is not being used for track purposes. IDOT responded that bottlenecks are given a higher priority if traffic flow is acceptable upstream and downstream of the bottleneck. CDOT Bureau of Bridges may be contacted to look into structural improvements at the two previously mentioned locations as these areas will require further study. Contacts at the Bureau of Bridges include Stan Kaderbek and Lou Conza.
- Alderman Buchanan stated that realigning Lake Shore Drive in the vicinity of Hyde Park Boulevard and 57th Drive is unlikely unless safety is a factor. He also stated that median appearance won't matter as much as long as one exists because of people's concerns with safety.
- Alderman Buchanan stated that the potential exists for the failure of Lake Shore Drive due to washout caused by underground caves eroded by Lake Michigan from 55th Street to 31st Street. He encouraged coordination with the US Army Corps of Engineers (USACOE), the Chicago Park District (CPD) and the Chicago Department of the Environment (CDOE). Adding a sewer system for Lake Shore Drive stormwater runoff will be very expensive.
- Additional issues raised by Alderman Buchanan include:
 - the SRA Study should take into account that 31st Street is the main entrance into McCormick Place.
 - Columbus Drive should be emphasized for northbound traffic as a way to get to I-290 and Michigan Avenue instead of Lake Shore Drive.
 - Consider the use of Public Access Television as a way to present SRA recommendations to a wider audience.

Presentation to 8th Ward

DATE: July 18, 1995 11:00 AM

ALDERMANIC ATTENDEES:

Mike Stevens Legislative Assistant to Alderman Dixon

- Mr. Stevens stated that he wants the community involved in this project and is glad that they will have a chance to provide input and list their concerns as part of a "team building process". He agreed to provide Ms. Maloof with a list of community groups who could be added to the mailing list.
- Mr. Stevens stated that 95th Street and 79th Street/South Chicago Avenue will be major areas of concern to local residents. Southbound traffic approaching 95th Street has been witnessed backing up to 89th Street.

- Mr. Stevens stated that based on personal driving experience people traveling southbound on Lake Shore Drive will avoid turning right onto 57th Drive and continue south to Hayes Drive where they will then proceed through Jackson Park before turning south onto Stony Island Avenue. He also said that the northbound to westbound left turn at the Coast Guard Drive/Hayes Drive intersection is sometimes made illegally.
- Mr. Stevens stated that the public would oppose moving the SRA route designation to Stony Island Avenue from Cornell Drive.
- Mr. Stevens stated that there is inadequate visitor parking at Jackson Park Hospital between 75th and 76th Streets.
- Mr. Stevens is concerned about the potential northbound lane removal at 53rd Street. This will need to be examined in detail from an operational standpoint.

Presentation to 43rd Ward

DATE: July 18, 1995 2:00 PM

ALDERMANIC ATTENDEES:

Charles Bernardini 43rd Ward Alderman

- Alderman Bernardini stated that coordination with the Lincoln Park Traffic Task Force should be continued. A list of concerned interest groups can be obtained from Jill Chessler at Alderman Bernardini's Office for addition to the mailing list.
- Alderman Bernardini stated that he has never experienced a problem with the LaSalle Drive interchange and that other traffic chokepoints in the city may warrant closer attention.
- Alderman Bernardini stated that North Avenue Beach is a good location for a bus turnaround.
- Alderman Bernardini wants the issue of vehicular noise (especially motorcycles) addressed in the SRA Study.
- Recommendations for the pedestrian underpass south of North Avenue should be coordinated with the agency in charge of improvements.

Presentation to 48th Ward

DATE: July 21, 1995 11:00 AM

ALDERMANIC ATTENDEES:

Mary Ann Smith 48th Ward Alderman
Doug Fraser Assistant to Alderman Smith

- Alderman Smith stated that pedestrian/bicycle conflicts should be reduced along Lake Shore Drive, especially in the vicinity of the Montrose, Wilson and Lawrence interchanges (this issue can be discussed with Randy Mehrberg at CPD). She described how bicycle lanes are located on expressways in Vancouver, British Columbia. \$125,000 is being spent to develop a bicycle link along Bryn Mawr Avenue, from Sheridan Road to Broadway Avenue which connects the Lakefront path and the Neighborhood path. This project will deal with the issue of narrow sidewalks, some of which were as wide as 19 feet but have been reduced to 6 feet in places. This change in the bike path should be noted in the LSD SRA Study.
- A two year, \$85,000 study funded with Unified Work Program money will examine the feasibility of non-residential streets as alternate routes for Lake Shore Drive.

Minutes of Meeting

July 21, 1995

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- Alderman Smith stated that the Environmental Interest Groups could be more accurately described as Civic Interest Groups.
- Alderman Smith was concerned about erosion of the concrete coating on the median planters.
- Alderman Smith stated that bus transit access to the Lakefront should be increased but bus turnarounds should not be provided on the Lakefront. An alternative to bus turnarounds would be to route buses through the park to avoid buses stopping at one location for an amount of time longer than necessary for picking up or discharging passengers.
- Mr. Zak stated that IDOT-Division of Water Resources may be the appropriate agency to aid in lobbying Congress for shoreline protection funds.
- Alderman Smith stated that expansion of any buildings (especially museums) within the Lakefront Protection District should be examined to determine the combined impact on the capacity of Lake Shore Drive, not only the building's individual impact. Traffic volumes could be used to determine how much Lakefront expansion is allowable before Lake Shore Drive exceeds capacity. This information should be placed into an easy to understand format. Alderman Smith is holding hearings regarding Lakefront capacity in the fall of 1995.
- Ms. Heramb stated that the SRA Study could define the carrying capacity of Lake Shore Drive. The impact of major traffic generators could be examined with respect to:
 - land used for parking
 - pedestrian/bicycle interfaces
 - hours of operation
 - number of people using the facilities
- Alderman Smith stated that the Chicago Park District had started an effort to enhance continuity of historical and informational signage. She wants IDOT and CDOT to work together to continue this effort.
- Alderman Smith stated that new harbors are planned for Navy Pier and the Turning Basin and that all of the existing harbors are in need of repair.
- Alderman Smith is in favor of relocating the SRA Route designation to Stony Island Avenue in the vicinity of Jackson Park. She stated the relocation would benefit the neighborhoods, parks and economic development in the area.
- Alderman Smith is against the realignment of the 57th Drive/Lake Shore Drive intersection because she feels the curvilinear alignment can act as a form of traffic calming which would induce slower speeds and more attentive driving by motorists. Mr. Zak explained that the conceptual modifications to the 57th Drive intersection are designed to improve safety and efficiency, not encourage faster speeds.
- Alderman Smith is in favor of eliminating the fourth northbound through lane in the vicinity of 53rd Street.
- Alderman Smith is in favor of increased pedestrian/bicycle access to the lakefront because neighborhoods are being held captive by current limited access. Increased access is also supported in the Lakefront Protection Ordinance which calls for enhanced Lakefront access at every opportunity.
- CPD plans to remove the south Soldier Field parking lots and clean up the 31st Street Beach House. Continue coordination with Soldier Field, Lake Shore Drive relocation and McCormick Place expansion.
- Alderman Smith questioned why a bicycle lane could not be added to Lake Shore Drive if a truck lane is being recommended between I-55 and 31st Street for southbound traffic.
- Alderman Smith wants the pedestrian and bicycle traffic separated in Grant Park as a way to increase interest in bicycle commuting which is difficult to accomplish on narrow sidewalks shared with pedestrians. A conflict exists between senior citizens and bicyclists in the Edgewater Area.

- Alderman Smith stated that a restaurant at the former Diversey Harbor Gun Club should be able to survive without auto parking and if one can't survive a more compatible land use could be installed.
- Alderman Smith explained that the Streeterville revetment may extend farther into the lake than it currently does. This area should be discussed with the US Army Corps of Engineers. Any additional greenspace desired in Streeterville may result in a disruption of the maximum density limits.
- Alderman Smith stated that it is irresponsible to not examine Lake Shore Drive lane reductions north of Lawrence Avenue.
- Alderman Smith stated that Foster Avenue is a more efficient dispersion alternative than Lawrence Avenue. She also wants an alternative which examines dispersion in an area larger than her ward. This area could encompass the suburbs to the north and northwest and the more of the city to the west (City-Suburban North-Northwest Commuter Shed). The traffic problem is not generated locally and it should not be expected to be solved locally.
- Alderman Smith wants more emphasis placed on non-residential, arterial streets such as Western Avenue, Milwaukee Avenue, Elston Avenue and Lincoln Avenue. This solution could also include a permanent alternative routing strategy similar to the one employed during the Kennedy reconstruction using Elston Avenue and other routes. Other options proposed by Alderman Smith include:
 - Peak hour "coning" of Western Avenue similar to Sheridan Road north of Hollywood Avenue
 - Better maintain heavily traveled arterials
 - Improve signal interconnection
 - Send commuter traffic down alternate routes (such as the less dense Uptown area)
- Alderman Smith stated that the Edgewater community has invested in public transportation through the Historic Renovation of several CTA "El" stops. Edgewater's loyalty to public transportation has allowed increased commuter traffic to traverse the 48th Ward. Edgewater has also become a park-and-ride alternative for suburban commuters.
- CDOT will be studying the Edgewater area but has yet to define the specific study limits.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/ew

cc (for final copies):

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Attendees

Doug Knuth

Elizabeth McLean

Joanne Schroeder

Mike Williamson

Meridian

EJM Engineering

Vlecides-Schroeder Associates

IDOT-OPP

Minutes of Meeting
July 21, 1995
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Eugene Ryan
Wally Kos
Tommy Smith
Tim Martin

CATS
IDOT-Bureau Chief of Programming
CDOT-Bureau of Traffic
CDOT-Bureau of Highway Design

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Meeting Objectives

In May of 1995 the Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) met to develop a completion plan for the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial (SRA) Study. A copy of this plan appears on the following page. A key element of this plan is a series of briefings for aldermen whose wards would be affected by this SRA Study. The primary purpose of these briefings was as follows:

- provide an overview of the alternatives that have been studied as part of the Lake Shore Drive (LSD) Strategic Regional Arterial (SRA) Study
- describe how these alternatives and the study planning process have been refined after receipt of input from various city agencies, interest groups and citizens
- provide a summary of conceptual recommendations focusing on each ward
- provide ward-specific and corridor-specific briefing documents to aldermen and/or their representatives
- receive initial aldermanic comments on alternatives before proceeding with public meetings

As part of the briefing process IDOT wished to present to the aldermen a revised approach to this unique Strategic Regional Arterial study. Basic revised elements of this approach are as follows:

- joint efforts by IDOT and CDOT to increase public input during the remainder of the study
- joint efforts by IDOT and CDOT to structure a comprehensive public input process
- increased recognition of the unique character of Lake Shore Drive
- development of specific planning and design objectives for Lake Shore Drive
- no additional capacity is to be added to Lake Shore Drive

Meeting Attendance

The individuals (grouped by organization) who participated in the aldermanic briefings, including meeting dates, are as follows:

City of Chicago Aldermen or Aldermanic Representatives:

Robert L. Anderson, Jr.	Legislative Assistant to Alderman Haithecock, 2nd Ward (July 20th)
Toni Preckwinkle	4th Ward Alderman (July 20th)
Barbara Holt	5th Ward Alderman (July 20th)
William Beavers	7th Ward Alderman (August 15th, originally set for July 21st)
Mike Stevens	Legislative Assistant to Alderman Dixon, 8th Ward (July 18th)
John Buchanan	10th Ward Alderman (July 18th)
Laura Slubowski	Assistant to Alderman Buchanan, 10th Ward (July 18th)
Molly Riordan	Representative for Alderman Huels, 11th Ward, Chairman Transportation Committee (July 18th)
Arenda Troutman	20th Ward Alderman (August 15, originally set for July 20th)
Paula Haley	Assistant to Alderman Troutman, 20th Ward (August 15th)
Alfred Whitehead	Assistant to Alderman Troutman, 20th Ward (August 15th)
Mike Roberts	Legislative Assistant to Alderman Natarus, 42nd Ward (July 20th)
Charles Bernardini	43rd Ward Alderman (July 18th)
Bernard Hansen	44th Ward Alderman (July 19th)
Helen Shiller	46th Ward Alderman (July 19th)
Mary Ann Smith	48th Ward Alderman, Chairman Parks Committee (July 21st)
Doug Fraser	Assistant to Alderman Smith, 48th Ward (July 21st)

CDOT:

Cheri Heramb	Director of Transportation Planning, Bureau of Administration and Planning (July 18th-21st)
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Barbara Maloof City Planner V (all meetings)

IDOT - District One:

Rich Starr Planning and Systems Engineer (July 18th)

Ed Zak Area Programmer (July 20th and 21st)

Meridian Engineers & Planners:

Robert Ryan Project Manager (all meetings)

Mark Rinnan Senior Transportation Engineer (July 18th & 21st)

Eric Widstrand Transportation Engineer (July 18th, 20th & 21st)

Summary of Comments

The main comments received at the meetings were as follows:

- **Landscaped medians** throughout the Lake Shore Drive corridor **are supported** as long as the final design of these medians takes into account maintenance concerns and local community input.
- **Separation of vehicular traffic from pedestrian and bicycle traffic** at off-ramp locations **needs to be improved.**
- In order to succeed in building consensus for this project, **it is very important** to emphasize the boulevard nature of the proposed improvements and **that the plan be aesthetically sensitive.**
- **Improved transit access** (predominately east-west) to the lakefront **is desired.**
- The need to **continue to recognize that Lake Shore Drive is a unique parkway road** which is protected by City Ordinance (The Lakefront Plan of Chicago) and municipal codes which define it as a boulevard. Planning and Design Objectives for Lake Shore Drive differ considerably from those developed for use on other SRA routes.
- **Vehicular noise** (especially motorcycles) **has been cited as a quality of life issue** along Lake Shore Drive.
- There was consensus regarding the **role of Stony Island Avenue** as an important **southern gateway to the City of Chicago.**
- Aldermen were asked to provide lists of concerned interest groups for addition to the mailing list.
- **Ongoing coordination with lakefront initiatives** such as the Lincoln Park Traffic Task Force should continue.
- **Improved pedestrian and bicycle access** near and across Lake Shore Drive **is an important planning and design objective.** Several existing crossing points need work to meet compliance with ADA standards.

- **Concerns** were expressed about **extended waiting times for buses standing near sensitive areas** such as beaches due to **noise, air and possibly other pollution**.
- The need to reinforce the concept of **involving the community regarding** the presentation and discussion of **conceptual recommendations**.
- IDOT should continue to **communicate to the public that this is a conceptual study** for which **funding is currently not available**.
- The need to communicate that **IDOT will begin the process of prioritizing potential projects (studies) after the Lake Shore Drive SRA report is completed**.
- **More detailed studies** include Project Development Reports and Location Drainage Studies which **address details such as design and drainage issues at specific locations**. A separate public involvement process would also be a part of these future studies.
- IDOT should **continue to seek community input** regarding alternatives.
- **Wider publicity for the Lake Shore Drive SRA study**, which could include the use of Public Access Television, should be considered as a way to inform the public and gain consensus.
- **Public input should reflect the concerns of local residents and interest groups**. **Civic Interest Groups**, such as the larger environmental organizations, **do not necessarily represent local neighborhood concerns and values**.

Comments Beyond Study Objectives

Several comments were discussed that have implications for the character and function of the Lake Shore Drive Corridor but which cannot be fully addressed as part of this study. Many of these items were discussed at the briefing sessions. They are summarized as follows:

- **Traffic management** along Lake Shore Drive should provide a balance between the needs of **peak hour traffic**, access to **major lakefront traffic generators** (primarily cultural institutions and the Zoo), and **special event traffic**.
- **A coordinated plan is required to accommodate recreational needs** of pedestrians, cyclists, 'roller bladers', and 'joggers'. A major need is to reduce conflicts between pedestrians/joggers/cyclists/roller bladers. The SRA study attempts to reduce conflicts between "off-ramp/on-ramp" vehicular traffic and these groups.
- **Increased 'outdoor' usage of the lakefront** (boating, picnics, soccer games, etc.) is **resulting in excessive delays** at various locations for users wishing to exit the lakefront parks.
- **Several alternatives** have been discussed that would **require modification to the shoreline** (for example in Streeterville and at Belmont Harbor). Streeterville options would increase the amount of greenspace in that area. Belmont Harbor options would provide improved access to boating and provide more space for pedestrian and bicycle traffic.

The details of the above items will not be addressed by the SRA Study. However, implications for these concerns were discussed by various alderman. Some **long-term suggestions** were as follows:

- When considering proposals for **new cultural institutions** or **traffic generators** the **City may wish to look to non-lakefront park sites**.
- To **consider lakefill alternatives as part of other local initiatives** such as the Lincoln Park Traffic Master Plan
- **The need for a Lakefront traffic management plan**

Corridor Wide Comments

The following comments are a more detailed reflection of meeting discussions with the Alderman or their representatives. The comments are organized by aldermanic source.

4th Ward, Alderman Preckwinkle, comments:

- Conduct a separate meeting for the Burnham Park area since citizens in this area would probably not travel to the Museum of Science and Industry or the South Shore Country Club for public involvement meetings. Alderman Preckwinkle further noted that a greater portion of the corridor mileage was on the south side and requested that an additional public involvement meeting be added for the Burnham Park area. Alderman Preckwinkle requested that the meeting be held in the Lake Meadows area (near 31st Street).

7th Ward, Alderman Beavers, Comments:

- Alderman Beavers is primarily concerned with the need for resurfacing, sidewalk, and curb improvements along South Lake Shore Drive between 71st Street and 75th Street. He would also like to see additional speed limit signs from 71st Street to 83rd Street, and warning lights at 84th Street and South Lake Shore Drive. These improvements are outside of the study area, but will be communicated to IDOT area programmers.

10th Ward, Alderman Buchanan, comments:

- Lake Shore Drive should not be turned into a superhighway. He is concerned about it becoming an expressway level facility. IDOT responded that no new lanes are being added to Lake Shore Drive and lane reductions are being considered where feasible.

20th Ward, Alderman Troutman, comments:

- Alderman Troutman agreed with the concept of Stony Island Avenue as a southern gateway to the City of Chicago
- concerned about the problem of erosion along Lake Shore Drive. She feels that the issue of erosion, and the associated development of pockets of caverns, under Lake Shore Drive is not receiving enough attention.
- Alderman Troutman was interested in the concept of locating (because of traffic implications) future cultural institutions within other city parks rather than along Lake Shore Drive

42nd Ward, Mr. Roberts, Legislative Assistant to Alderman Natarus, comments:

- CDOT noted that Civic Interest Group involvement is critical to building consensus, especially for LSD alternatives located in the 42nd Ward. When one of these groups states a preference for an alternative, the group needs to state that preference in writing.

44th Ward, Alderman Hansen, comments:

- Alderman Hansen is concerned that there is inadequate maintenance of pedestrian underpasses along Lake Shore Drive. Alderman Hansen mentioned flooding at Roscoe Street.
- There is a need for improved police control of traffic during special events.
- Alderman Hansen is concerned about the loss of parking associated with improvements to the Belmont Avenue interchange area west of Lake Shore Drive.

46th Ward, Alderman Shiller, comments:

- Alderman Shiller would like to see a physical separation between bicycle and pedestrian functions in order to reduce conflicts between these two groups.
- Alderman Shiller recommends that the study consider seeking out opportunities for additional overpasses (passerelles) and the separation of bicycle and pedestrian functions.
- Alderman Shiller would like to see design recommendations for median plantings which also define maintenance implications of such recommendations. Currently maintenance vehicles

cause substantial congestion on Lake Shore Drive. Alderman Shiller is also concerned about driver visibility of directional signs.

48th Ward, Alderman Smith, comments:

- The Environmental Interest Groups could be more accurately described as Civic Interest Groups.
- An interested citizen had voiced a concern that the protective coating applied to the face of the concrete median barriers was not adequate. Alderman Smith suggested that whoever maintains these barriers may want to check for premature spalling.
- Bus transit access to the Lakefront should be increased but bus turnarounds should not be provided on the Lakefront. An alternative to bus turnarounds would be to route buses through the park. This would avoid buses stopping at one location for an amount of time longer than necessary for passenger pick-up or discharge.
- In response to Alderman Smith's comments about the need to insure shoreline protection funding, Mr. Zak stated that IDOT-Division of Water Resources may be the appropriate agency to aid in approaching Congress for those funds.
- The expansion of any buildings (especially museums) within the Shoreline Protection District should be examined to determine the combined impact on the capacity of Lake Shore Drive, not only the building's individual impact. Traffic volumes could be used to determine how much Lakefront expansion is allowable before Lake Shore Drive exceeds capacity. This information should be placed into an easy to understand format. Alderman Smith is holding hearings regarding lakefront capacity in the fall of 1995.
- In response to the above comment, Ms. Heramb stated that the SRA Study could define the carrying capacity of Lake Shore Drive. The impact of major traffic generators could be examined with respect to: land used for parking; pedestrian/bicycle interfaces; hours of operation and number of people using the facilities.
- The Chicago Park District had started an effort to enhance continuity of historical and informational signage. Alderman Smith wants IDOT and CDOT to work together to continue this effort.

- New harbors are planned for Navy Pier and the Turning Basin and that all of the existing harbors along Lake Shore Drive are in need of repair.
- Alderman Smith is in favor of increased pedestrian/bicycle access to the lakefront because of existing limited neighborhood access in certain areas. Increased access is also supported in the Lakefront Protection Ordinance which calls for enhanced lakefront access at 1/4-mile intervals.

Comments by Geographic Area

The following segment contains specific aldermanic comments broken down by geographic area from south to north along the corridor.

Stony Island Avenue (95th Street to 67th Street)

Alderman Buchanan comments:

- Correcting chokepoints at 95th Street and 79th Street/South Chicago Avenue should take place well before the year 2010. Alderman Buchanan also stated that the City of Chicago can acquire railroad right-of-way if it is not being used for track purposes. IDOT responded that bottlenecks are given a higher priority. CDOT Bureau of Bridges may be contacted to look into structural improvements at the two previously mentioned locations as these areas will require further study. Stan Kaderbek is the contact at the Bureau of Bridges.

Mr. Stevens, representing Alderman Dixon, comments:

- Mr. Stevens wants the community involved in this project and is glad that they will have a chance to provide input and list their concerns as part of a “team building process”. Mr. Stevens agreed to provide Ms. Maloof with a list of community groups who could be added to the mailing list.
- 95th Street and 79th Street/South Chicago Avenue will be major areas of concern to local residents. Southbound traffic approaching 95th Street has been witnessed backing up to 89th Street.
- There is inadequate visitor parking at Jackson Park Hospital between 75th and 76th Streets.
- Mr. Stevens cited the importance of Cornell Drive.

Alderman Smith comments:

- Alderman Smith is in favor of relocating the SRA Route designation to Stony Island Avenue in the vicinity of Jackson Park. Alderman Smith stated the relocation would benefit the neighborhoods, parks and economic development in the area.

Alderman Troutman comments:

- recognizes the importance of Stony Island Avenue as a southern gateway to the City of Chicago

Jackson Park/Coast Guard Drive

Alderman Holt comments:

- Alderman Holt suggested that the justification to provide a sweeping curve connection between 57th Drive and Stony Island Avenue (shown on exhibits as the black alignment) be safety oriented in order to address her constituents concerns. A detailed accident analysis is recommended if this approach is used. In response, Mr. Zak mentioned that tree impacts caused by the new sweeping curve alignment could be mitigated by planting new trees to approximate Frederick Law Olmsted's historic landscape plan. Mr. Zak suggested an exhibit which would show which trees would be impacted and locations of new tree plantings. It might also be helpful to show the consequences (in terms of park impacts and safety improvements) of each of the Stony Island Avenue - 57th Drive connection options.
- The City should attempt to divert traffic off Lake Shore Drive to other arteries. Alderman Holt noted that the Parks advocates goal to get traffic out of Jackson Park probably conflicts with the view of residents who live along the west edge of the park and do not want to see more traffic on Stony Island Avenue.

Alderman Buchanan comments:

- Realigning Lake Shore Drive in the vicinity of Hyde Park Boulevard and 57th Drive is unlikely unless safety is a factor. Alderman Buchanan also stated that median appearance (on South Lake Shore Drive) won't matter as much as long as one exists because of people's concerns with safety.

Mr. Stevens (representing Alderman Dixon) comments:

- Based on personal driving experience people traveling southbound on Lake Shore Drive currently avoid turning right onto 57th Drive and continue south to Hayes Drive where they will then proceed through Jackson Park before turning south onto Stony Island Avenue. He also said that the northbound to westbound left turn at the Coast Guard Drive/Hayes Drive intersection is sometimes made illegally.
- The public would probably oppose moving the SRA route designation to Stony Island Avenue from Cornell Drive.

Alderman Smith comments:

- Alderman Smith is against the realignment of the 57th Drive/Lake Shore Drive intersection because she feels the curvilinear alignment can act as a form of traffic calming which would induce slower speeds and more attentive driving by motorists. Mr. Zak explained that the conceptual modifications to the 57th Drive intersection are designed to improve safety and efficiency, not encourage faster speeds.
- Alderman Smith is in favor of eliminating the fourth northbound through lane in the vicinity of 53rd Street.
- Ms. Heramb said that the Park District's proposal to close off Cornell Drive to through traffic during peak hours may not be presented at public meetings if local aldermen oppose the concept.

Alderman Troutman comments:

- believes that Cornell Drive works well today. She does not see the benefits of moving traffic from Cornell Drive to Stony Island Avenue.
- thinks that townhomes along Stony Island Avenue might object to increased traffic volumes
- was open to the concept of traffic management in Jackson Park.
- discussed the potential differing goals of 'Park Advocates' and local residents in terms of how they would like to see Jackson Park used (by traffic)
- mentioned the large number of accidents on 57th Drive north of 57th street, especially during rainy or snowy conditions. This comment was made in the context of a discussion about a conceptual alternative to realign 57th Drive at Stony Island Avenue.
- Residents should be allowed to comment on a full range of alternatives regarding how traffic is managed in Jackson Park.
- there is an increasing amount of development pressure in her ward
- will provide a list of local interest groups to be invited to the public meeting

Burnham Park

Alderman Preckwinkle comments:

- Alderman Preckwinkle's constituents do not want to see any trees cut down.
- The 43rd Street pedestrian crossing is poorly situated. The west end is behind a church. Since it does not meet ADA standards, it should be removed. A replacement structure should be built at 44th Street. This location would offer better access to the lakefront.
- The 35th Street pedestrian crossing has already been upgraded. Alderman Preckwinkle thought that the upgrade included meeting ADA accessibility standards.

- A request to provide more details about the Park District's plans for the proposed bus turn around on the south side of 31st Street, west of the LSD bridge. Alderman Preckwinkle did not know of any improvements proposed at that location.
- If flyers describing the public meeting are provided, Alderman Preckwinkle will insure that they are distributed to the Ward, provided they are delivered far enough in advance. Ms. Maloof agreed to provide these flyers with 30 days advance notice.
- Alderman Preckwinkle would appreciate receiving a copy of the public involvement meeting schedule.
- Access to the lake at 1/4-mile intervals may be a moot point if the access point leads to low berm rubble mound revetments along the lakefront.
- **The Civic (or Environmental) Interest Groups are not necessarily local interest groups. Local interest groups need to be invited to public information meetings for that particular area.**

Alderman Buchanan comments:

- The potential exists for the failure of Lake Shore Drive due to washout caused by underground caves eroded by Lake Michigan from 55th Street to 31st Street. Alderman Buchanan encouraged coordination with the US Army Corps of Engineers (USACOE), the Chicago Park District (CPD) and the Chicago Department of the Environment (CDOE). Adding a sewer system for Lake Shore Drive storm water runoff will be very expensive.
- The SRA Study should take into account that 31st Street is the main entrance into McCormick Place.
- CPD plans to remove the south Soldier Field parking lots and clean up the 31st Street Beach House. Continue coordination with Soldier Field, Lake Shore Drive relocation and McCormick Place expansion projects.

Alderman Smith comments:

- Alderman Smith asked why a bicycle lane could not be added to Lake Shore Drive if a truck lane is being recommended between I-55 and 31st Street for southbound traffic.

Mr. Stevens comments:

- Mr. Stevens commented that he is concerned about the consideration of a northbound lane removal at 53rd Street. This will need to be examined in detail from an operational standpoint.

Grant Park

Alderman Buchanan stated that:

- Columbus Drive should be emphasized for northbound traffic as a way to get to I-290 and Michigan Avenue instead of Lake Shore Drive.

Alderman Smith suggested that:

- The pedestrian and bicycle traffic be separated in Grant Park as a way to increase interest in bicycle commuting which is difficult to accomplish on narrow sidewalks shared with pedestrians.

Streeterville

Mr. Roberts (representing Alderman Natarus) comments:

- Mr. Roberts requested that a more detailed (large scale) drawing of the Streeterville area improvement be developed to share with Alderman Natarus. Alternatives to be presented at public meetings would first be shown to Alderman Natarus

Ms. Heramb asked Mr. Roberts to:

- Explain the lake fill alternatives to Alderman Natarus, and stress that these alternatives are beyond the SRA objectives. CDOT requested that Alderman Natarus advise on whether these alternatives should be presented as part of the SRA presentation. Local sponsorship from some agency other than the Illinois Department of Transportation would be needed for lake fill improvements. Extensive coordination is required regarding the proposed changes to parking in Streeterville (removal along Chicago Avenue, addition along the Inner Drive) if these alternatives are to be considered further.

Alderman Smith comments:

- The Streeterville revetment may extend farther into the lake than it currently does. This area should be discussed with the US Army Corps of Engineers. It was noted that Streeterville has been an exception to maximum density limits. Additional green space may therefore be desired.

North Avenue/LaSalle Drive

Alderman Bernardini comments:

- North Avenue Beach is a good location for a bus turnaround.
- Alderman Bernardini stated that he has never experienced a problem with the LaSalle Drive interchange and that other traffic chokepoints in the city may be a higher priority.

Mike Roberts and Alderman Bernardini comments:

- The City of Chicago is presently making improvements to the pedestrian underpass south of North Avenue. Recommendations for this underpass should be coordinated with the agency in charge of improvements.

Diversey Parkway/Belmont Avenue

Alderman Hansen comments:

- Meridian will show Alderman Hansen the alternatives to be presented at the Public Meeting, in advance.
- signal timing and coordination should be improved at intersections in and around the Belmont Avenue interchange area.
- The existing local street system cannot accommodate the volume of peak hour traffic that uses the Belmont Avenue interchange. Concepts such as prohibiting parking (during the evening peak hour) on the north side of Belmont Avenue (west to Ashland Avenue) were discussed.
- Alderman Hansen stated that he would like to see a drawing that defines the increase in the deceleration lane length for the northbound off-ramp at Belmont Avenue.
- Alderman Hansen was supportive of the alternatives that were presented. The parties present agreed to remain in touch during the study development process.

Alderman Smith comments:

- A restaurant at the former Diversey Harbor Gun Club should be able to survive without auto parking and if one can't survive a more compatible land use could be installed.

Addison Street/Irving Park Road

Alderman Shiller comments:

- The closing of the Addison Street (Recreation Drive) off-ramp could worsen congestion at the Irving Park Road intersection. Alderman Shiller stated that different access to the lakefront should be considered south of Irving Park Road. Alderman Shiller stated that design solutions should consider separate concourses for pedestrians and cyclists in order to eliminate pedestrian/bicycle conflicts. Alderman Shiller stressed the need for better lighting and better storm water maintenance in underpass (concourse) areas. This will encourage the use of underpasses. The Addison Street pedestrian underpass was cited as an example.

- Bicycle/pedestrian/car routes need to be better defined between the Addison Street ramp and Irving Park Road.

Alderman Hansen comments:

- Alderman Hansen recognizes the seriousness of congestion at the Irving Park Road interchange and that this problem may require consideration of a major improvement.

Montrose/Wilson/Lawrence Interchanges

Alderman Shiller comments:

- 46th ward residents would not want to see the elimination of any access points in the Montrose, Wilson, Lawrence interchange areas.
- Alderman Shiller supports the concept of improved transit access to the Lakefront. Alderman Shiller recommended that buses utilize Montrose Avenue (eastbound), proceed north on Simonds Drive, then west on Wilson Avenue, and then south on Marine Drive.
- Alderman Shiller is concerned about pedestrian/bicycle conflicts with ramp traffic because of increasing traffic volumes, driver confusion at not having stop signs at the junction of off-ramps with cross streets, and because of these factors believes that a traffic signal is needed at the northbound Lake Shore Drive off-ramp and its intersection with Montrose Avenue.
- Alderman Shiller believes that the lakefront north of Montrose Avenue is experiencing increased recreational use resulting in increased traffic congestion east of Lake Shore Drive. Delays of up to two hours in exiting from Montrose Avenue were mentioned.
- Alderman Shiller would like to see some evaluation of the need for stop signs at the ramps in the Montrose, Wilson, Lawrence interchange area. (This is an issue of “driver expectancy”). Drivers have been noticed to hesitate at these locations (where stop signs do not exist).

Alderman Smith comments:

- Pedestrian/bicycle conflicts should be reduced along Lake Shore Drive, especially in the vicinity of the Montrose, Wilson and Lawrence interchanges (this issue can be discussed with Randy Mehrberg at CPD). Alderman Smith described how bicycle lanes are located on expressways in Vancouver, British Columbia. \$125,000 is being spent to develop a bicycle link along Bryn Mawr Avenue, from Sheridan Road to Broadway Avenue which connects the Lakefront path and the Neighborhood path. This project will deal with the issue of narrow sidewalks, some of which were as wide as 19 feet but have been reduced to 6 feet in places. This change in the bike path should be noted in the LSD SRA Study.

US 14 Dispersion Alternatives

Alderman Smith comments:

- A two year, \$85,000 study funded with Unified Work Program money will examine the feasibility of non-residential streets as alternate routes for Lake Shore Drive.
- A conflict exists between senior citizens and bicyclists in the Edgewater Area.
- It was requested that IDOT examine the feasibility of lane reductions on Lake Shore Drive north of Lawrence Avenue.
- The citizens in Alderman Smith's Ward would probably not favor the dispersion alternative presented. Alderman Smith proposed that an alternative which examines dispersion in an area larger than her ward be studied. This area could encompass the suburbs to the north and northwest and more of the city to the west (City-Suburban North-Northwest Commuter Shed). The traffic problem is not locally generated and it should not be expected to be solved locally. Regarding the dispersion alternative, she thinks that Foster Avenue is a more efficient dispersion route than Lawrence Avenue.
- Alderman Smith wants more emphasis placed on non-residential, arterial streets such as Western Avenue, Milwaukee Avenue, Elston Avenue and Lincoln Avenue. This solution could also include a permanent alternative routing strategy similar to the one employed during

the Kennedy reconstruction using Elston Avenue and other routes. Other actions proposed by Alderman Smith include:

- Peak hour “coning” of Western Ave similar to Sheridan Road north of Hollywood Ave
 - Better maintenance and road repairs on heavily traveled arterials
 - Improved signal interconnection
 - Send commuter traffic down alternate routes (such as the less dense Uptown area)
- The Edgewater community has invested in public transportation through the renovation of several CTA “E1” stops. Edgewater’s loyalty to public transportation has allowed increased commuter traffic to traverse the 48th Ward. Edgewater has also become a park-and-ride alternative for suburban commuters.
 - CDOT will be studying the Edgewater area but has yet to define the specific study limits.

Action Items

The following items require further action:

- Meridian will obtain from CPD its latest development plans and pedestrian/bicycle path plans prior to the planned public meetings. This could also include a meeting with Chester Kropidowski of CDOT-Traffic and Luann Hamilton of CDOT-Planning regarding bicycle issues along the corridor.
- CDOT will advise Meridian of the status of improvements to the pedestrian underpass south of North Avenue. Meridian will remove this underpass from the list of recommended ADA upgrades if the current improvements include those upgrades.
- Meridian will provide a copy of the full briefing packet to Mr. Roberts at Alderman Natarus' office.
- CDOT will check with Alderman Natarus to determine if the Streeterville lake fill options should be presented at future meetings.
- Meridian will prepare a follow-up letter to Alderman Natarus regarding issues in his ward prior to the public meeting.
- Meridian is to determine the status of CPD plans to remove the south Soldier Field parking lots (and replace with green areas) and clean up the 31st Street Beach House. Continue coordination with Soldier Field, Lake Shore Drive relocation and McCormick Place expansion.
- Meridian will revise exhibits to show the 43rd Street pedestrian overpass as being removed and with a new overpass to be constructed at 44th Street. The pedestrian/bicycle access exhibit will be revised prior to public meetings to reflect the joint recommendations of Chicago Park District (CPD) and IDOT.
- CDOT is to better define Chicago Park District development plans which conflict with the bus turn around at 31st Street.

- CDOT/Meridian is to provide Alderman Preckwinkle with a copy of the public involvement meeting schedule.
- Meridian will incorporate photography into the public meeting exhibits where possible.
- Meridian will show alternatives initially considered along Stony Island Avenue at the public meeting.
- Meridian will provide Alderman Hansen with a large scale drawing that defines the length of the proposed northbound off-ramp at Belmont Avenue.
- Meridian is to obtain information from CPD regarding the proposed Bryn Mawr Avenue bicycle link.
- Meridian will provide Alderman Troutman with a larger scale drawing of the alternatives proposed in the Jackson Park area.

E.4 ENVIRONMENTAL/PLANNING GROUP COMMENTS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 1, 1992 - 7:30 P.M.

LOCATION: Chicago Park District Headquarters
425 East McFetridge Drive
Chicago, Illinois

ATTENDANCE:

John Buchanan	Alderman, 10th Ward
Mary Ann Smith	Alderman, 48th Ward
Ray Lodato	Alderman Bloom's office, 5th Ward
John Henderson	Chicago Park District
Ray Schoenbeck	Private Citizen
Sarah Martin	Private Citizen
Timothy Blythe	Private Citizen
Lee Stephenson	Private Citizen
Victor Heinler	Private Citizen
Howard Zar	Private Citizen
Barbara Lynne	Private Citizen
Mary Lynn Krohn	Private Citizen
Giles Mitchell	Private Citizen
Steve Wagner	Private Citizen
Shirley Mitchell	Private Citizen
Terry Fitz	Lake Michigan Federation
Donna Ryder	Lincoln Park Advisory Committee
Neal David	Lincoln Park Zoo
Bull Turek	Adler Planetarium
Hal Hruby	MPEA
Bill Freeto	Grant Park Adivsory Council
Unnamed Representative	Friends of Downtown
Dennis McClendon	Friends of Downtown
Erma Trauter	Friends of the Parks
Debra Nelson	Friends of the Parks
Sylvia Royt	Promontory Point Advisory Committee
Kevin Royt	Promontory Point Advisory Committee
Laura Scheiner	SSCC Advisory Council
Polly Silberman	SSCC Advisory Council
Nancy Hay	Jackson Park Advisory Council
Eric Hatchett	Jackson Park Advisory Council
Marc Blumer	Inside Publications
Lee Hill	Lerner Newspapers
Peg Bors	Chicago Park District
Bill Bors	Chicago Park District
Duane Davy	Chicago Department of Planning and Development
Steven Scott	Chicago Park District
James C. Albritton	Chicago Park District
Carl Byrd	Chicago Department of Transportation
Martin Becklenberg	Chicago Department of Transportation

Mark Filakowski	Parsons DeLeuw (MPEA)
Nancy Magnus	IDOT
Rich Starr	IDOT
Eugene Ryan	CATS
Kathleen Rodi	CATS
Joy Schaad	CRSS, Corridor Manager
John Mick	CRSS, Project Manager
Dick Hain	CRSS, Senior Engineer
Mary Hopkins	CRSS, Public Involvement Assistant

TOPIC ROUTE: Lake Shore Drive/Stony Island Avenue

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other City representatives and interested parties along the subject route. Corridor issues were identified and discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was also described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork one) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study. There were several questions and comments for IDOT.

1. There was a concern regarding inadequate public hearing notification on the 95th Street SRA route (subnetwork one).
2. The method of SRA routes selection was questioned and explained.
3. It was asked if it is possible to reduce the load of traffic on Lake Shore Drive. IDOT answered, yes, it is possible on any route with adequate alternate capacity improvements. It was further explained that the capacity on our freeways is fixed now, and the SRA system will attempt to accommodate future growth.
4. It was commented that IDOT shouldn't come in with a preconceived plan for Chicago roads.
5. There was a comment that there is inadequate access to Chicago parks, overall.
6. It was commented that we should make transit more desirable. CATS explained the transit and other aspects of regional transportation planning and the 2010 Plan.
7. It was asked if impacts of the Clean Air Act amendments and the proposed third regional airport have modified traffic forecasts for SRA.

8. It was commented that we should not consider widening Lake Shore Drive or making it easier for people to drive.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS community public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

The project team includes CRSS along with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources specializes in land use issues and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were discussed about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

A member of the audience asked who was invited to be on the Panel. It was answered that the panelists are aldermen of the affected wards, one representative of the Chicago Park District and others that the panel chooses to add.

Corridor Presentation

CRSS presented a corridor overview of the Lake Shore Drive/Stony Island Avenue project.

The presentation area of the Lake Shore Drive/Stony Island Avenue corridor was described as starting from the south at I-94 to 67th Street, both Cornell Drive and Coast Guard Drive in Jackson Park were described and then Lake Shore Drive from 57th Street to Hollywood Avenue on the north. The section from 31st Street to Balbo, south of the loop was described as a project omission. The SRA study will be coordinated with the MPEA transportation planning around McCormick Place for an effective overall solution.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Issues pertaining to the topic route were discussed by the panel members and comments were taken from members of the audience:

1. Stony Island Avenue (from 95th Street to 67th Street)

Comments:

- a. Rethink 95th Street intersection, high congestion and high accidents.
- b. 79th Street is a high accident, six legged intersection, complicated by the Skyway structures.

2. Jackson Park Area (Cornell and Coast Guard Drives - 67th Street to 57th Street)

Comments:

- a. These roads and this park affects seven communities that don't always communicate. They are cooperating now. The park is a galvanizing issue.
- b. Coast Guard Drive is underused and it needs better transit service and better pedestrian and bicycle access.
- c. Chicago Department of Transportation has done an accident study of 57th Street and Cornell Drive from 57th Street to Hayes Drive.
- d. Cornell Drive needs attention in Hyde Park and around 57th Street where there is a bad curve.
- e. Traveling north on Stony Island is very difficult around 66th Street; there are conflicts between pedestrian traffic, cars from the business district on the west, Marquette Drive, Cornell Drive and 66th Street.
- f. Park and beach access is quite difficult around 64th Street and from the south, especially for pedestrians (pedestrian bridges need repair) and the handicapped.
- g. The 67th Street access to South Shore Country Club will be opened soon.
- h. It is difficult to turn left from Hayes Drive (Richards Drive) on to Marquette Drive.
- i. It is difficult to turn left off of Cornell around 59th Street because of conflicts with pedestrians.

3. Lake Shore Drive (from 57th Street to the Loop)

Comments:

- a. Lake Shore Drive from 42nd Street to 31st needs more maintenance and more landscaping.
- b. South Michigan Avenue was used as an alternate during I-90/94 construction. It should be used to alleviate Lake Shore Drive. It would be good for businesses on Michigan Avenue as well. Are there additional alternatives?
- c. The SRA project should be coordinated with the new Museum of Science and Industry underground parking.
- d. The accident data around 53rd Street and to the south should be examined for alcohol abuse by drivers and speeding, the accidents are not in the peak hour; median treatments might help.
- e. We need more transit to the west side and the southwest suburbs.

f. The Friends of Downtown presented short term goals for Lake Shore Drive (copy attached):

- Reroute traffic bound for the freeways out of Grant Park with signage.
- Install median improvements.
- Institute use restriction on Lake Shore Drive in Grant Park.
- No new access ramps to Lake Shore Drive in Grant Park.
- Slow down traffic on Lake Shore Drive.

g. Need better bicycle and pedestrian access to Grant Park.

4. Northside (Chicago River to Hollywood)

Comments:

a. Remove US 41 marked route from our park system; reduce traffic, reduce speed, return it to scenic drive status.

b. Lake Shore Drive is a Boulevard/Parkway

c. Increasing traffic on Lake Shore Drive inhibits park use; people need parks.

d. The lakefront protection ordinance will control what can be done on Lake Shore Drive.

e. Coordinate with the Lincoln Park Zoo parking project.

f. The bike path along Lake Shore Drive is heavily used. It is too close to the road and it is difficult to cross Lake Shore Drive.

g. Regarding Lake Shore Drive at Hollywood Avenue and Sheridan Road:

- residential streets are carrying commuter traffic
- the traffic has lowered property values
- the bike path also ends in the neighborhood
- there is a lot of pedestrian and elderly pedestrian activity in that area

h. The residents are interested in closing off the Bryn Mawr access to/from Lake Shore Drive.

5. Additional general comments about the route and transportation in the area were received:

a. CTA is under new management and we will see much improvement/better utilization.

b. We should plan for different use (non-commuter) of Lake Shore Drive, rather than emphasize it as an SRA route, we should reduce traffic and increase amenities.

c. Hope the consultant and IDOT listen well.

d. Moving traffic is not the issue, moving pedestrians is:

- relocate northbound lanes, should be a boulevard
- should do median/plantings on south Lake Shore Drive
- complete landscape plan should be included in the study
- restoration of historic bridges should be included
- improve lighting
- improve pedestrian access
- reforestation funds should be included

6. Several organizations and one alderman submitted written comments to be a part of the public record. Written comments from the following are attached:

- Friends of the Parks, June 1, 1992
- Friends of Downtown, October 25, 1991
- The Lincoln Park Zoological Society, June 2, 1992
- Lincoln Park Master Plan/SRA Study Sites, March 19, 1992
- Alderman Lawrence Bloom, May 20, 1992

General

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information on the study would be included in newsletters which will be prepared approximately every two months. The newsletter will be mailed to everyone on the attendance list.

CRSS closed the meeting asking for additional input via the questionnaire in the Panel Briefing Booklet.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Joy Schaad, PE

JMS/ack

Attachments

cc: Rich Starr	IDOT
Mark Thomas	CRSS
Joy Schaad	CRSS
John Mick	CRSS
Elizabeth McLean	EJM Engineering

Minutes of Meeting
June 1, 1992
Page 7 of 7

Pete Pointner
Roger Schatz
John Paige
Neil Ferrari
Mike Williamsen
Pete Franz
Eugene Ryan
Martin Becklenberg
Meeting Minutes File

Planning Resources
Din & Pangrazio
NIPC
IDOT - DPT
IDOT - OPP
IDOT - BLE
CATS
Panel Coordinator

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 11, 1992 - 9:00 A.M.

LOCATION: Chicago City Hall, 11th Floor
320 N. Clark Street
Chicago, Illinois

ATTENDANCE:

Mary Ann Smith	Alderman, 48th Ward
Joan Manning	48th Ward
Dan Tucker	39th Ward
Martin Becklenberg	Chicago Department of Transportation
Paul Morris	Chicago Department of Planning and Development
Graham Grade	Chicago Zoning Department
Rich Starr	Illinois Department of Transportation
Kathleen Rodi	Chicago Area Transportation Study
Joy Schaad	CRSS, Corridor Manager
Mark Thomas	CRSS, Traffic Engineer
Dick Hain	CRSS, Senior Engineer

TOPIC ROUTE: US Route 14

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the subject route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork 1) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS in charge and several disciplines with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS:

CRSS discussed the US Route 14 corridor and first, presented a corridor overview. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the US Route 14 corridor was described as starting at Caldwell Avenue's northwest terminus, Waukegan Road (ILL 43) proceeding east on Peterson Avenue to Ridge Avenue and proceeding southeast to both of the east-west connections to Lake Shore Drive, Hollywood Avenue and Bryn Mawr Avenue.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns. Numerous issues, concerns and facts documented on the aerials were summarized.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues were discussed by the panel members.

1. There were initial generalized comments about the SRA process.
 - a. There was a belief by one of the panelists that an SRA final recommendation could include a reduction of capacity. It was clarified that this is not the objective and would only happen if additional capacity was available on a parallel route.
 - b. There was a comment that City staff should be better represented at the panel meetings.
 - c. There was concern about the adequacy of public hearing notification on SRA projects and the amount of public contact throughout the process.

2. CRSS described the route and the issues identified in the panel booklet. There were no comments on sheets 01 through 04.

On sheet 05 the issue of access control was discussed:

- a. The driveway serving the east portion of the Venture parking lot just west of Damen Avenue should be considered for better access control, possibly a right-in right-out configuration. Venture's west entrance, which has a traffic signal, can be used for full access.
 - b. There is a vacant parcel of land on the northwest corner of Peterson and the CNW line (near Ravenswood Avenue). Access decisions should be made so that the policies can be in place before it is developed.
 - c. There should be coordination between the SRA results and City of Chicago development.
3. On the east portion of the Route (sheet 06 of briefing booklet) including the diagonal section, Ridge Avenue, and the two connections to Lake Shore Drive, there were numerous comments and discussion about traffic management.
 - a. There is a desire to restore parking on Ridge Avenue. It is felt that the road had more pleasant local character before the through movements were given four lanes.
 - b. There are numerous retirement buildings in this area. There are particular difficulties with auto and pedestrian access to these facilities.
 - c. There are frequent conflicts with pedestrian and bicyclists in the area.
 - d. There are several rail underpasses from the east side of Hollywood Avenue to Peterson Avenue that restrict capacity.
 - e. There appear to be frequent accidents on Hollywood and Bryn Mawr Avenues.
 - f. The State should consider removing the reversible lane configuration currently in place on Sheridan Road north of Hollywood during peak periods.
 - g. The local residents are attempting to get the Bryn Mawr access to Lake Shore Drive closed permanently.
 - h. There is a desire for a tunnel under Ridge Avenue from Hollywood to Peterson to add capacity and reduce the impact on local residents and businesses.
 4. There was a general comment that landscaped medians should be instituted wherever possible as a visual buffer.

Summary

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information of the study would be in the newsletter(s).

CRSS closed the meeting asking for additional input via the questionnaire from the Panel Briefing Booklets.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS


Joy Schaad
Corridor Manager

JMS/ack

Attachments

cc: Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 24, 1992 - 2:30 P.M.

LOCATION:

ATTENDANCE:

Joan Monnig	48th Ward Aldermanic Aide
Sean Murphy	Edgewater Development Corp.
Michael Hodgson	B.A.R.G.E. Block Club
Shelly Lulkin	East Edgewater Chamber of Commerce
Alderman Smith	(after tour)
Joy Schaad	Corridor Manager, CRSS
Dick Hain	Senior Transportation Engineer, CRSS
Pete Pointner	Planning Resources, Inc.
Charlie McLean	EJM Engineering

TOPIC ROUTE: Route 14/Lake Shore Drive

Ms. Monnig and the community representatives took the SRA team members for a walking tour of the area. The tour covered from 5457 N. Broadway to the north, across Bryn Mawr to Hollywood east on Hollywood, to Sheridan, south on Sheridan to Bryn Mawr, west on Bryn Mawr to Ridge, northwest on Ridge Avenue to Ardmore, east to Early Avenue, southwest on Early to Broadway and south to Alderman Smith's office at 5457 N. Broadway.

Items/Issues which the local representatives pointed out are arranged into land use, traffic transit, safety and bicycling categories below:

LAND USE:

1. Bryn Mawr is very fragile (economically). They are looking to revitalize the business district. It would be desirable to change the businesses to types that would attract the "higher income" high rise residents of the Edgewater area.
2. Senn High School on Ridge Avenue has 2500 students. The school day ends at 2:30 p.m. and they use the Bryn Mawr and Thorndale El stations.
3. There are 523 Senior Units in census tract 307 (south of Bryn Mawr). There are similar numbers for census tract 306 north of Bryn Mawr. Some of the issues related to these buildings with high percentages of senior residents are pedestrian access, taxicab access, the need for areas for ambulances to access the buildings and pull back into the street quickly. Some of the buildings pointed out were:
 - 5600 north Sheridan (the old Inland building)
 - 1020 Thorndale, a federal senior building
 - the Pomeroy Building, operated by the CHA at Hollywood and Kenmore Avenues
 - Hollywood House at the northwest corner of Hollywood and Sheridan
 - the Edgewater Nursing Home, 1 1/2 blocks north of Hollywood

- 175 units of senior and low income rentals at the southeast corner of Hollywood and Sheridan
4. The Headstart program is housed in the Presbyterian church at Bryn Mawr and Kenmore. Many young children access that location.
 5. The building, five buildings south of Bryn Mawr between the alley and Kenmore is a 40 bed detoxification center. There are also three half way houses in the area.
 6. Three blocks west of the CTA line is Pierce School.
 7. On Ridge Avenue there are several rental vacancies and several properties that have been for sale in excess of six months.

TRAFFIC:

1. The reversible lanes on Sheridan Road operate for the evening rush period from 3:15 to 7:00 p.m.
2. It is believed that cars move up to 60 mph on Sheridan Road during that time
3. The residents cannot get out of their driveways onto Sheridan Road because the traffic is so heavy.
4. There is a desire to close Sheridan Road to through traffic from Hollywood to Devon on weekends. Commissioner Boyle will study that closure on Sundays for one month to see if it solves the problems or just moves it elsewhere.
5. Tom Kaeser, City Engineer, told the locals that the traffic in the Bryn Mawr/Sheridan area is 1/3 local traffic, 1/3 from the north and 1/3 from the west.
6. It was noted that Winthrop Avenue backs up worse than Sheridan in the morning because of people attempting to commute in the reverse direction, (northbound) off of Lake Shore Drive cannot use Hollywood. They head west on Bryn Mawr and the north on Winthrop which is constricted.
7. Near Broadway and Devon buses wait on the northbound side of Broadway forming a queue from Devon back to Granville.
8. We should consider putting the traffic on Broadway through Uptown. It is believed it would be good for businesses and believed that the merchants would like more traffic on Broadway.
9. It was commented that the "traffic solution" is not only in the Edgewater area. (Edgewater is considered to be the area from Foster to Devon.)
10. Ashland Avenue is free and clear all the way to the Loop, except at Lincoln and Belmont.
11. Ashland is good north to Devon then it becomes a residential two lane road.

12. It was commented that we should send the traffic down Ashland Avenue, Lincoln or Broadway to access Lake Shore Drive at Foster or Lawrence rather than Bryn Mawr and Hollywood Avenues.
13. It was pointed out that these routing alternatives are still in the 48th Ward and not an attempt to send the traffic problem to another location.
14. There was a traffic study done of Broadway about six years ago. Tom Kaeser, City Engineer, is the contact. Recommendations included:
 - Get the traffic off of Sheridan and onto Broadway and to the west of Broadway
 - Institute ambulance pull outs for Senior buildings
 - Institute more parking
 - Put left turn bays on Broadway, but without left turn arrows.

TRANSIT:

1. There is a new Metra station planned for the Chicago & NorthWestern Ravenswood line to stop at Peterson Avenue.
2. There are four CTA bus routes on Bryn Mawr Avenue. From 4:00 p.m. to 6:00 p.m., six or seven buses may be stacked at one time.
3. It is perceived that the people who live in Rogers Park take the elevated trains the traffic in the Edgewater area is generated more locally and more distant, i.e. suburban.
4. There has been some problem with loitering and panhandling at the El stations. A new City ordinance will combat that and lead to better transit utilization.
5. CTA structures are substandard on Bryn Mawr and Hollywood.

SAFETY:

1. The Hollywood and Sheridan intersection is the worst in the 48th Ward for accidents. There are many rear end and pedestrian accidents.
2. The short diagonal section of Ridge between Peterson and Clark has a high accident experience.

BICYCLING:

1. The bicycle path adjacent to Lake Shore Drive north to Ardmore is working well.
2. The local community encourages bicyclists to use side streets. It helps with security.
3. There are bike routes on Kenmore Avenue and Winthrop Avenue. Northbound on Kenmore is marked, southbound will be marked soon by the City.

After the tour, we met with Alderman MaryAnn Smith, looked at the aerial photograph of the entire area and discussed traffic routing options in more detail.

Minutes of Meeting
June 24, 1992
Page 4 of 4

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS



Joy Schaad, PE

JMS/ack

Attachments

cc: Rich Starr	IDOT
Mark Thomas	CRSS
Joy Schaad	CRSS
John Mick	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Martin Becklenberg	Panel Coordinator
Meeting Minutes File	



East Edgewater Chamber of Commerce
(312) 743-EAST or 743-3278

6133 N. Kenmore, Chicago, Il. 60660-2722

Census Tract 307 (south of Bryn Mawr)

Senior/Handicapped

	#Units
5520-24 N. Kenmore	56
5423-25 N. Kenmore	20
5427-29 N. Kenmore	32
5439-41 N. Kenmore	52
5518 N. Winthrop	39
5525 N. Kenmore	325
6 buildings	523 Units

See also census tract 306 (north of Bryn Mawr)
the numbers are somewhat higher.



E J M Engineering, P.C.

411 South Wells Street Suite 202 Chicago, Illinois 60607

ELIZABETH J. McLEAN, P.E.
President

(312) 922-1700

NOTES REGARDING LAKE SHORE DRIVE - U.S ROUTE 14

COMMUNITY MEETING

- Charles McLean

A meeting was held with Alderwoman Smith (48th Ward), members of her staff and community leaders on June 24th at 2:30 PM to discuss community concerns as they related to planning in the Lake Shore Drive - U.S. Route 14 Corridor. A walking tour was made to point out particular problems as viewed by the community.

Specific traffic observations and relative comments were as follows:

1. a) The terminus of the north end of Lake Shore Drive at Hollywood Avenue was of primary concern. Community felt that the dispersion of traffic onto Sheridan, Hollywood, and Bryn Mawr had a divisive effect on their community.
- b) They viewed it as a recent major accomplishment with the City of Chicago and IDOT approval of the removal of the Hollywood - Ridge Reversible Lanes which they felt accentuated the neighborhood barrier impact of this heavily travelled route during peak periods.
- c) The heavy use of Sheridan Road was of particular concern. They stated that Sheridan Road during week ends experienced excessive queueing with interruptions caused by stopped cars and trucks loading as well as left turning vehicles. (It is possible that the Kennedy Expressway is contributing to weekend traffic diversions.)
- d) The intersection of Sheridan Road - Hollywood Avenue and Lake Shore Drive was identified as their greatest traffic congestion and safety problem. Recent traffic signal operation changes had caused confusion.
- e) The number of Senior Citizens living in the Ward was emphasized. They requested provisions along routes for ambulance "pull outs" to serve the adjacent buildings housing seniors.
- f) It was requested that we consider creating a "siphon"

effect on Lake Shore Drive by lane closings and interchange adjustments to force diversions to other east-west streets like Lawrence, Foster, etc.

- g) It was suggested that the traffic use of Broadway be increased by a redesign at Devon so that traffic was diverted away from Sheridan Road between Hollywood and Devon. (Mentioned a Sunday experiment where Sheridan was closed and traffic directed to Broadway.)
2. a) They stated that though the Bryn Mawr CTA station was heavily used, the adjacent business area was not very strong. A transit station revision might be considered which would allow full access from the station on both sides of the street. This would reduce pedestrian crossings on Bryn Mawr Avenue.
 - b) Suggested that a METRA stop near Ridge - Peterson be studied. This would hopefully provide a park-ride facility to reduce travel through the Ward.
 3. Note Bicycle Path through area with the use of Ardmore out of the park west to Winthrop - Kenmore link to Granville.
 4. Suggested that Tom Kaeser of City D.O.T. be contacted about previous alderperson's plan details.

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: SEPTEMBER 24, 1992 - 8:30 A.M.

LOCATION: Chicago City Hall
Planning Conference Room
121 N. LaSalle
Chicago, Illinois

ATTENDANCE:

Marty Becklenberg	Chicago Department of Transportation
Pat Dowell-Cerasoli	Chicago Department of Planning and Development
Eric Davis	Chicago Park District
Duane Davy	Chicago Department of Planning and Development
Martin Goldsmith	Chicago Department of Planning and Development
John Tomczyk	Chicago Department of Transportation
John Mick	CRSS, Project Manager
Joy Schaad	CRSS, Corridor Manager
Charles McLean	EJM Engineering
Brian Bourke	Din & Pangrazzio
Roger Schatz	Din & Pangrazzio
Laurie Campbell	Din & Pangrazzio

CORRIDOR: Lake Shore Drive

The purpose of this meeting was to discuss the special "community/parks" meetings to be held regarding the Lake Shore Drive SRA study.

After a brief introduction, Marty Becklenberg kicked off the meeting by explaining where we are in the SRA planning process, why there are extra "community/parks" meetings in this SRA study and who the involved parties are. Because some of the City people now involved are new to SRA planning, Joy Schaad explained the Operation GreenLight program and what the role of Strategic Regional Arterials are in regional long range planning. Pages six through ten of the Design Concept Report were handed out.

There was some initial discussion on the reaction at the June 1st panel meeting and the value of a well organized, responsive public involvement program. It was stated that even the most hostile group, if dealt with in a spirit of mutual respect and open mindedness will cooperate. The public needs to feel that their input is vital to the process, and not that they are just being educated and informed. It was suggested that IDOT and CRSS need to show the public that they understand the community's concerns and that there are checks and balances to assure an acceptable final product.

Each of the three entities represented (IDOT represented by CRSS staff, the City and the Park District) described their hopes and goals for the SRA study and the community involvement process. From that discussion, a consolidated list of goals and suggestions for the community involvement process was developed:

- The meetings should help people understand the reasons for SRAs and the goals for Lake Shore Drive (the meeting invitation should have a fact sheet).
- We need to acknowledge the various groups, goals and perspectives.
- We should demonstrate the fact that we honestly want the public's input and that it will impact the decisions. There should be a two way dialog.
- We should admit publicly that we might not get consensus.
- We should acknowledge that Lake Shore Drive is special; it is part of an "environment." It has wildlife, an ecosystem.
- Recognize that Lake Shore Drive is different things to different people, i.e. "my front yard", a commuter route, an economic development asset, a boulevard, a historic facility, a road in a park, a key aspect of the City of Chicago's image, a road with a well known song about it. Emphasize balance.
- We should define IDOT's objectives for Lake Shore Drive.
- We need to understand that these people are sincerely interested in the future of the road and park. We should remember that most of these people are very aware and quite sophisticated.
- We should discuss each meeting beforehand to be prepared for the question and answer portion of the meeting. City staff can be very helpful in explaining various groups' views and objectives from prior experience with them.
- We should remember that expectations may be very low, i.e. if there is no money programmed for improvements, they may never see the fruit from their involvement.
- The SRA study must remain a planning process. It must focus on the long vision. The process will have an outcome, a report.
- The City wants to develop their (preliminary) vision for Lake Shore Drive to provide some leadership in getting the public to participate in the "visioning process."

CRSS provided an unofficial, first draft of what Lake Shore Drive objectives are likely to be, since most of the urban SRA guidelines and objectives don't apply. There was general agreement and it was decided to submit them to IDOT for their review. (The IDOT approved version is attached.)

Other discussion about local concerns and what needs to be done included:

- The Burnham Park neighborhood feels cut off from the lake, both because of Lake Shore Drive and because of the IC Railroad. They will want the area to look more hospitable to augment economic development efforts.
- We should remember that two other SRA routes, US 14 and Stony Island will be brought up at these meetings.
- People will want to know the implications of these plans on their pocketbooks.

Pat Dowell-Cerasoli offered her staff's help with determining what groups should be invited, where the meetings can be held and fine tuning of the meeting format and agenda.

The City asked that CRSS develop two one sheet information briefs on SRAs in the Chicago and on Lake Shore Drive in specific. CRSS will discuss this with IDOT. It was suggested that the use of the term Strategic Regional Arterial could be reduced (not eliminated) to soften the bureaucratic tone and suggest a more open minded planning approach.

In summary, it was noted that the design of these meetings is critical to their success and that a legitimate exchange of views and open mindedness will put the public in a cooperative rather than reactive mode.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.


Joy Schaad
Senior Transportation Engineer

Attachments

cc: Rich Starr
Elizabeth McLean
Pete Pointner
Eugene Ryan
Martin Becklenberg
Brian Burke
Roger Schatz
Joy Schaad
John Mick
Meeting Minutes File

IDOT
EJM Engineering
Planning Resources
CATS
Chicago Department of Transportation
Din & Pangrazzio
Din & Pangrazzio
CRSS
CRSS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: NOVEMBER 16, 1992 - 3:00 P.M.

LOCATION: Lake Michigan Federation
17th Floor Conference Room
59 East Van Buren Street
Chicago, Illinois

ROUTE: Lake Shore Drive

ATTENDANCE:

Mary Ann Smith	Alderman, 46th Ward
Lee Botts	Lake Michigan Federation
Glenda Daniel	Lake Michigan Federation
Eleanor Roemer	Lake Michigan Federation
Jim Griffith	Lake Michigan Federation
Michael Krzak	Lake Michigan Federation
Dan Panek	Lake Michigan Federation
Calef Brown	Grant Park Advisory Council
Randy Neufeld	Chicago Bicycle Federation
Lynn Krohn	Lincoln Park Conservation Association
Barbara Lynne	Burnham Park Planning Board
Bob Jones	BPI
Sylvia Royt	Promontory Point Advisory Committee
Kevin Royt	Promontory Point Advisory Committee
Polly Silberman	Jackson Park Advisory Council
Nancy Hays	Jackson Park Advisory Council
Jack Darin	Sierra Club
Erma Trantor	Friends of Parks
Rob Burns	Friends of Downtown
Susan Messinger	Chicago Department of Planning & Development
Thomas Knudson	Chicago Department of Planning & Development
Pete Saunders	Chicago Department of Planning & Development
Linda Fuller	Chicago Department of Planning & Development
Fred Deters	Chicago Department of Planning & Development
Eric Davis	Chicago Park District
John Henderson	Chicago Park District
Leroy Whiting	Chicago Department of Planning & Investment
Martin Bucklenburg	Chicago Department of Transportation
John Tomszyk	Chicago Department of Transportation
Tim Lake	Chicago Department of Transportation
Barbara Maloof	Chicago Department of Transportation
Dick Mariner	Northeast Illinois Planning Committee
Carl Kowalski	IDOT
Rich Starr	IDOT
Wally Kos	IDOT
Eugene Ryan	CATS
Kathleen Rodi	CATS
Charles McLean	EJM Engineering

Joanne Schroeder
Joy Schaad
Mark Thomas

EJM Engineering
CRSS, Corridor Manager
CRSS, Corridor Engineer

The purpose of this meeting was for public and interested groups to learn what the plans were for the Lake Shore Drive SRA Corridor and to solicit input from the various groups as to their recommendations for Lake Shore Drive.

Eleanor Roemer opened the meeting with a short introduction of the meeting topics and announced Glenda Daniel of the Lake Michigan Federation as the first speaker.

Glenda Daniel gave an introduction of the Lake Michigan Federation and its role as an independent overseer of issues regarding Lake Michigan in the four states surrounding the lake. The LMF's mission is primarily concerned with water quality and shoreline management/lane use issues as well as to promote appreciation for the lake. Eugene Ryan of CATS was then introduced to speak about the SRA system.

Eugene Ryan gave an overview of the 2010 Transportation Plan prepared by CATS for the six counties of northeastern Illinois. A summary brochure was handed out to attendees. Travel demand, land use, socio-economic factors and realistic view of available funding were all taken into account for the plan. The Multi-Modal Plan is concerned with the highway system and a mass transportation system. Traffic congestion was a major problem sought to be addressed by the plan. The Strategic Regional Arterial System seeks to supplement the expressway system by serving longer haul trips that are not traveling on limited access expressways. There are over 1300 miles of these roads in use now. The selection of SRA Routes was determined primarily based on expressway location and density of travel. The future travel demand considers all existing and proposed expressways and mass transit facilities. The system was identified and a commitment was made to study individual routes prior to specific recommendations for any route. Wally Kos of IDOT was then introduced to discuss the SRA system in detail.

Wally Kos stated that the Department of Transportation would like to build on its recent experience on north Lake Shore Drive, which was resurfaced in the year prior to the start of the Kennedy Expressway reconstruction. A high amount of public involvement was included in that project and the development of the "Chicago Barrier Wall" resulted from those efforts. The median plantings also resulted from this public input and the Department is now experimenting with tree plantings outside the roadway area. Without the public involvement, these improvements would not have resulted. The Department wants to develop a mutually acceptable plan for the future of Lake Shore Drive and to build on those strategies and obtain priorities and future funding needs. IDOT is concerned with preserving and enhancing the unique character of Lake Shore Drive while enhancing safety. The subject of pedestrian and bicycle access must be addressed. The rehabilitation of pavement and structures in the southern section also must be considered. The lighting on the roadway also needs improvement in both effectiveness and aesthetics. Maintaining the quality of lake water is also a concern. IDOT wishes to share in the development objectives for this corridor. No new lanes or the introduction of truck traffic are planned for Lake Shore Drive. All issues and all options are open to be discussed for this route and jointly develop a future plan for Lake Shore Drive. Joy Schaad of CRSS was introduced to detail the specifics of the Lake Shore Drive Study.

Joy Schaad began describing the Lake Shore Drive/Stony Island Avenue corridor and made reference to aerial photography and graphics. The project limit and omission were described. The project work plan was also described, with the data collection phase proving to be more involved than anticipated. Objectives for the Lake Shore Drive SRA study have been changed

Jack Darin of the Sierra Club was the next speaker and stated that Chicago is one of four cities labeled as a "severe non-attainment zone" for ozone emissions. The Clean Air Act mandates a 67% reduction in ozone by 2007. Of the total ozone, 50% is resultant from mobile sources while the remainder comes from major industry and from volatile organic area sources. These reductions in ozone emissions are necessary for the state to avoid sanctions which reduce federal highway funds. The State must reduce ozone emissions by 15% by 1996 and will present a plan by November 15, 1993 on how to achieve this 15% reduction. The State met 5 or 6 of the approximately 12 deadlines for 1992.

Bob Jones of BPI (Business and Professional People for the Public Interest) was the next speaker and has specialized in implementation efforts for the Clean Air Act. He added to Jack Darin's presentation by stating that implementation is governed by conformity provisions in the Clean Air Act which force the State to specifically coordinate any transportation planning with Clean Air Act Planning.

Glenda Daniel then opened the floor to questions for any of the speakers.

The topics specifically addressed by the question and answer period were quite numerous; here is a list of the dominant themes/suggestions were:

- Should downsize north terminus of Lake Shore Drive to 2 lanes from 4.
- Take traffic off Lake Shore Drive and reduce travel speeds.
- How was Lake Shore Drive chosen as an SRA; can it be de-designated?.
- Lessen the use of salt; it harms plant life in parks in addition to the lake.
- Park access should be increased by bridges/underpasses, and more transit service.
- Expressways and other alternative routes to Lake Shore Drive should be better promoted
- Alternative modes (transit, bicycling) should be encouraged.

Glenda Daniel closed the meeting at 5:00 P.M. and thanked those in attendance for coming. An attendance list shall be sent out to all in attendance.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.


Joy Schaad, PE
CRSS Corridor Manager

cc: Wally Kos
Rich Starr
John Tomczyk
Joy Schaad
John Mick
Dick Hain
EJM
PRI
LSD Minutes File

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

ROUTE: Lake Shore Drive

DATE: NOVEMBER 19, 1992 - 7:00 P.M.

LOCATION: South Shore Cultural Center
Oak Room
71st Street and South Shore Drive
Chicago, Illinois

ATTENDANCE:

Phebe Van Valen	Alderman Preckwinkle's Office and Hyde Park Kenwood Community Conference
Forrest Marberry	Alderman Bloom's Office
Martin Strahan	Senator Palmer's Office
Forbes Shepard	Representative Currie's Office
Homer Turner	Private Citizen
E.L. Hatchett	Private Citizen
Bill Clark	Private Citizen
Martin Strahan	Private Citizen
Clara Simms-Johnson	Private Citizen
George Kotnour, Jr.	Private Citizen
Richard Bumstead	Private Citizen
Sylvia Royt	Promontory Point Advisory Committee
Kevin Royt	Promontory Point Advisory Committee
Polly Silberman	SSCC Advisory Council
Joseph Strotten	South East Chicago Committee
Wil Taubert	Museum of Science and Industry
Sheridan Turner	Museum of Science and Industry
Barry Boggio	The Clinton Company
Glen Thompson	Hyde Park Herald
Nancy Hays	Jackson Park Advisory Council
Tibor Hiesler	Jackson Park Advisory Council
Nat Silberman	Bryn Mawr East Area Council
Eric Davis	Chicago Park District
John Tomczyk	Chicago Department of Transportation
Martin Becklenburg	Chicago Department of Transportation
Rich Starr	IDOT
Eugene Ryan	CATS
Joy Schaad	CRSS, Corridor Manager
Dick Hain	CRSS, Corridor Engineer
David Zattero	CRSS, Corridor Planner

The purpose of this meeting was to discuss the portion of the SRA route oriented towards the Jackson Park area which includes Lake Shore Drive south of 47th Street, Cornell Drive, Coast Guard Drive and Marquette Drive.

John Tomczyk opened the meeting with some welcoming comments and a general introduction of those in attendance. Eugene Ryan of CATS was then announced as the first speaker.

Eugene Ryan gave a brief overview of the SRA system and what role the SRA system will play in the National Highway System and the regional transportation plan for the year 2010. He stated the goals of the SRA system and how they can function in conjunction with the expressway system to relieve congestion.

Rich Starr of IDOT described the SRA route studies. There are a total of 60 routes being studied over a five year period. The studies principally study how 2010 traffic will be handled by current and proposed alignments. IDOT has officially recognized that Lake Shore Drive is a unique environment and is not proposing to add lanes or allow trucks to use Lake Shore Drive. The Lake Shore Drive study will recognize the park setting with the included roadway and numerous pedestrian and bicyclist facilities.

Joy Schaad of CRSS described the Lake Shore Drive SRA study in detail, with a focus on the Jackson Park area, from 47th Street to 67th Street. She announced that public input and involvement is actively sought, as no decisions have yet been made regarding the corridor. Specific objectives for the corridor developed since the first panel meeting in June were explained and examples of how solutions can be developed for the problems were described. Objectives for the Lake Shore Drive SRA study have been changed since the June Panel meeting. Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Seven objectives for the Lake Shore Drive study were explained and the floor was opened to specific public input:

1. Objective: Enhance Safety

Comments:

- Poor signing on northbound Lake Shore Drive past 47th Street with respect to merging traffic.
- What is the standard boulevard speed limit?
- Poor superelevation southbound on Cornell/57th Drive Curve.
- Need better enforcement of the speed limit.
- Design for lower speed.
- 51st Street southbound exit in Hyde Park is confusing.
- Speed limit should be reduced at the 55th Street pedestrian underpass.
- High accident location and speeding at Promontory Point (55th Street) - Provide barrier median between lanes.
- Should consider median from 53rd Street to Hayes south of 47th Street.
- Cannot widen the historic 59th Street bridge.
- Ramp from 47th Street to northbound Lake Shore Drive, two lanes narrow to one lane and cause a bottleneck.
- The decorative lighting south of 47th Street is not functioning properly.
- Consider third left turn lane at 47th Street.

2. Objective: Eliminate Operational Problem Spots

Comments:

- 57th Street intersection at the Museum of Science and Industry is overloaded for an at-grade intersection in the late afternoon (twenty to thirty minute backup)
- Use of Everett as a short cut to 57th Street.
- Use heavy plantings in median rather than barrier wall.

3. Objective: Maintain Vehicle Carrying Capacity

Comments:

- Consider Marquette Drive or 67th Street for access to Stony Island Avenue.
- Don't encourage the use of Cornell Drive.
- Need more effective transit service.
- Maintain same number of lanes.
- Continue CTA bus route past Museum to Jackson Park beaches.
- Bridge at Marquette/Coast Guard Drive is unable to handle more traffic (small/historic)

4&5. Objective: Improve Bicycle and Pedestrian Access Near and Across Lake Shore Drive

Comments:

- Consider pedestrian overpass at South Shore Drive and 67th Street.
- Poor pedestrian access to overpass south of 47th Street - too steep.
- Poor pedestrian access to parks at Cornell Drive.
- 63rd Street pedestrian overpass is not accessible to the handicapped (stairs).
- 51st Street pedestrian crossing height very steep.
- Insufficient time for pedestrian crossing at 57th to access underpass.
- Safety hazard at 59th Street beach walk - consider barrier to continue north.
- Poor access to 63rd Street beach - too many restricted movements.

6. Objective: Improve Signing and Driver Information System

Comments:

- Improve recreational signing.
- Northbound off-ramp near 51st Street that goes nowhere but back onto Lake Shore Drive is confusing.

7. Objective: Enhance Consistency of Interchange Geometry and Operations

Comments:

- Alderman Bloom wants to create median by utilizing only 2 foot right of way takes on both sides.

Minutes of Meeting
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Page 4 of 4

- Northbound Lake Shore Drive at 57th Street has short amount of time for left turn phase, only permitted on arrow. Consider permitting turn on green signal (non-protected left).
- Southbound traffic mounts the curb at 54th/55th Street.
- Poor drainage at Cornell/Hayes - floods often.
- Poor turning movement from northbound Cornell to westbound Midway.
- Straighten alignments at 63rd Street beach.
- Consider two stoplights separately for northbound and southbound traffic at the 63rd Street beach.
- Consider reconfiguration improvements at the 63rd Street/South Shore Drive intersection. Look at proposal of Chicago Park District.
- Consider eliminating the left turn at 66th Street (Marquette Drive) from northbound Stony Island Avenue; proposed using Cornell/Hayes drive, then southbound and a right turn to Marquette west.

CRSS discussed the project milestone schedule describing the remainder of the project.

CRSS indicated that information relevant to the study will be included in the bimonthly newsletter, which will be mailed to everyone on the attendance list.

CRSS closed the meeting by thanking those in attendance for coming and invited additional input via the questionnaires available in the room.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.



Joy Schaad, P.E.
CRSS Corridor Manager

cc: Wally Kos
Rich Starr
John Tomczyk
Joy Schaad
John Mick
Dick Hain
EJM
PRI
LSD Minutes File

LAKE SHORE DRIVE INPUT MEETING SIGN IN

November 19, 1992

Please print so that we can add you to the newsletter mailing list.

LOCATION: South Shore Cultural Center SHEET 1 OF 3

	<u>NAME AND ORGANIZATION</u>	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
1.	<u>Joseph H. Stroten</u> <u>So. EAST CHGO Comm</u>	<u>1511 E. 53rd St.</u> <u>Chgo. Ill. 60615</u>	<u>324-6926</u>
2.	<u>Joy Schaad</u> <u>CRSS</u>	<u>8700 W Bryn Mawr</u> <u>Chic. Ill 60631</u>	<u>693-1030</u>
3.	<u>WIL TAUBERT</u> <u>" E. C. HATCHETT</u>	<u>MSI 57TH + LSD 60637</u> <u>6446 S GREENWOOD 60637</u>	<u>684-1414 x2211</u> <u>684-9370</u>
* 4.	<u>Phoebe VanValen</u> <u>Alderman Prockwinkles office</u>	<u>5762 S. Ingleside 60615</u> <u>4646 S. Drexel 60653</u>	<u>643-0957</u> <u>536-8103</u>
5.	<u>Sylvia Rost</u> <u>PPAC</u>	<u>5481 E S Cornell 60615</u>	<u>643-8954</u>
6.	<u>Polly Silbermen</u> <u>SSCC</u>	<u>7237 S. Oglesby</u> <u>60649</u>	<u>643-1346</u>
7.	<u>BARRY Q. BOGGIO</u> <u>THE CLINTON COMPANY</u>	<u>5020 S. LAKE SHORE DR</u> <u>CHICAGO, 60615</u>	<u>643-2611</u>
8.	<u>FOREST MARBERLY</u> <u>ALD. Bloom office</u>	<u>2601 E 46th</u> <u>CHICAGO IL 60644</u>	<u>667-0900</u>
9.	<u>Colin Ryan (Thompson)</u>	<u>H P / Herald</u> <u>5240 S. HARPER AVE, CHICAGO 60615</u>	<u>643-8535</u>
10.	<u>ERIC DAVIS</u> <u>CHICAGO PARK DIST.</u>	<u>425 E. MCFETTER DR.</u> <u>CHICAGO 60605</u>	<u>347-6743</u>

* Also Representing Hyde Park Kenwood Community Conference
1513 E 53rd St 60615 - 288-8343 (please add to mail list)

Lake Shore Drive Input Meeting

SIGN IN / NEWSLETTER LIST

LAKE SHORE DRIVE INPUT MEETING SIGN IN

November 19, 1992

Please print so that we can add you to the newsletter mailing list.

LOCATION: South Shore Cultural Center

SHEET

2

OF

3

NAME AND ORGANIZATION

ADDRESS

PHONE NUMBER

1. NANCY HAYS 5000 S. DORCHESTER 373-
JACKSON PAC 60615 0214

2. BILL CLARK 24 E CONGRESS 747-7440

FOR HEISLER → TIBOR HEISLER JPAC 6845 S PAXTON 752 8434

4B. MARTIN STRAWN 2317 E 71ST 4433 6W4

5. Clara Simon-John 5500 So. Shore Dr 363-4812

6A. Thomas Shepherd 5225 S. HARPER 667-0550

for Rep. P. F. CURTIS

7 B. John Tomczyk 312-744

Chic D.O.T. 4536

8 B. Rick Starr

IDOT

9 7. Eugene Ryan

CATS

8.

9.

10.

9

Lake Shore Drive Input Meeting

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MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

ROUTE: Lake Shore Drive/Stony Island Avenue

DATE: NOVEMBER 20, 1992

LOCATION: Chicago Park District
Office of Research & Policy
425 E. McFetridge Drive
Chicago, Illinois

ATTENDANCE:

Eric Davis	Chicago Park District
Kathy Dickhut	Chicago Park District
John Henderson	Chicago Park District
Dick Hain	CRSS
Joy Schaad	CRSS, Corridor Manager

Joy Schaad provided a brief report on the status of the Lake Shore Drive/Stony Island Avenue SRA study. Then she and Dick Hain encouraged a discussion of issues and Park District concerns, area by area on the route.

A summary of Park District comments is provided.

Grant Park

- Use a "divide and conquer" approach to divert some traffic north or south of Grant Park from Monroe and Jackson..
- On Columbus they would like to remove parking and add a landscaped median.
- Parking needs on Columbus will be looked at. Barton-Aschman is doing a parking study.
- Encourage Roosevelt as a spur for a circulator.
- The Monroe Street underground garage is underutilized.
- Sign Randolph for parking garage. Vehicles destined for City Hall could use the Grant Park underground garage.

- Sign "Wacker Exit" at Grand/Illinois to encourage loop traffic to use Randolph or Wacker.
- There are four ramps (2 in each direction) for the parking garage. At rush hour this bogs down Randolph and Monroe, especially southbound.
- Buses on Michigan Avenue/Randolph circulate Randolph to state Street to Columbus Drive.
- Two proposals have been discussed:
 - 1) The "Greening of Columbus Drive"
 - 2) Close Monroe Street east of Columbus Drive.
- A pedestrian problem exists on Randolph Street east of Columbus Drive. Pedestrians must take stairs to the lower level to get across Lake Shore Drive. A decent sidewalk or a connection from the upper to lower level is needed.
- At Monroe Street the traffic signal is short causing a problem for pedestrians. Also there is no island for pedestrian refuge. The possibility of an underpass should be explored.
- If Monroe Street is closed it should be handled like Congress Plaza which has a demand activated signal. It's long length is a plus. Also, Jackson Drive works well except during special events. Then the City closes Jackson to vehicles, so traffic signals are only used by pedestrians.
- Lake Shore Drive median should be upgraded to a single wall or double wall with landscaping. (Park District prefers low planting to trees and removing poles.) There is a related article in "Inland Architect" by Rick Solomon, editor.
- Regarding pedestrians south of Jackson Drive, pedestrian underpasses re being studied for Van Buren and Harrison, but historic constraints of the park must be considered. Balbo Drive doesn't have much pedestrian traffic.
- Lake Shore Drive is 17 feet above the lake in this area.
- Lighting along Lake Shore Drive is from the sides (no centerpoles). Poles are 30 to 35 feet high with customary wider spacing.
- The Chicago Department of Transportation owns the historic 47th Street bridge.

Lincoln Park (north to south)

- The safety of the Hollywood curve is questionable considering the curve and grade. It should be superelevated.
- Need to disperse and distribute traffic.

- The bike path ends at Ardmore and Sheridan Road where pedestrian conflicts arise.
- The Diversey Drive ramp has been considered substandard. The Friends of Lincoln Park, the Chicago Area Running Organization (CARO) and the Chicagoland Bicycle Federation are all concerned. According to Park District information, this area is now the headquarters for Park District Security.
- People often make illegal moves at the Addison off ramp.
- Closing Diversey Drive is not objectionable.
- Fullerton Parkway is very crowded.
- The Chicago Police Department is satisfied with the location and design of the emergency pullouts along north Lake Shore Drive. Contacts on pullouts are Bob Wulkowicz of the Park District (294-2257) and Phil Bryon or Tommy Smith of Chicago DOT.
- Northbound on Lake Shore Drive at Fullerton, interactive signing was in place for 3 to 4 years, but has been removed.
- LaSalle should be made more visually appealing.
- In the LaSalle area, the Chicago Department of Transportation (Chester Kropedlowski) and the Chicago Park District are working on new geometrics for the Cannon Drive "T" intersection.
- To provide CTA bus access to the North Avenue beach house, a bus turn-around has been proposed by removing parking. The idea looks good but no commitments have been made. John McManus of the Park District has details.
- In the Oak Street area, the Park District is working with ACOE to remove the breakwater and enlarge the beach. This should prevent 5 miles of storm damage and flooding area. Another option is to install a Jersey wall with flashboards for flooding.

Jackson Park

- Was designed by Frederick Law Olstead.
- There is an elementary school (Bret Harte) off the northwest corner of the park.
- Regarding Coast Guard Drive and 67th Street. Problems include residential areas, steep grades and an historic bridge at Marquette Drive and Coast Guard Drive.
- At the 59th Street bridge, 6 narrow lanes are problem.

Minutes of Meeting
November 20, 1992
Page 4 of 4

- Concerning the 59th Street bus, Park District looking at Cornell Drive south to Hayes Drive to Marquette Drive. Bus serves 59th Street beach, Jackson Park fields, golf course, Coast Guard Building and the Museum of Science and Industry.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.



Joy Schaad, P.E.
CRSS Corridor Manager

cc: Attendees
Rich Starr
John Tomczyk
Joy Schaad
John Mick
EJM
PRI
LSD Minutes File

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

ROUTE: Lake Shore Drive (Lincoln Park Sections)

DATE: NOVEMBER 23, 1992 - 7:00 P.M.

LOCATION: St. Joseph Hospital
Boikan Conference Center, 2nd Floor
2900 North Inner Drive
Chicago, Illinois

ATTENDANCE:

Lee Hill	Private Citizen
George Sikokis	Private Citizen
Eleanor Roemer	Lake Michigan Federaion
Ed Tamminga	Mid North/Friends of Lincoln Park
Debra O'Shea	Mid North Association
Gary Gray	Lakeview Citizens Council
Neal Davis	Lincoln Park Zoo
Anne O'Shea	Inside Publications
Lynn Krohn	Lincoln Park Long Range Planning Conservation Association
Mike Toolis	SOAR
Duane Davy	Chicago Department of Transportation
Chris Gent	Chicago Department of Planning and Development
Jerry Whiting	Chicago Department of Planning and Development
John Tomczyk	Chicago Department of Transportation
Rich Starr	IDOT
Eugene Ryan	CATS
Charles McLean	EJM Engineering
Joy Schaad	CRSS, Corridor Manager
Dick Hain	CRSS, Transportation Engineer
Mark Thomas	CRSS, Transportation Engineer

The purpose of this meeting was to discuss the portion of Lake Shore Drive in the Lincoln Park area. The specific area covered were from the Chicago River to Hollywood Avenue.

John Tomczyk opened the meeting with some welcoming comments and a general introduction of those who will speak. Eugene Ryan of CATS was then announced as the first speaker.

Eugene Ryan gave a brief overview of the SRA system and the function that the SRA system in the overall 2010 transportation system for the six counties in Northeastern Illinois. He discussed a summary brochure prepared by CATS which described specific proposals for highways, transit systems and funding. He stated that all longer distance trips are ideally put on expressways but this is operationally impossible as there are not enough expressways or available capacity on the existing expressways to handle larger volumes of traffic. He recognized the fact that there are long trips on arterial class streets today and their role of supplementing freeways will continue into the future to an even greater extent. CATS has designated certain arterials as Strategic Regional Arterials and selected IDOT to fund and administer detailed studies of SRA routes. Rich Starr of IDOT was introduced to speak about the SRA studies.

Rich Starr of IDOT described the five year plan of SRA route studies, of which Lake Shore Drive is in Subset 3, or the third year of SRA studies. IDOT has recognized that Lake Shore Drive is a unique route as it passes through Lincoln Park, the north side beaches and harbors. He emphasized that no new lanes are planned to be added nor is commercial or truck traffic being considered to be added to Lake Shore Drive. IDOT is concerned principally with the roadway, not the land use surrounding it and this is the focus of the study. Naturally, any comments regarding improvements to Lake Shore Drive in the areas of roadway safety improvements, intersection or interchange improvements, or pedestrian/bicyclist access improvement are greatly welcomed. Joy Schaad of CRSS was then introduced to speak about the Lake Shore Drive Study.

Joy Schaad began by describing the Lake Shore Drive study, and summarized the study progress and schedule. Objectives for the Lake Shore Drive SRA study have been changed since the June Panel meeting. She informed the attendees of the special role of Lake Shore Drive and the extra efforts being made to receive public input to the project. She described the Lake Shore Drive corridor and made reference of aerial photography and graphics to illustrate the study area. The floor was then opened to public comment and the input was organized into seven categories representing objectives for the Lake Shore Drive study.

1. Objective: Enhance Safety

Comments:

- If the Wilson Avenue interchange is closed, the traffic will go to the already crowded Irving Park Road and Montrose Avenue interchanges.
- The Irving Park Road exit heading northbound is hard to perceive; the Addison Street entrance is too close.
- The exit to the harbor at Belmont Avenue is a back-up problem.
- Access to Fullerton heading northbound is greatly improved due to recent modifications.
- Emergency pull-out south of the North Avenue exit heading northbound is a hazard.
- The striped object markers placed on the barrier wall near Division (bumble bee effect) are ugly, but function to warn drivers of the sharp curve ahead.

2. Objective: Eliminate Operational Problem Spots

Comments:

- Need better access to southbound Lake Shore Drive from North Avenue to Grand Avenue.

- Maintain northbound access to Lake Shore Drive from North Avenue to Grand Avenue.
- Access to Lake Shore Drive from Grand and Illinois Avenues is confusing due to the grade separation and poor signage below the mainlanes.
- The northbound left turn at Chicago Avenue is dangerous.
- Better access to Navy Pier is required.
- The intersection at LaSalle Street west is constrained.
- The three traffic signals at the Belmont interchange cause backups onto Lake Shore Drive and pedestrian problems. Better phasing is also required.

3. Objective: Maintain Vehicle Carrying Capacity

Comments:

- Need bus turn-around at the North Avenue beach house.
- Can traffic be diverted from Fullerton Avenue to LaSalle Street?
- The Lake Shore Drive bus route should be extended to Montrose Avenue.
- Bus stops on the inner drive at Belmont cause backups onto the Drive and should be moved.

4&5. Objective: Improve Bicycle and Pedestrian Access Near and Across Lake Shore Drive

Comments:

- Improve underpasses for bicycles.
- Need more pedestrian access and widened access for bicycles at Chicago Avenue.
- The southbound off ramp at LaSalle Street is a problem for pedestrians.
- Pedestrian traffic on Fullerton Avenue at Lake Shore Drive is hazardous.
- Should redevelop the gun club turn for pedestrians only and remove access ramps to Lake Shore Drive..
- There are hazards for pedestrians and bicyclists at the Wilson and Montrose Avenue interchanges.
- Is it better for pedestrian crossings to go over or under the roadway?

6. Objective: Improve Signing and Driver Information System

Comments:

- Is access between the inner and outer drive from the Chicago River to Oak Street beach addressed in this study?
- Don't want the large, green signs often used on interstate highways used on Lake Shore Drive.
- Should use more aesthetically appealing signs.
- Can the design parameters of signs be changed?

7. Objective: Enhance Consistency of Interchange Geometry and Operations

Comments:

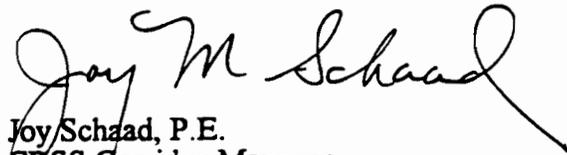
- Lake Shore Drive is a boulevard and should be differentiated from other SRAs.
- What is the consequence of SRA designation?

- Are design details affected by SRA designation?
8. Additional comments presented at the meeting :
- Should extend the planted median treatment to the southern portions of Lake Shore Drive.
 - The need to address aesthetics is an important concern due to the unique character of the Drive.
 - Will Chicago's surface street needs to be addressed?
 - Don't try to attract more traffic to Lake Shore Drive through improvements.

CRSS indicated that information relevant to the study will be included in the bimonthly newsletter, which will be mailed to everyone on the attendance list.

CRSS closed the meeting by thanking those in attendance for coming and invited additional input via the response cards available in the room.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.



Joy Schaad, P.E.
CRSS Corridor Manager

cc: Wally Kos
Rich Starr
Joy Schaad
John Mick
Dick Hain
EJM
PRI
LSD Minutes File

LAKE SHORE DRIVE INPUT MEETING SIGN IN

November 23, 1992

Please print so that we can add you to the newsletter mailing list.

LOCATION: St. Joseph Hospital
Lincoln Park

SHEET 1 OF 3

	<u>NAME AND ORGANIZATION</u> (Self)	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
1.	JOHN Tomczyk Chic D.O.T	Room 600, 320 N Clark	744-7740
2.	Debra O'Shea Mid-North Assn	551 West Belden Chicago, IL 60614	975-6417
3.	Rich Starr IDOT	201 CENTER CT SCHAUMBURG	708-705-4095
4.	Charles McLean EJM Engineering	411 S. Wells St Chicago 60607	312/922-1700
5.	Gary Gray Lake View Citizens Council	703 Cornelia Chicago, IL 60657	549-1106
6.	DWANE DAUP	CHICAGO - DPD 121 N. LASALLE	744-2930
7.	MIKE TOOLIS SOAR	900 LAKE SH DR.	
8.	MARK THOMAS CRSS		
9.	NEAL DAVID LP 200	7200 N. CANNON DR CHICAGO 60614	435-6700
10.	CITIZENS GENT CPD	425 E MCFETRIDGE AVE CHICAGO IL 60605	294-2252

LAKE SHORE DRIVE INPUT MEETING SIGN IN

November 23, 1992

Please print so that we can add you to the newsletter mailing list.

LOCATION: St. Joseph Hospital
Lincoln Park

SHEET 2 OF 3

	<u>NAME AND ORGANIZATION</u>	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
1.	Joy Schaad ICRSS	8700 W. Bryn Maur Ave. Chic 60613	312-714 7222
2.	Eugene Ryan CATS	300 W. Adams Chicago	
3.	ED TAMMUSGA MID NORTH/FLP.	2120 N. CLARK CHICAGO 60614	248.0554
4.	Lynn Krohn CD Long Range Plan.	1830 N. Lincoln Ave Chgo IL 60614	337-3624
5.	Elleanor K. Roen Lake Mich. Fiduciary	59 E. Van Buren Chicago 40605	939.0838
6.	Judith Wintery	24 E. Congress	747-7440
7.			
8.			
9.			
10.			

LAKE SHORE DRIVE INPUT MEETING SIGN IN

November 23, 1992

Please print so that we can add you to the newsletter mailing list.

LOCATION: St. Joseph Hospital
Lincoln Park

SHEET 3 OF 3

	<u>NAME AND ORGANIZATION</u>	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
1.	<u>Dick Hain</u> <u>CRSS</u>	<u>8700 W. Bryn Mawr</u> <u>Ave. - Chi. 60613</u>	<u>312-764</u> <u>7222</u>
2.	<u>GEORGE SIKOKS</u>	<u>777 N. Michigan</u>	<u>944-7707</u>
3.	<u>Lee Hill</u>	<u>700 Bittersweet 60613</u>	<u>281-4124</u>
4.	<u>ANNE O'SNEA</u> <u>Inside Publications</u>	<u>840 W. FLORENCE</u>	<u>508-7403</u>
5.			
6.			
7.			
8.			
9.			
10.			

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Lake Shore Drive (LSD) / Stony Island Avenue

DATE OF MEETING: September 28, 1995

LOCATION: City of Chicago
121 North LaSalle Street, Room 1003A
Chicago, Illinois

ATTENDANCE:

IDOT:

Rich Starr Project Manager, SRA Studies
Wally Kos Bureau Chief, Programming

City of Chicago:

Barbara Maloof CDOT, City Planner V
Kevin Stanciel Department of Environment (DOE)

Meridian Engineers & Planners:

Robert Ryan Project Manager
Mark Rinnan Senior Transportation Planner
Eric Widstrand Transportation Engineer

Environmental and Planning Groups:

Erma Trantor Friends of the Parks (FOP)
Carl Friedenber Museum of Science and Industry (MSI)

The main purpose of the meeting was to **brief interested environmental and planning groups regarding concepts developed for the study**. The presentation included a series of about thirty-three (33) overhead slides, copies of which were made available to attendees in a handout packet (see attached). Mr. Ryan was the principal presenter. A mailing list of organizations invited to attend this meeting is also attached. The **major comments** were as follows:

- The Friends of the Park (FOP):
 - are pleased with current Lake Shore Drive Goals and Objectives.
 - requested that the North LSD median be used as a model for the entire corridor.
 - is concerned with south LSD safety issues.
 - requests that a permanent divider be provided on south LSD.
- FOP noted the significance of Olmsted's design of Jackson Park and that it would be tough to move the road into the park for a planted median.
- The FOP is opposed to a permanent drive (at about 58th Street extended) which is currently proposed as a temporary parking lot access road. Improved transit, shuttle, or trolley service, should be considered instead of road improvements.
- FOP noted the unique French influence on the design of Grant Park. The FOP believes that the Grant Park design integrity should not be compromised. FOP believes that pedestrian concourses could compromise this integrity.

Other points discussed were as follows:

- DOE mentioned that four to five years ago a plan was considered to restrict left turn lanes at Chicago Avenue. The intent was to re-direct Streeterville traffic through the Illinois/Grand Avenue interchange area.
- The MSI noted that it would be difficult to re-direct cars off Cornell Drive if the street were to remain open to traffic.
- Access to the recently constructed front entrance turn-out at Doctor's Hospital of Hyde Park may affect the conceptual Stony Island Avenue parking plan.
- The CTA provides bus service to La Rabida Children's Hospital. The route may utilize 67th Street.
- The MSI experiences about 90 total days of excessive traffic. This traffic typically occurs on weekends. Mr. Friedenberg also mentioned that there are another 40 to 45 days where existing parking capacity is not enough to handle the crowds. These busy days typically occur on free admission Thursdays.
- The MSI reiterated that the lots used to replace parking spaces lost due to construction of the underground parking garage are temporary in nature, and will be removed once the garage is complete.
- The FOP favors the removal of the NB exit and entrance ramps at 50th Street (old Nike missile site ramps.)
- The MSI noted that speed limit enforcement is particularly difficult on south LSD between 57th Drive and Hayes Drive because of the lack of shoulder or pull out bays.
- Mr. Friedenberg mentioned that he thought the Wilson Avenue interchange was the last of the three (Montrose-Wilson-Lawrence) interchanges to be constructed. He believes the interchange was constructed before 1953.

ACTION ITEMS

- The CDOT will contact the Chicago Police Department about increasing speed limit enforcement measures on LSD between 57th Drive and Hayes Drive.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert J. Ryan
Project Manager

RJR/mr

cc: LSD - Meeting Minutes File
Attendees

E.5 PUBLIC MEETING COMMENTS

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Meeting Objectives

In an effort to maximize public participation in the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial (SRA) study, the Illinois Department of Transportation (IDOT) held a series of meetings along the corridor. The reasons for holding these meetings were as follows:

- provide an overview of the alternatives that have been developed to date.
- describe how these alternatives and the study process have been refined after receipt of input from various city agencies, interest groups, and citizens.
- receive public comments before proceeding to a public hearing.
- provide a summary of conceptual recommendations focusing on the following sections along the corridor:
 - **Grant and Lincoln Parks** (Roosevelt Road to Irving Park Road). This meeting was held on Thursday, October 5, 1995 at the Chicago Historical Society. Nine people attended this meeting.
 - **North end from Montrose to Peterson** (including the Hollywood/Ridge connection to US 14 at Peterson and Bryn Mawr, Foster, Broadway and Ashland in the Dispersion Area). The Margate Field House was the site for the meeting held on Tuesday, October 10, 1995. Eight citizens attended the meeting.
 - **Burnham Park** (57th Drive to 23rd Street). This meeting was held on Wednesday, October 11, 1995, in the second floor auditorium of Mercy Hospital. Four people attended this meeting.
 - **Stony Island Avenue** (95th Street to 67th Street). Held on Thursday, October 12, 1995 at the Avalon Park Field House. Approximately forty-seven people attend.
 - **Jackson Park** (68th Street to 47th Street). The Little Theater at the Museum of Science and Industry was the site for this Monday, October 16, 1995 meeting. Meeting attendance was thirteen people.

Presentation Format

Public meeting registers for each of the five meetings held are included at the back of this document. Two of the register sheets for the Avalon Park Field House meeting were misplaced. The attendance figure of forty seven for this meeting is based upon an approximate headcount taken by the presentation team.

A thirty minute informal exhibit viewing and question and answer period preceded each meeting. A video tape showing the corridor was played during this informal period. A formal presentation (about 40 minutes long) started promptly at 7 p.m. The principal presenter for this portion was Mr. Robert Ryan of Meridian Engineers and Planners (MEP). Mr. Rich Starr and Mr. Ed Zak represented the Illinois Department of Transportation (IDOT). The Chicago Department of Transportation (CDOT) was represented by a staff member at each meeting. The presentation format used dual overhead slide format with Mr. Eric Widstrand and Mr. Mark Rinnan of MEP assisting. The formal presentation included a common set of introductory slides followed by exhibits depicting conceptual alternatives developed for the previously described section relevant to that area along the corridor. Overhead slides for concepts developed for other areas along the entire route were also available. Exhibits displayed included the following:

- general aerial photo plan views (1"=400' scale) showing the entire corridor and a concept for each potential improvement location.
- more detailed aerial photo plan views (1"=200' scale) showing possible cross-section and conceptual plan details of each alternative developed for spot improvement locations within the geographic area for that particular meeting.
- easel-mounted 2-1/2' by 4' exhibits showing:
 - corridor Planning and Design Objectives.
 - a map for the entire SRA system.
 - a corridor map for Lake Shore Drive/Stony Island Avenue.
 - color aerial photo plan views (1"= 300' scale) along Lake Shore Drive from Randolph Street to Hollywood Avenue.

Public Comments

This section contains citizen comments, listed in the order in which the meetings occurred. It should be noted that **some meeting comments involved concepts located outside the portion of the study area presented at that meeting.** These comments are included in a *Comments concerning other corridor concepts* section which follows each geographic sub-area. **This section includes: documentation of verbal comments and a compilation of written comments.**

Grant and Lincoln Parks

Comments received at this October 5, 1995 meeting held at the Chicago Historical Society are listed below. Several comments are listed under location-specific headings for clarity.

General comments:

- There is concern about traffic management (both parking management and traffic congestion) at Navy Pier.
- People recognize the need to improve access to the Streeterville area through the provision of dual left turn lanes on northbound LSD at Chicago Avenue.
- Improved pedestrian access to the lakefront in the vicinity of Buckingham Fountain from the west side of LSD is desirable.
- Provide early warning to drivers on LSD and east-west streets when the Navy Pier parking lots are full.

Specific comments about the Grant and Lincoln Park section:

- Excellent ideas for: access from LSD to Chicago, widening of Chicago Avenue, and access onto southbound LSD at Superior.
- (Proposed pedestrian) underpasses are wonderful, but is it reasonable to propose them given their cost?
- One person noted people like running or jogging close to lake. Pedestrian paths should be generally located adjacent to the lake.

Public Comments

- The same person likes the urban look of the pedestrian path along the east side of LSD in the Streeterville area. There is no need to change that appearance.
- Examine providing a right turn lane from SB Inner Drive to WB Chicago Ave.
- Consider an underpass from NB Lake Shore Drive to WB Chicago Avenue. Since trucks are not allowed on LSD, ramp grades and curves could be greater than usual.
- Navy Pier traffic will impact Lake Shore Drive operation
- Consider raising Lake Shore Drive and extending lower Lake Shore Drive north of Grand Avenue and providing interchanges at Grand Avenue and Illinois Street (a sketch concept showing how this interchange would look was received by mail after the meeting).
- Concern about impacts to traffic caused by light rail on Illinois Street and Grand Avenue.
- Why not use Ohio Street or Ontario Street as direct access to LSD southbound?
Especially since Ohio Street is an arterial
- Any alternative needs to consider how swimmers can get into and out of Lake Michigan, especially along the segment between the Oak Street and Ohio Street beaches.
- Work with Bob Nauert of the Chicago Historical Society as he heads the Lincoln Park Advisory Council task force for traffic in this area and is actively pursuing these changes.

Fullerton Avenue comments:

- Concern about congestion at Fullerton Avenue and Lake Shore Drive
- Friends of the Park were obstructionist regarding the Fullerton Avenue improvements west of Lake Shore Drive
- Consider eliminating parking on east-west arterials

Diversey Parkway

- Add north/south pedestrian/bicycle path improvements at Diversey Harbor. This is reflected in the Lincoln Park Framework Plan.
- The Park District already has funds to remove the Diversey Point/Gun Club ramps and is supposed to be doing this now.

Public Comments

- Widen east-west pedestrian path (north of harbor) under Lake Shore Drive or as a new concourse.

Belmont Avenue

- The SRA Study should not make any modifications to the improvements proposed by the CDOT Study of the Belmont Avenue interchange.
- The community already worked closely with Civiltech (a consulting firm) and is generally happy with the results. You should incorporate these. The area west of the Drive is critical to any changes - including the pedestrian access through tunnel.
- Moving the Yacht Club and landfill into the harbor was proposed in the Framework Plan was based on money available from MPEA. It is unnecessary given results of the community working with Civiltech.

Recreation Drive/Irving Park Road

- Recreation Drive was recommended to be converted to a northbound entrance ramp in the Lincoln Park Framework Plan, consider time management as an option to allow an on-ramp in that location.

North end from Montrose to Peterson

Comments received at this October 10, 1995 meeting held at the Margate Field House are listed below.

General Comments

- Representatives from Alderman Smith and Alderman Shiller noted their concern about loss of access to adjacent neighborhoods should any of the ramp removal concepts be implemented.

Specific Comments about the North end from Montrose to Peterson:

- Signal improvements made along Sheridan Road (made to facilitate traffic flow along alternate routes during Kennedy Expressway reconstruction) have made it impossible for

Public Comments

high-rise garage and minor cross street traffic to get onto Sheridan Road (main street traffic lacks sufficient gaps.)

- Consider removing parking along Foster to facilitate traffic diversions.
- The Chicago Park District is meeting with the Lincoln Park Advisory Council to discuss road removal concepts on Monday, October 16, 1995.
- One citizen commented that they like the concept to improve the Montrose CTA route to the lakefront (such as using Montrose, Simonds, Wilson, and Marine) **without building any facilities** (such as turn-arounds or buildings).
- It was noted that the CDOT is developing a master traffic management plan for the Edgewater area. Any citizen that wishes to provide ideas or serve on the Task Force should contact Alderman Smith's office.
- The Montrose-Wilson-Lawrence interchange modification alternatives should consider how useful returned green space would be to the community. Green space returned in the northeast quadrant of the Montrose interchange is just behind a Park District maintenance garage and probably would be of little use to the community. Green space returned in the northeast quadrant of the Wilson interchange is adjacent to the Margate Field House and may be of significant use to the community.

Comments concerning other corridor concepts

- Consider moving LaSalle Drive/North Avenue interchange ramps closer to mainline Lake Shore Drive, similar to Belmont Avenue interchange.
- The SRA study should mirror the Lincoln Park Framework Plan recommendation (page 37, number 29, last bullet) to widen both sidewalks on the LSD bridge over Diversey Harbor to better accommodate pedestrians/bicyclists.
- The right-hand lane northbound on-ramp at the LSD interchange with Michigan Avenue becomes a right-turn only (exit only) lane (at North Avenue). You have to merge left, which tends to be a hazardous maneuver.

Public Comments

Burnham Park

Public comments for this October 11, 1995 meeting held at Mercy Hospital include:

General comments:

- The 31st Street bridge has been rehabilitated to allow for improved pedestrian access to the lakefront.
- The development of a separate collector/distributor road for trucks on southbound LSD between Interstate 55 and 31st Street should allow for landscaping to shield drivers from a view of parked trucks.

Specific comments about the Burnham Park section:

- Reducing the number of northbound lanes between 53rd Street and 47th Street to 3 is a sensible approach.
- Northbound laneage along Lake Shore Drive should not be reduced between 53rd Street and 47th Street because this area provides a release from the bottleneck that extends from 57th Drive to 71st Street/Yates/South Shore Drive. If a lane is removed it will add unnecessary time and frustration to the northbound drive in the morning.
- Overhead exhibits should not identify "structures" unless we are proposing to build new structures or rehabilitate old structures.
- The pedestrian overpass at Oakwood Boulevard needs to be called out on the proposed improvement exhibit.

Stony Island Avenue (SIA) Meeting

The following comments were made during the **October 12, 1995 meeting at the Avalon Park Field House.**

General comments:

- The SRA Study should consider how pedestrians will cross Stony Island Avenue. There was particular concern about pedestrians in the vicinity of 79th Street.
- The concept of SIA as a Southern Gateway to Chicago was well received.

Public Comments

Specific comments about the Stony Island Avenue section include:

- One person protested that there were no minorities presenting to the community. The protester expressed his dissatisfaction by walking out during the introductory portion of the formal presentation.
- Consider pedestrian island midway at 79th Street/SIA intersection.
- Eliminate some of the east-west cross streets and do not make U-turn lanes on SIA.
- Improve pedestrian safety and reduce traffic in the 79th Street/South Chicago Street/Stony Island Avenue area.
- Provide better access south on SIA to 95th Street and the Calumet Expressway.
- Improve traffic signal timing, especially for turning movements.
- Consider pedestrian overpass at 79th Street/SIA intersection.
- Provide better lighting at 95th Street underpass.
- Provide push button control for pedestrians at signalized intersections, make the buttons larger so they are handicapped accessible.
- Concern about better pedestrian crossing at 79th Street/SIA intersection
- Improve problem spot at 79th Street/SIA intersection.
- Improve viaduct north of 95th Street, three lanes merge into two lanes and traffic backs up to 87th Street.
- Make adjustment to turn signals along SIA between 87th Street and 95th Street because only two cars can get through at one time.
- If widening is considered between 87th Street and 95th Street consider narrowing median in order to avoid impacting businesses and property along SIA.
- Would like to see travel speed on SIA stay the same.
- Do not remove any lanes from SIA.
- Unsure of need for median closure.
- Concern over more traffic on neighborhood streets due to median closures.
- Would like South Shore Drive widened from 71st Street to Indiana State Line.
- Need better lighting south of 95th Street and more trees in median.

Public Comments

- Concern about additional traffic signals. (None are being proposed).
- It is dangerous for pedestrians to cross SIA.
- Concern about any light rail transit recommendations (light rail is not being considered).
- SIA is the main north-south street between King Drive and Jeffrey Boulevard.
- No specific concerns were mentioned regarding CTA bus routes or service along SIA.

Jackson Park

Comments made at the **October 16, 1995 meeting held at the Museum of Science and Industry** include the following:

General comments:

- The concept of realigning Hayes Drive was well received.
- The concept of making a permanent signalized intersection at 58th Street was not well received.
- The concept of an additional pedestrian overpass instead of a pedestrian crosswalk at the 58th Street intersection seemed to address several concerns.
- The concept of extending a planted median along SIA between 67th Street and 57th Street seemed difficult for people to grasp.

Specific comments about the Jackson Park section were:

- Improve traffic entrance onto Lake Shore Drive at 57th Drive.
- Disagrees with any concept that eliminates use of Cornell Drive because it will reduce access to Jackson Park.
- Students from Brett Harte School use the playground east of Stony Island Avenue north of 57th Street.
- There is a need for a pedestrian crossing across Lake Shore Drive at 58th Street. Park users not neighborhood residents would use a 58th Street beach access. A pedestrian overpass should be considered.

Public Comments

- The Chicago Police Department does not have enough cars to enforce speed limits on Lake Shore Drive. It is not unusual for vehicles to travel at 70 mph.
- Different pavement types should be examined which provide better traction during wet conditions.
- A brick sewer (intercept) is located in Jackson Park east of Stony Island Avenue and runs under part of Cornell Drive.
- Realigning Hayes Drive is desirable.
- Good idea to realign Hayes Drive for entrance to the beach.
- Consider a pedestrian overpass south of the Museum of Science and Industry and north of the 59th Street bridge to get onto the beach.
- The 57th Drive/Lake Shore Drive intersection is an operational problem spot.

E.6 PUBLIC HEARING COMMENTS

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Meeting Objectives

In an effort to maximize public participation in the Lake Shore Drive/Stony Island Avenue Strategic Regional Arterial (SRA) study, the Illinois Department of Transportation (IDOT) held a public hearing at the Chicago Cultural Center on Monday, February 26, 1996. The reasons for holding this meeting were as follows:

- provide an overview of the alternatives that have been developed for inclusion in the final report.
- describe how these alternatives and the study process have been refined after receipt of input from various city agencies, interest groups, and citizens.
- receive public comments before completing a final report.
- provide a summary of conceptual recommendations focusing on the following sections along the corridor:
 - Stony Island Avenue
 - Jackson Park
 - Burnham Park
 - Grant Park
 - Streeterville
 - Lincoln Park
 - Edgewater/Dispersion Area

Presentation Format

A 20 minute slide show was presented every half hour during the public hearing. This presentation included photographs showing existing conditions and geometric details and cross-sections showing proposed improvements. In addition to the slide presentation, aerial exhibits and geometric details showing proposed improvements were available for viewing in an adjacent room. Illinois Department of Transportation staff and their consultant, Meridian Engineers & Planners, Inc. were available to answer questions and to discuss the proposed improvements.

Public Comments

This section contains a summary of verbal and written comments received at the hearing and during the thirty day comment period following the public hearing.

Comments received at the February 26, 1996 meeting held at the Chicago Cultural Center are listed below. Many comments are listed under location-specific headings for clarity.

General comments:

- This study should take into account the consideration of bus high occupancy vehicle lanes along Lake Shore Drive.
- Reduce the impact of vehicular traffic through the parks and on the lakefront.
- Develop comprehensive landscape and design standards for Lake Shore Drive and Stony Island Avenue improvements.
- Consider historical lighting on South Lake Shore Drive similar to North Lake Shore Drive.
- Determine primary purposes of the roadway.
- Add non-auto alternatives to the roadway including a monorail and a gas-powered trolley.
- Money should be set aside for non-auto transportation modes along the lakefront.
- Provide appropriate signage to direct drivers to attractions, parking and parking alternatives.
- General clean-up should be made along Stony Island Avenue, King Drive, empty lots and along expressways and ramps. Hire young people to do the clean-up.
- Provide one-quarter mile pedestrian access to the lakefront.
- Improve public transportation and reduce auto traffic everywhere. Lake Shore Drive should be a scenic drive.
- Reduce speed limits on Lake Shore Drive.
- Improve aesthetics along Lake Shore Drive with trees and greener parkland.

Public Comments

Specific comments about the Stony Island Avenue section include:

- Improve the geometrics (for safety reasons) and aesthetics on the northbound I-94 to Stony Island Avenue exist ramps
- Widening Stony Island Avenue under the BRC RR viaduct is important to industries in the area for improved access for shipping goods. These industries are also concerned with the appearance of the area.
- Who will be responsible for maintenance of median landscaping?
- Concern about noise along Stony Island Avenue.
- Do not route Chicago Skyway traffic to Chicago Loop via Lake Shore Drive.

Specific comments about the Jackson Park section include:

- The proposed intersection at 58th Street should be for pedestrian access across Lake Shore Drive only. No auto access should be allowed at this intersection.
- The 57th Drive/ Lake Shore Drive intersection should provide a left-turn signal phase for northbound to westbound left-turning traffic. No other geometric modifications should be made to this intersection.
- The temporary barriers on South Lake Shore Drive should be replaced with permanent barriers similar to those on North Lake Shore Drive.
- No widening of Cornell Drive should take place.
- A bus stop at 63rd Street should be placed west of Lake Shore Drive where beach users can use the pedestrian overpass to reach it.
- The east portion of the 63rd Street Beach parking lot should be removed and landscaped.
- The Jackson Park Golf Driving Range should be moved to Rainbow Beach and the Jackson Park area returned to track and field uses.
- Essentially there are freeways running through Jackson Park. Reduce the amount of pavement in Jackson Park.
- There should be a median opening along Cornell Drive which allows traffic leaving the Jackson Park Fieldhouse to travel north on Cornell Drive.

Public Comments

- Cornell Drive is needed to relieve Stony Island Avenue congestion during peak periods.
- Reducing traffic delays in Jackson Park would improve the use of Stony Island Avenue as a gateway to Chicago.
- Remove Cornell Drive north of Hayes Drive. Improve the Hayes Drive to Cornell Drive connection.
- Minimize the disruption to the area of the 63rd Street Beach parking lot where musicians congregate and perform. Survey users of this area to see how to improve it. Provide park benches at a minimum.
- Remove Cornell Drive traffic from Jackson Park and move traffic to Dan Ryan Expressway.
- Reconstruct 57th Drive pedestrian overpass to go over bike path.
- The proposed geometry at 67th Street, defined as Alternatives B-1, B-2 and C, is an improvement over the existing conditions.
- Do not route Cornell Drive traffic along Stony Island Avenue because of sensitive land uses along Stony Island Avenue.
- The proposed median in the vicinity of 57th Drive should be landscaped.

Specific comments about the Burnham Park section:

- Restore art-deco style bridges and lighting fixtures in this area.
- Extend the median concept to the south.
- There was support for removing two lanes of traffic on South Lake Shore Drive and replacing shoulder with barrier curb and gutter.
- There is confusion at the 31st Street interchange between southbound McCormick Place traffic and southbound exiting traffic.
- It is a good idea to improve the 53rd Street ramp geometry and a bad idea to consider a signalized intersection at 53rd Street.

Specific comments about the Grant Park section:

- Improve pedestrian and bicycle access across Lake Shore Drive at Monroe Drive.

Public Comments

- Do not build a structure over Lake Shore Drive at Buckingham Fountain. Leave the pedestrian crossing as it is.
- Emphasize Columbus Drive as the main access to downtown Chicago which would de-emphasize left turns from Lake Shore Drive.

Specific comments about the Streeterville section:

- A resident stated that other residents would be supportive of efforts to improve traffic flow in the Streeterville area.
- Providing dual left turn lanes at Chicago Avenue only increases congestion on streets such as Fairbanks Court and Mies van der Rohe. Provide a free flow exit ramp from northbound Lake Shore Drive to Inner Drive between Erie Street and Superior Street. A southbound entrance ramp onto Lake Shore Drive would be provided south of Superior Street. A similar configuration could work for a proposed interchange at Division Street. These ramps would be grade separated underneath the mainline lanes of Lake Shore Drive.
- Improve traffic flow on Ohio, Ontario, Grand, Illinois and Chicago by removing on-street parking.
- Access to/from Lake Shore Drive at Illinois and Grand Avenues is confusing due to the street network. Congestion becomes worse when an event is taking place at Navy Pier. A cloverleaf interchange at Illinois/Grand would improve access.
- Do not narrow the Inner Drive.
- Streeterville residents would like to see a landscaped median even if it means a narrower pedestrian walkway along the lakefront.
- Use aesthetically pleasing barrier walls instead of yellow and black striped walls at S-curve. Use superelevation to reduce collisions with walls at S-curve.
- Architectural lighting would be a huge improvement over standard highway lighting.

Public Comments

Specific comments about Diversey Parkway:

- Diversey ramps should not be closed but should be used for vehicles driven by disabled people. It is difficult to park at the Diversey Harbor lot, west of Lake Shore Drive, and walk to the lakefront because of the narrow access path at Diversey Harbor under Lake Shore Drive. There are conflicts with several user groups such as pedestrians, bicyclists and roller-bladers.

Specific comments about Belmont Avenue:

- Traffic congestion will increase at Belmont Avenue if the northbound exit and southbound entrance ramps at Montrose and Wilson Avenues are closed.

Specific comments about Recreation Drive/Irving Park Road:

- There is concern about safety on Recreation Drive south of Irving Park Road because of poor pavement markings indicating this along this segment of Recreation Drive.

Specific Comments about the segment from Montrose to Hollywood:

- The Wilson Avenue ramps should not be closed because they connect Lake Shore Drive to Weiss Memorial Hospital, Truman College, high-density residential high rises and major arterial areas. Closing the ramps would increase congestion on the surrounding street network.
- Eliminating the northbound entrance and southbound exit ramps at Montrose and Wilson Avenues will produce tremendous traffic problems on Clarendon Avenue and Marine Drive.

Specific Comments about the Dispersion Area:

- The dispersion area is not large enough.
- Traffic should be diverted off of Lake Shore Drive as far south as Montrose Avenue.
- Do not remove the Bryn Mawr Avenue exit ramp.
- Do not limit parking on Broadway Avenue because it would negatively impact area businesses. Do not force more traffic onto Broadway.

Public Comments

- Do not force more traffic onto Sheridan Road and include reduction of traffic on Sheridan as part of goal in this area of the study. Provide same level of attention to Sheridan Road as is being provided to Hollywood and Ridge Avenues.

PUBLIC HEARING REGISTER

(SRA)

Project: LAKE SHORE DRIVE/STONY ISLAND AVENUE FROM I-94 TO HOLLYWOOD AVE.

Location: CHICAGO CULTURAL CENTER

Date: 2/26/96

Time: 3-8 P.M.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Barbara P. Gaston	8755 S. Cornell Chicago, IL 8755 S Zip 60617	Self <input checked="" type="checkbox"/> Other
L	2 IRTORE/NOFF	125 E. DELAWARE PL CHICAGO Zip 60611	Self <input checked="" type="checkbox"/> Other
E	3 MRS. Bathreda Draper Mid-South Planning & Development	4305 S. King St Chicago, IL Zip 60653	Self _____ Other MID-SOUTH
A	4 ROBERT C. MASON	1511 E. 53rd St CHICAGO IL Zip 60615	Self _____ Other SOUTH EAST CHICAGO COMM ISSUES
S	5 DILLAN MELLIS	1115 W MONTANA CHICAGO Zip 60611	Self _____ Other LP PARIZING TRAFFIC
E	6 JORGE J. PEREZ S/E CHICAGO DEV. COMM.	9204 S. COMMERCIAL CHICAGO, IL Zip 60617	Self _____ Other <input checked="" type="checkbox"/> S/E CHICAGO DEV.
P	7 Donna DeGrazia Ad. Hous. Office	121 N. La Salle Chgc. Zip	Self _____ Other <input checked="" type="checkbox"/>
R	8 Marie Harrigan Loyola Univ Chicago	870 N. Michigan Ave Univ Tower Rm 301 Chicago Zip 60611	Self _____ Other Loyola Univ Chicago
I	9 Richard Gill	1700 E. 56th St #1109 CHICAGO IL Zip 60637	Self <input checked="" type="checkbox"/> Other
N	10 CHRIS BRANYK university outdoor	930 STILES DR ADDISON IL Zip 60101	Self <input checked="" type="checkbox"/> Other
T	11 Barbara Wichura	5450 East View Park Chicago IL Zip 60615	Self <input checked="" type="checkbox"/> Other
	12 Eugene Ryan	CATS Zip	Self <input checked="" type="checkbox"/> Other

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(SRA)

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	Name	Address	Representing
P	1 Helen HOGARTH	5432 S. Eastview Chicago IL Zip 60615	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> Eastview Pl
L	2 Cheri Heranuls	CDOT 30 N LaSalle. 5th fl Chicago Zip 60602	Self <input type="checkbox"/> Other <input type="checkbox"/> CDOT
E	3 DAVID JONES CIVITAS	1404 SOUTH BLVD. EVANSTON IL 60202 Zip	Self <input type="checkbox"/> Other <input type="checkbox"/>
A	4 Erma Traiter Friends of the Park	407 So. Dearborn Suite 1590 Chicago Zip 60605	Self <input type="checkbox"/> Other <input type="checkbox"/>
S	5 Kelly Dickhut LPAC	1760 W Arthur Chicago Zip 60616	Self <input type="checkbox"/> Other <input type="checkbox"/> LPAC
E	6 Betsy Altman LPAC	3300 N Lake Shore Chicago Zip 60657	Self <input type="checkbox"/> Other <input type="checkbox"/> LPAC
P	7 Tom Lester	307 Pine St Deerfield IL Zip 60015	Self <input type="checkbox"/> Other <input type="checkbox"/> Maridian
R	8 Polly Silberman	7237 S. Oglesby Chicago Zip 60649	Self <input type="checkbox"/> Other <input type="checkbox"/> South Lakefront Coalition
I	9 Sylvia Royt	548 E South Cornell Chicago, IL Zip 60615	Self <input type="checkbox"/> Promontory Point Advisory Council Other <input type="checkbox"/>
N	10 Sheli Kulkin	6101 N. Sheridan Chicago, IL Zip 60660	Self <input type="checkbox"/> Other <input type="checkbox"/> A.S.C.O.
T	11 Joy Schaad	1148 Pensacola Chicago, Ill Zip 60613	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	12 Greg Ptucha	1130 S Mich Ave #3115 Chgo Zip 60605	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>

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To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1	N.M. SILBERMAN 7237 S. Oglesby Chicago IL Zip 60649	Self _____ Other METRO SENIORS IN ACTION
L	2	A. Henning 5452 N Wayne Chicago IL Zip 60640	Self <input checked="" type="checkbox"/> Other _____
E	3	Ed CERNY 8936 ORIOLE MORTON GROVE, IL Zip 60053	Self _____ Other MCHAY CONTRACTORS
R	4	MIKE SKIRKA 5718 N WAYNE CHICAGO IL Zip 60660	Self <input checked="" type="checkbox"/> Other _____
S	5	Grady Moffett 1740 E 52nd Street Chicago IL 60615 Zip 60615	Self <input checked="" type="checkbox"/> Other _____
E	6	Kevin Kell 819 S. Wabash Suite 800 Chicago, IL Zip 60605	Self <input checked="" type="checkbox"/> Other _____
P	7	Randy Nerfeld 417 S. Dearborn #1000 Chicago, IL Zip 60605	Self _____ Other Chicago Land Bicycle Federation
R	8	John Walsh 2017 W. Arastip Chicago IL Zip 60625	Self _____ Other Metro Trans. Group
I	9	MICHAEL G. KOERNER 1136 W. GLENDALE APPUSTON WI Zip 54914	Self <input checked="" type="checkbox"/> Other _____
N	10	_____ _____ Zip _____	Self _____ Other _____
T	11	_____ _____ Zip _____	Self _____ Other _____
	12	_____ _____ Zip _____	Self _____ Other _____

PUBLIC HEARING REGISTER

(SRA)

Project: LAKE SHORE DRIVE/STONY ISLAND AVENUE FROM I-94 TO HOLLYWOOD AVE.

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Date: 2/26/96

Time: 3-8 P.M.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 LEON M DESPRES	5830 S STONY ISLAND Zip 37	Self <input checked="" type="checkbox"/> Other
L	2 Dennis McClendon	899 S Plymouth 1004 Zip 60605	Self <input type="checkbox"/> Other
E	3 Bill MURPHY	27 W Chestnut Chicago IL Zip 60605	Self <input checked="" type="checkbox"/> Other
A	4 Joyce O'Rourke	220 S. State St. Chicago (Sta 1880) Zip 60604	Self Other Openlands Project
S	5 STAN ALLAN	999 LSD Zip 60611	Self <input checked="" type="checkbox"/> Other
E	6 David Trast	5457 N. Broadway Chicago Zip 60640	Self Other Ald Smith
P	7 PATRIC McCoy	2540 E. 78th CHICAGO IL Zip 60649	Self <input checked="" type="checkbox"/> Other
R	8 Eleanor K. Row	59 E. Van Buren #3215 Chicago IL Zip 60605	Self Other Lake Michigan Federation
A	9 Steven Bahnsen	2901 S King St #608 Chicago IL Zip 60614	Self <input checked="" type="checkbox"/> Other
I	10		Self Other
N	11		Self Other
T	12		Self Other

- Chicago Park District, Office of Research and Planning, and the Grant Park Steering Committee. DRAFT Grant Park Management and Restoration Plan [Chicago, IL.]: Chicago Park District, June 1991.
- Friends of Downtown. Statement on the Grant Park Management and Restoration Plan [Chicago, IL.]: Friends of Downtown, April 15, 1991.
- Chicago Park District, A Traffic and Parking Survey Study of Lincoln Park and Environs: Final Report [Chicago, IL.]: Ashish Sen & Associates, Inc., December 3, 1991.
- Chicago Park District and the Lincoln Park Steering Committee. Lincoln Park Framework Plan [Chicago, IL.]: Chicago Park District, first printing: Spring 1995.
- Edgewater Community Council. Edgewater's Lakefront "The Next Mile" Peoria: Irving-Klass Graphics, Inc. 1987.
- City of Chicago, Department of Public Works. Edgewater Traffic Planning Study [Chicago, IL.]: City of Chicago, September 1986.

F.2 DATA SOURCES -

- Municipal Code of Chicago, 1987 Chicago Zoning Ordinance, Chapter 149B, Lake Michigan and Chicago Lakefront Protection Ordinance, pages 194B-1 to 194B-4 and zoning map pages 1 to 34.
- Chicago Bicycling Map, 1991, by the Chicagoland Bicycle Federation.

Available traffic information was analyzed to determine Average Daily Traffic (ADT) volumes throughout the corridor. Sources used were:

- 1979 Traffic Map, Chicago, Illinois, by the Chicago Bureau of Street Traffic and the FHWA.
- 1990 Chicago Area Transportation Study Average Daily Traffic on Northeastern Illinois Expressways
- 1990 Average Daily Traffic Map, State Primary Highways, by the Illinois Department of Transportation.
- 1986 Edgewater Traffic Planning Study by the Chicago Department of Public Works.
- 1992, 1993 and 1995 Traffic Surveillance printouts from the recently installed Lake Shore Drive surveillance system.

- Long term machine count data by the City and IDOT.
- Various localized mainline and intersection machine and manual counts by the City and IDOT.
- 1982 traffic data expanded to 1990 and 2010 projections from the McCorminck Expansion Transportation Report by Parsons DeLeuw, Inc. for the Metropolitan Pier and Exposition Authority.
- 2010 projected traffic from the Chicago Area Transportation Study's computer model run with SRAs.