FINAL REPORT

STRATEGIC REGIONAL ARTERIAL

DEMPSTER STREET / McCORMICK BOULEVARD / LINCOLN AVENUE CORRIDOR

IL ROUTE 43 to U.S. 14

By:

METRO

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For:

Illinois Department of Transportation

Operation Greenlight

FOREWORD

The Dempster Street/McCormick Boulevard/ Lincoln Avenue corridor is a Strategic Regional Arterial from IL Route 43 (Waukegan Road) in the Village of Morton Grove to Devon Avenue through the Village of Skokie and the Village of Lincolnwood and ends in Chicago. This Strategic Regional Arterial (SRA) report for Dempster Street/McCormick Boulevard/Lincoln Avenue has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As an SRA route, Dempster Street/McCormick Boulevard/Lincoln Avenue is intended to function as part of a regional arterial system. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

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

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EXECUTIVE SUMMARY

DEMPSTER/McCORMICK/LINCOLN

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXECUTIVE SUMMARY

The Dempster Street/ McCormick Boulevard/Lincoln Avenue SRA has been divided into five sections. Recommendations are made for each route section, and a summary of the major recommendations is presented below.

Section I: Dempster Street - Waukegan Road to Ferris Street

- Develop six 11 foot through lanes, west of Lehigh Avenue, within the existing 100 to 104 foot right of way.
- Widen structure over North Branch of the Chicago River
- Relocate access to Forest Preserve opposite existing traffic signal at Ferris St.

Section II: Dempster Street - Ferris Street to Skokie Boulevard

- Develop two 12 foot through lanes in each direction within the existing 80 - 100 foot right-of-way.
- Long-term parking removal on both sides of the roadway and provisions for a center left turn lane between intersections.
- Provide left turn lanes at signalized intersection locations where necessary for capacity. This includes the Dempster Street intersection with Menard Avenue.
- Add pedestrian/bicycle facilities on bridge over Edens Expressway when bridge is reconstructed.

Section III: Dempster Street - Skokie Blvd. to McCormick Blvd.

- Develop two 12 foot through lanes in each direction within the existing 80 foot of right of way.
- Limit existing and future unsignalized intersections to right-in/right-out only movements.
- Add turn lanes to the McCormick Boulevard intersection.

Section IV: McCormick Boulevard

- Maintain two 12 foot through lanes in each direction with painted median
- Improve intersections along McCormick Boulevard by adding right turn lanes, such as at Main Street, Oakton Street, Howard Street, Touhy Avenue, and Devon Avenue. Dual left turn lanes are recommended on McCormick Boulevard at Touhy Avenue.

- Provide left turn lanes on McCormick Boulevard at Devon Avenue, which will require widening of the roadway.

Section V: Lincoln Avenue

- Develop two 12 foot through lanes in the southeastbound direction and three 12 foot lanes in the northwestbound direction, maintaining the barrier median.
- Retain on-street parking on Lincoln Avenue between Kimball and Jersey Avenues
- Replace bridge over Chicago River.
- Improve Peterson Avenue intersection to allow protected left turn phase with dual left turn lanes.

INTRODUCTION

INTRODUCTION

The SRA System

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRA) is proposed, in the 2010 TSD plan, to address this need most effectively from a traffic perspective. The SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region composed of 66 corridors.

From a traffic perspective, the purpose of SRAs will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. There is no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The desired configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between SRAs was determined by the projected 2010 level of travel demand in the area.

As part of a comprehensive approach, the SRA system is intended to:

- Supplement the primary expressway system
- Enhance public transportation
- Accommodate commercial vehicle traffic.
- Increase personal mobility and reduce congestion

This report is concerned with Dempster Street/McCormick Boulevard/Lincoln Avenue, which has been designated a SRA corridor from IL 43 in the Village of Morton Grove to Devon Avenue through the Village of Skokie and the Village of Lincolnwood and ending in the City of Chicago.

SRA Design Concept

A report on design concepts for the SRA system was developed by the Illinois Department of Transportation (IDOT) and was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for Dempster Street/McCormick Boulevard/Lincoln Avenue that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor. It is organized as follows:

- **Environmental Conditions and Land Use**

  This chapter presents Environmental and Land Use conditions which determine the nature of the corridor. The chapter includes a description of wetland, historical, and hazardous waste sites located within the corridor. Land use, zoning, and future developments are also listed.

- **Existing Roadway Conditions**

  This chapter presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.

- **Corridor Planning Overview**

  This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. The future land use and community concerns are reviewed.

- **Recommended Improvements**

  This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirements, access management, and public transit. Cost projections for right-of-way and construction are also presented.

- **Public Involvement**

  This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections: Individual Community Interviews, Panel Advisory Meetings, Newsletters, and the Public Hearing. These four opportunities for participation allowed the general public and their elected officials to voice opinions concerning the SRA study.

The Corridor Study Area

The Dempster/McCormick corridor, shown on Figure i- 2, is approximately 8.3 miles in length and begins on the west in the Village of Morton Grove as Dempster Street at the IL 43 (Waukegan Road) intersection. The corridor proceeds easterly to McCormick Boulevard, where it turns south along McCormick Boulevard. Continuing southward, the corridor extends to the Lincoln Avenue intersection. At that intersection, the corridor turns southeastward along Lincoln Avenue (U.S. 41) and extends to Peterson Road (U.S. 14), its southern terminus. The surrounding land use is primarily commercial with some residential adjacent to the Dempster Street and McCormick Boulevard portion of the corridor. The corridor crosses the Edens Expressway (I-94). The corridor passes through downtown Morton Grove and the Linne Woods Forest Preserve on the Dempster Street portion, commercial/residential development between I-94 and McCormick Boulevard in Skokie, and is adjacent to the North Shore Channel on the McCormick Boulevard portion. The corridor is divided into five sections which are described below. The location map (Figure i-1) and the corridor map (Figure i-2) are shown following the corridor description.

Section 1 - Dempster Street (Waukegan Road (IL 43) to Ferris Street)

This portion of the Dempster Street corridor is generally a four lane divided roadway with a painted median with curb and gutter. Near the intersection of Waukegan Road, Dempster Street has three lanes in each direction with a barrier median. At signalized intersections, the median accommodates left turn lanes. Parking is not permitted on either side of the roadway. This section of the Dempster Street corridor, which is entirely within the Village of Morton Grove, is under the jurisdiction of the Illinois Department of Transportation. A major intersection within this section is at IL 43 (SRA). The character of this section is primarily commercial with the middle portion extending through the Linne Woods Forest Preserve, which borders the corridor on both sides.

Section 2 - Dempster Street (Ferris Street to Skokie Boulevard (IL 50)

This section, from Ferris Street to its intersection with Skokie Boulevard, is primarily a four lane divided roadway with curb and gutter. The median through this section is generally a painted median. East of the Edens Expressway to Skokie Boulevard, the median is barrier type. Parking is permitted on both sides of Dempster Street between Georgiana Avenue to Central Avenue (approximately 1 mile), within the downtown area of Morton Grove. East of Central Avenue, parking is prohibited on either side. Commercial development is prevalent within this section. Dempster Street has a full cloverleaf interchange with the Edens Expressway (I-94). Major intersections are at Lehigh Avenue and Ferris Street, with other significant intersections located at Austin Avenue, Central Avenue, Lockwood Avenue, Niles Center Road, Gross Point Road and Skokie Boulevard (IL 50). This section traverses through the Village of Morton Grove and the Village of Skokie and is under the jurisdiction of the Illinois Department of Transportation.

Section 3 - Dempster Street (Skokie Boulevard (IL 50) to McCormick Boulevard)

The cross section of Dempster Street within this section is a four lane divided roadway with a painted median. On-street parking is not permitted within this section. The land use along Section 3 is characterized by both residential and commercial development. Between Skokie Boulevard and Keeler Avenue, residential development is along the north side of Dempster Street and the

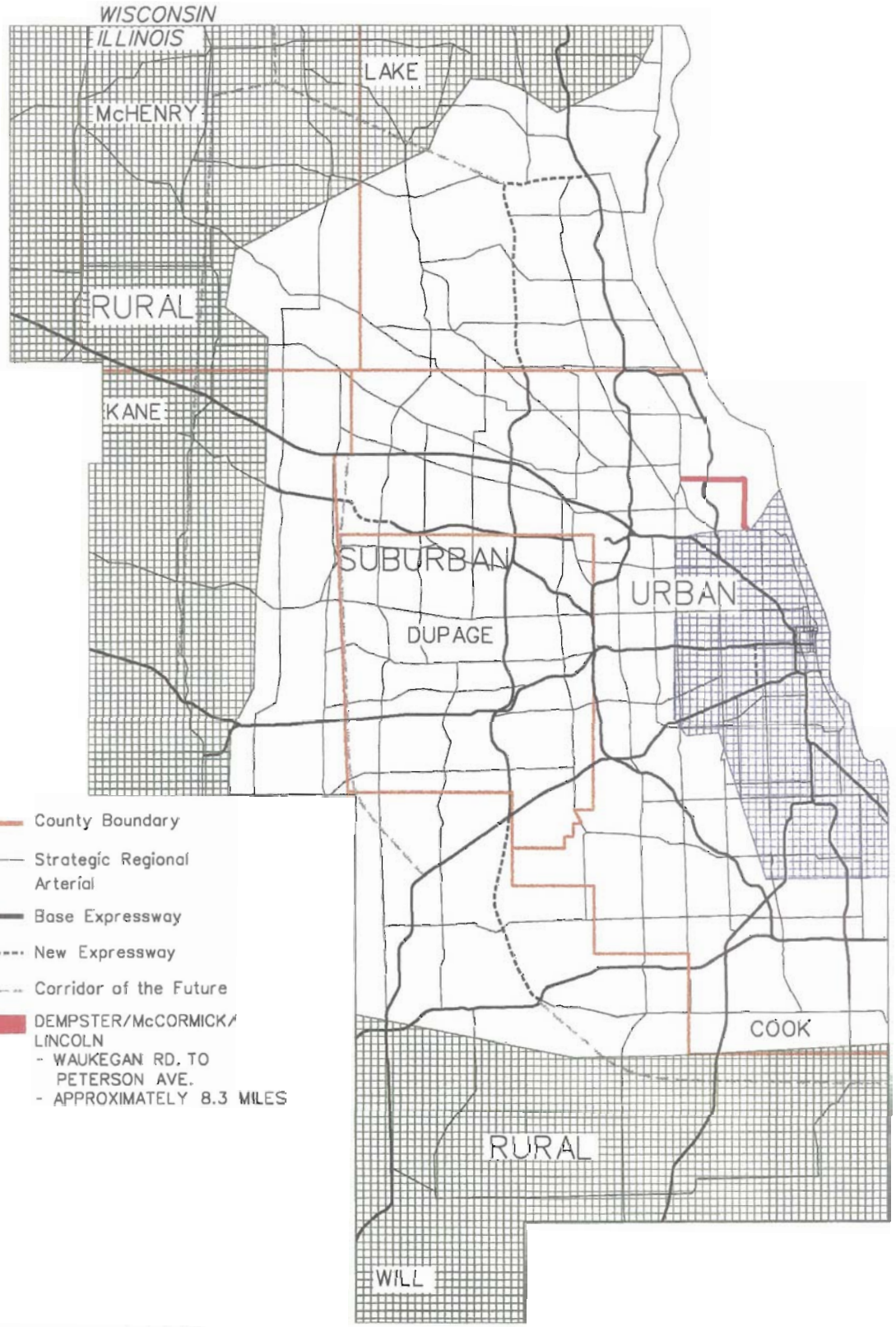
Evanston Golf Club is on the south side of Dempster Street. East of Keeler Avenue, commercial development is dominant. The major intersection is located at McCormick Boulevard. This section is under the jurisdiction of the Illinois Department of Transportation and is entirely within the Village of Skokie.

Section 4 - McCormick Boulevard (Dempster Street to Devon Avenue)

This section, traveling north and south, is a four lane divided roadway with a painted median with curb and gutter. Significant intersections within this section are limited to one-half mile spacing. This is due to the North Shore Channel, that parallels McCormick Boulevard on the east side. The number of bridge crossings of the channel are limited and only occur at one-half mile spacing. Left turn lanes are provided at all major intersections within this section with the exception of Devon Avenue. There are also sections of McCormick Boulevard that have a frontage road on the west side of the roadway, serving local residential and commercial access drives. The land use character is a mix of residential, commercial and industrial. Major intersections within Section 4 are at Touhy Avenue and Devon Avenue, with other significant intersections located at Main Street, Oakton Street, Howard Street, and Pratt Avenue. This section is under the jurisdiction of the Illinois Department of Transportation and extends through the communities of Skokie and Lincolnwood.

Section 5 - McCormick Boulevard/Lincoln Avenue (Devon Avenue to Peterson (U.S. 14)

In this section, the SRA corridor travels south on McCormick Boulevard to where it intersects with Lincoln Avenue. The SRA corridor then turns southeast and extends one-half mile to its southern terminus at Peterson Avenue (U.S. 14). The cross section of McCormick Boulevard between Devon Avenue and Lincoln Avenue consists of 40 ft. of pavement. Although parking is signed as permitted on this section of McCormick Boulevard, it is rarely utilized and the roadway functions as two through lanes in each direction with no median. Lincoln Avenue consist of two lanes in each direction with on-street parking permitted between McCormick Boulevard and Jersey Avenue. Southeast of Jersey Avenue, parking is not permitted on either side of Lincoln Avenue. The primary land use within this section is commercial in nature. Major intersections are located at Lincoln Avenue, Jersey Avenue, Kedzie Avenue, and Peterson Avenue. Section 5 is entirely within the City of Chicago, is under their jurisdiction and is maintained by the City of Chicago.



LOCATION MAP-
DEMPSTER/McCORMICK/LINCOLN

FIGURE i-1

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

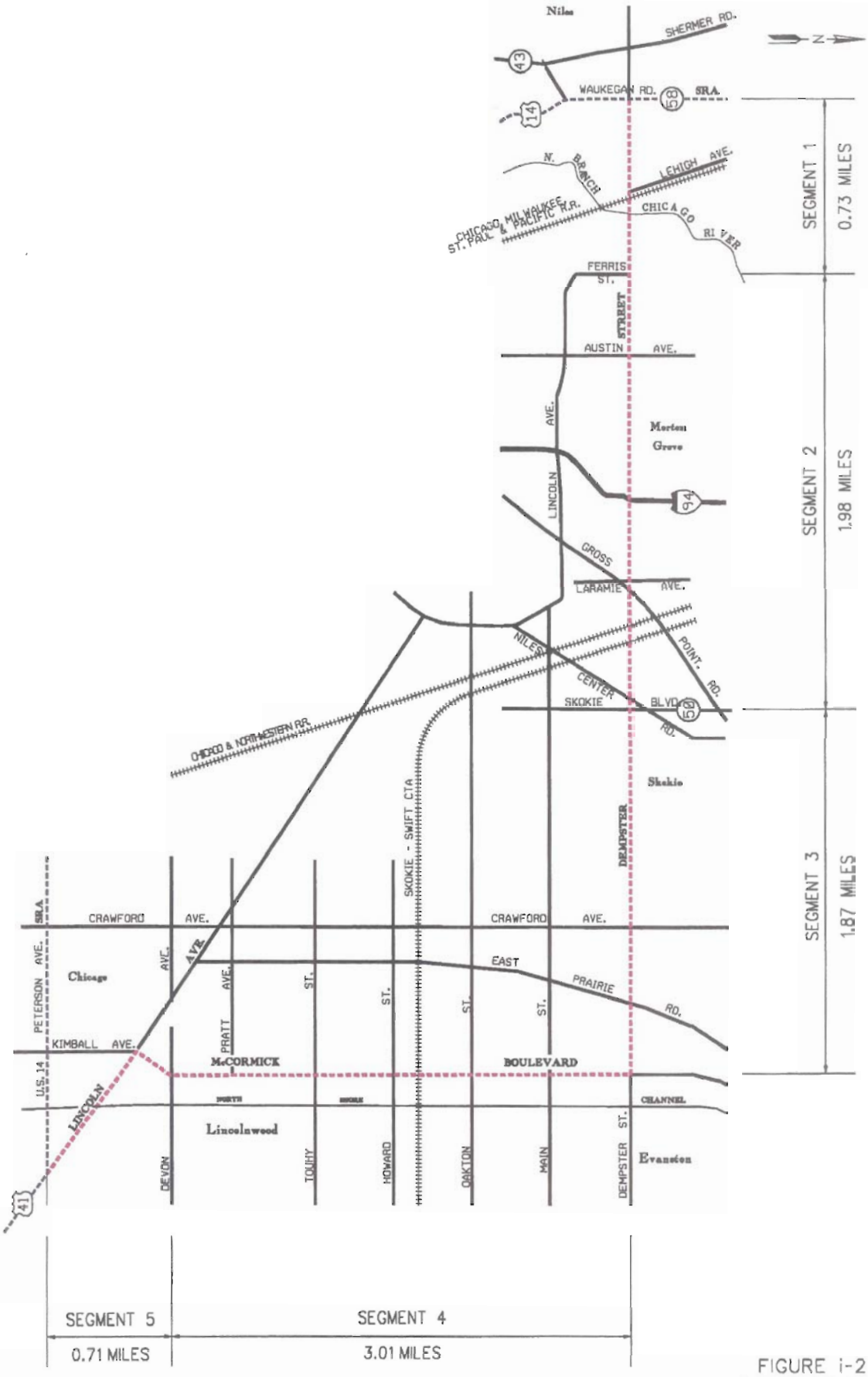


FIGURE i-2
CORRIDOR MAP

DEMPSTER/McCORMICK/LINCOLN

SRA
STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

ENVIRONMENTAL CONDITIONS AND LAND USE

DEMPSTER/McCORMICK/LINCOLN SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As part of the planning process, The SRA project study includes a general assessment of the environmental conditions. Environmental issues are a concern for transportation projects and include a wide variety of environmental topics. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation plans. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

Section 1 - Dempster Street (IL 43 to Ferris Street)

Exhibit A11-01

Section 1 of the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor begins at IL 43 (Waukegan Road) in the Village of Morton Grove and continues east to Ferris Street. This segment is located entirely within Cook County and the Village of Morton Grove. This segment intersects one SRA route, IL 43 (Waukegan Road).

Environmental Conditions

It appears that a surface vent for the Deep Tunnel Project is located directly east of the railroad tracks. Commonwealth Edison poles are located on the north side of Dempster Street. Street lights are on both sides of the road.

Other environmental concerns within this segment include potential Leaking Underground Storage tank (L.U.S.T.) sites and Underground Storage (U.S.T) sites. These include:

- the Shell Station in the southwest corner of the IL 43/Dempster Street intersection (U.S.T. site);
- the Amoco Station in the northeast corner of the IL 43/Dempster Street intersection (L.U.S.T. site);
- the Citgo Station in the southeast corner of the Narragansett Avenue/Dempster Street intersection (U.S.T. site);
- the Marathon Station in the southwest corner of the Ferris Street/Dempster Street intersection (L.U.S.T. site).

Land Use

The western terminus of this corridor is at the Dempster Street/Illinois Route 43 (Waukegan Road) intersection. Dempster Street just east of Illinois Route 43 has been recently improved to six lanes with a barrier median to accommodate left turns. This area is residential on the north side. The Prairie View Community Center, belonging to the Morton Grove Park District, is also located on the north side (Section 4(f) land). The south side is primarily commercial with the Prairie View Plaza Shopping Center located at Waukegan Road.

The North Branch of the Chicago River runs perpendicular under Dempster adjacent to the Milwaukee, St. Paul, and Pacific Railroad tracks. A station for this commuter line is two blocks south of Dempster Street. The North Branch Bike Trail follows this river; this trail is a Class I bicycle trail located in northeastern Cook County, Illinois. The trail starts at the Caldwell Avenue/Devon Avenue intersection in Chicago, and continues north approximately 20 miles to Lake County, Illinois ending at the Chicago Botanical Gardens. This bituminous bike trail is approximately 10 ft wide. The Cook County Forest Preserve site is identified as Linne Woods.

Section 2 - Dempster Street (Ferris Street to Skokie Boulevard)

Exhibit A11-01 to Exhibit A11-03

Section 2 of the corridor continues on Dempster Street from Ferris Street to Skokie Boulevard. This segment, located entirely within Cook County, continues through the Village of Morton Grove and terminates in the Village of Skokie.

Environmental Conditions

A Commonwealth Edison transformer is located east of Austin on the north side of Dempster Street. Other environmental concerns within this segment include potential Leaking Underground Storage tank (L.U.S.T.) sites and Underground Storage Tank (U.S.T.) sites. These include:

- Ron's Car Care in the southeast corner of the Georgiana Avenue/Dempster Street intersection (U.S.T. site);
- Merlin's Muffler and Brake in the northwest corner of the Meade Avenue/Dempster Street intersection (U.S.T. site);
- Hillerich's Gas Station at the southwest corner of Menard and Dempster Street (U.S.T. site);
- the Shell Station in the northwest corner of the Central Road/Dempster Street intersection (U.S.T. site);
- the Midas service station immediately west of the Shell Station, at the northwest corner of the Central Road/Dempster Street intersection (U.S.T. site);
- the Amoco Station in the southwest corner of the Dempster Street/Central Road intersection (L.U.S.T. site);

- A-Tire and Auto Centers in the northwest corner of the Lockwood Avenue/Dempster Street intersection (U.S.T. site);
- Amoco Station in the northeast corner of Dempster Street/Gross Point Road intersection (L.U.S.T. site);
- the Chrysler-Plymouth Dealer in the northwest corner of the Skokie Swift/Dempster Street intersection (U.S.T. site);
- the Car-X in the southwest corner of the LeClaire Avenue/Dempster Street intersection (U.S.T. site);
- the Motra Transmission Center at 4829 Dempster Street (U.S.T. site);
- the Mobil Station in the northeast corner of the Niles/Dempster Street intersection (U.S.T. site);
- the Amoco Station in the southwest corner of the Skokie Boulevard/Dempster Street intersection (U.S.T. site)
- V.J. Killian Company at 5614 West Dempster Street (L.U.S.T. site);
- Carpet Mill Outlet at 5708 West Dempster Street (L.U.S.T. site);

Land Use

East of Georgiana Street, parallel parking is allowed in intermittent areas on both sides of Dempster Street. Harrer Park, (Section 4(f) land), is located between Callie Avenue and Georgiana Street on the north side. This park is immediately adjacent to the Cook County Forest Preserve. Within this park, there is a historical museum (Haupt-Yehl House). The American Legion Memorial Post 134 is located directly east of this park. Simkins Funeral Home is located on the southeast corner of Callie Avenue and Dempster Street.

Both sides of Dempster Street from Georgiana Street to the Edens Expressway are predominately commercial and strip mall commercial. There is a sidewalk on both sides of the road abutting the curb. Trees in the area are on private property. The only trees in the parkway are located on the intersecting local streets.

Dempster Street passes over the Edens Expressway (Interstate-94) at a full cloverleaf interchange.

Lockwood Park is located between Lockwood Avenue and Gross Point Road on the south side of Dempster Street. This park is Section 4(f) land belonging to the Skokie Park District. New recreational facilities are currently being developed.

Pace Bus Route #250 stops along Dempster Street. The Skokie Swift Elevated Line runs perpendicular to Dempster Street with the station access on Dempster Street. This rail line is part of the CTA Rapid Transit system.

Section 3 - Dempster Street (Skokie Boulevard to McCormick Boulevard)

Exhibit A11-03 to Exhibit A11-05

Section 3 of the corridor continues on Dempster Street from Skokie Boulevard to McCormick Boulevard. This segment is located entirely within Cook County and the Village of Skokie.

Environmental Conditions

A Commonwealth Edison transformer is located east of Austin on the southeast corner of Dempster Street and Ridgeway. Other environmental concerns within this segment include potential Leaking Underground Storage tank (L.U.S.T.) sites and Underground Storage Tank (U.S.T.) sites. These include:

- the Firestone service station in the northeast corner of the Skokie Boulevard/Dempster Street intersection (U.S.T. site);
- Goodrich Auto in the southwest corner of the Crawford Avenue/Dempster Street intersection (U.S.T. site);
- the Mobil Station on the northwest corner of the Crawford Avenue/Dempster Street intersection (L.U.S.T. site);
- the Grease Monkey in the northeast corner of Montecello and Dempster Street (U.S.T. site);
- the Auto Repair Center in the northwest corner of the Central Park/Dempster Street intersection (U.S.T. site);
- the Clark Station in the northwest corner of the Ewing Avenue/Dempster Street intersection (L.U.S.T. site);
- the Amoco Station in the southwest corner of the McCormick Boulevard/Dempster Street intersection (L.U.S.T. site); and,
- Demprie Shopping Plaza at 3701 Dempster Street (L.U.S.T. site).

Land Use

The land use east of Skokie Boulevard to Kildare Avenue is residential on the north side of Dempster Street. The Evanston Golf Course is located on the south side. East of Kildare Avenue to Crawford Avenue the land use is predominantly office-commercial and multi-family residential. The land use on Dempster Street between Crawford Avenue and McCormick Boulevard is predominantly office and strip commercial.

The South Niles Township Jewish Congregation is located on the northeast corner of the Kolmar Avenue/Dempster Street intersection. Temple Beth Israel is located at 3601 Dempster Street which is on the southwest corner of the Central Park Avenue/Dempster Street intersection. There appears to be a synagogue located at 3800 Dempster Street, although no name was found on or near the building. However, a religious symbol is apparent on the building and also on the sidewalk leading into the building.

Section 4 - McCormick Boulevard (Dempster Street to Devon Avenue)

Exhibit A11-06 to Exhibit A11-09

At McCormick Boulevard, the corridor heads south on McCormick Boulevard. This section continues south in the Village of Skokie (from Dempster Street to Touhy Avenue) and terminates in the Village of Lincolnwood (from Touhy Avenue to Devon Avenue).

Environmental Conditions

Environmental concerns within this segment include potential Leaking Underground Storage tank (L.U.S.T.) sites and Underground Storage Tank (U.S.T.) sites. These include:

- Breaking Point Auto in the northwest corner of the Main Street/McCormick Boulevard intersection (U.S.T. site);
- the Goodrich Service Station at 8250 McCormick Boulevard (U.S.T. site);
- US Robotics at 8100 N. McCormick Boulevard (L.U.S.T. site);
- Best Cutting Die at 8080 McCormick Boulevard (L.U.S.T. site);
- FEL-PRO Inc. at 7450 McCormick Boulevard (L.U.S.T. site); and the
- The Bell & Howell facility at 6800 McCormick Boulevard (L.U.S.T. site).

Land Use

McCormick Boulevard has two through lanes in each direction and a painted median. McCormick Boulevard is bordered by the North Shore Channel to the east, operated by the Metropolitan Water Reclamation District of Chicago. The small side streets, to the west, cul-de-sac along McCormick Boulevard allowing little to no direct access. Street lights are located along the east side of McCormick Boulevard. Dempster Street, Main Street, Oakton Street, Howard Street, Touhy Avenue, and Devon Avenue provide access over the North Shore Channel in the SRA route limits.

The North Shore Sculpture Park is located between Dempster Street and Main Street, east of McCormick Boulevard. Many large trees are growing in this park in the parkway which is approximately 30 ft. wide. A bituminous bike path approximately 10 ft. wide winds through this park along the North Shore Channel and ends at Devon Avenue.

South of Main Street, there is a frontage road on the west side of McCormick Boulevard. The land use in this area is predominantly industrial including some industries as Best Cutting Die, General Automation, and Fel-Pro Corporation. Fel-Pro Park is located between Howard Street and Touhy Avenue on the east side of McCormick Boulevard.

The Metropolitan Water Reclamation District Sanitary Plant is located on the northwest corner of the Howard Street/McCormick Boulevard intersection. A bus turn-around is located on the southeast corner of the Howard Street/McCormick Boulevard intersection.

Lincoln Town Mall Shopping Center is located on the southwest corner of the Touhy Avenue/McCormick Boulevard intersection. This shopping mall has landscaping growing directly behind the back of the curb.

A stone memorial is located on the northeast corner of the McCormick Boulevard/Devon Avenue intersection. The memorial explains that the road was constructed in 1926 by the Metropolitan Sanitary District and was named after Colonel Robert Rutherford McCormick.

Section 5 - McCormick Boulevard/Lincoln Avenue (Devon Avenue to Peterson Avenue)

Exhibit A11-09

Section 5 of the corridor continues south as McCormick Boulevard until it intersects Lincoln Avenue. The corridor then follows Lincoln Avenue and heads southeast from this intersection to Peterson Avenue (US 14), its southern/eastern terminus. This segment is located entirely within Cook County and the City of Chicago. Peterson Avenue (US 14) is an SRA route.

Environmental Conditions

A natural gas pipeline is located between McCormick Boulevard and the North Shore Channel. Telephone boxes are located along the west side of McCormick Boulevard.

Other environmental concerns within this segment include potential Leaking Underground Storage (L.U.S.T.) tank sites and Underground Storage Tank (U.S.T.) sites. These include:

- the Car Center in the southeast corner of the Devon Avenue/McCormick Boulevard intersection (U.S.T. site);
- an Auto Service in the southwest corner of the Lincoln Avenue/McCormick Boulevard intersection (U.S.T. site); and
- Phil and Ted's Car Care in the northwest corner of the Troy Avenue/Lincoln Avenue intersection (U.S.T. site).

Land Use

A shopping mall is located on the west side of McCormick Boulevard south of Devon Avenue. A mall and large theater complex are located on the east side of McCormick Boulevard north of Lincoln Avenue.

Lincoln Avenue has two through lanes in each direction plus turn lanes as part of the barrier median. Parallel parking is allowed on both sides of the street. The land use on Lincoln Avenue is primarily commercial strip malls.

Table I-1 LUST and UST Sites Dempster/McCormick/Lincoln			
Name	**Location**	**Exhibit No.**	**Incident No. IEPA Number**
Shell Station	Southwest Corner of IL 43 and Dempster Street	L-1 Exhibit A11-01	
Amoco Station	Northeast corner of IL 43 and Dempster Street	L-2 Exhibit A11-01	910516 031195509
Citgo Station	Southeast corner of Narragansett and Dempster Street	L-3 Exhibit A11-01	
Marathon Station	Southwest corner of Ferris Street and Dempster Street	L-4 Exhibit A11-01	923419 0312015122
Ron's Car Care	Southeast corner of Georgiana Avenue and Dempster Street	L-5 Exhibit A11-02	
Merlin's Muffler and Brake	Northwest corner of Meade Avenue and Dempster Street	L-6 Exhibit A11-02	
Hillerich's Gas Station	Southwest corner of Menard and Dempster Street	L-7 Exhibit A11-02	
Shell Station	Northwest corner of Central Road and Dempster Street	L-8 Exhibit A11-02	
Midas Service Station	Northwest corner of Central Road and Dempster Street	L-9 Exhibit A11-02	
Amoco Station	Southwest corner of Central Road and Dempster Street	L-10 Exhibit A8-05	891798 0312885138
A-Tire and Auto Center	Northwest corner of Lockwood Avenue and Dempster Street	L-11 Exhibit A11-03	
Amoco Station	Northeast corner of Gross Point Road and Dempster Street	L-12 Exhibit A8-05	891797 0312885155
Chrysler-Plymouth Dealer	Northwest corner of Skokie Swift and Dempster Street	L-13 Exhibit A11-03	

Car X	Southwest corner of LeClaire and Dempster Street	L-14 Exhibit A11-03	
Motra Transmission Center	4829 Dempster Street	L-15 Exhibit A11-03	
Mobile Station	Northeast corner of Niles Road and Dempster Street	L-16 Exhibit A11-03	
Amoco Station	Southwest corner of Skokie Boulevard and Dempster St.	L-17 Exhibit A11-03	
Firestone	Northeast corner of Skokie Boulevard and Dempster St.	L-18 Exhibit A11-03	
Goodrich Auto	Southwest corner of Crawford Ave. and Dempster Street	L-19 Exhibit A11-04	
Mobil Station	Northwest corner of Crawford Ave. and Dempster	L-20 Exhibit A11-04	890577 0312885134
Grease Monkey Auto	Northeast corner of Montecello and Dempster Street	L-21 Exhibit A11-05	
Auto Repair Center	Northwest corner of Central Park and Dempster Street	L-22 Exhibit A11-05	
Clark Station	Northwest corner of Ewing and Dempster Street	L-23 Exhibit A11-05	913308 0312885197
Amoco Station	Southwest corner of Dempster Street and McCormick Blvd.	L-24 Exhibit A11-05	902259 0312885155
Breaking Point Auto	Northwest corner of Main and McCormick Blvd.	L-25 Exhibit A11-06	
Goodrich Service Station	McCormick Blvd. south of Madison	L-26 Exhibit A11-06	
US Robotics	McCormick Blvd. south of Cleveland	L-27 Exhibit A11-06	902116 0312885152
Best Cutting Die	Northwest corner of Oakton and McCormick Blvd.	L-28 Exhibit A11-07	921115 0312880006

Fel-Pro	Southwest corner of Oakton and McCormick Blvd.	L-29 Exhibit A11-07	912794 0312880007
Bell & Howell	Northwest corner of Pratt and McCormick	L-30 Exhibit A11-08	930910 0311655012
Car Center	Southeast corner of Devon and McCormick Blvd.	L-31 Exhibit A11-09	
Auto Service	Northwest corner of Granville and Kimball	L-32 Exhibit A11-09	
Phil and Ted's Car Care	Northwest corner of Lincoln and Troy	L-33 Exhibit A11-09	

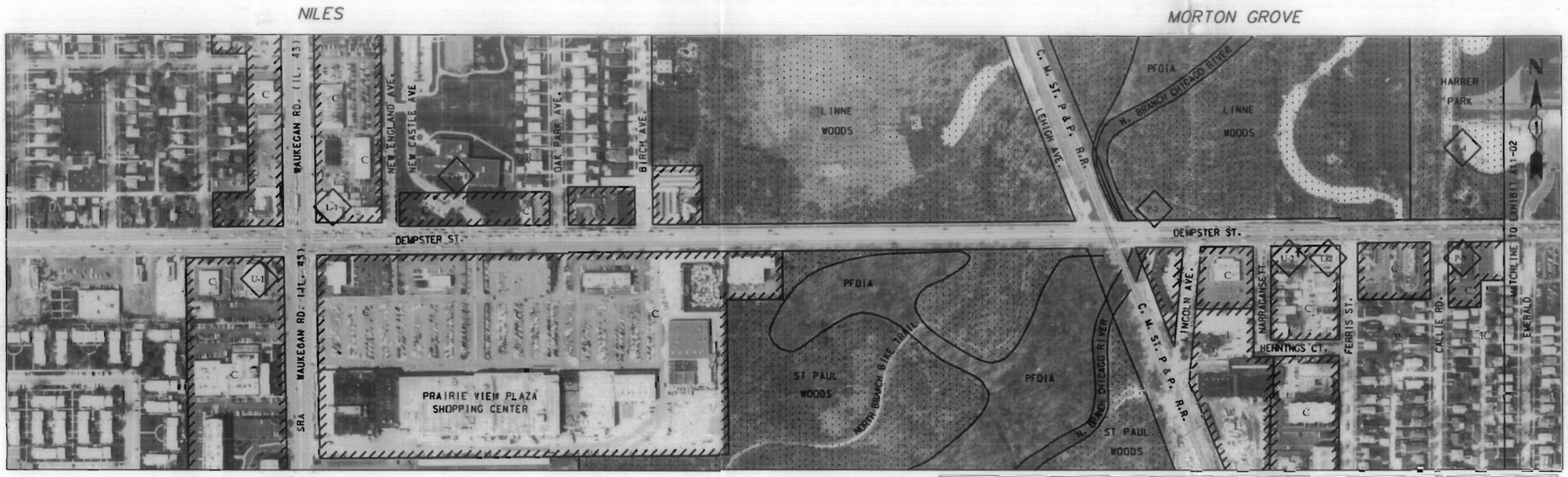
Table I-2
Significant Buildings and Sites
Dempster/McCormick/Lincoln

Name	Location	Exhibit Number
Churches		
South Niles Township Jewish Congregation	Northeast corner of Dempster and Mason	A11-02
Temple Beth Israel	Southwest corner of Dempster and Central	A11-02
South Niles Township Jewish Congregation	Northeast corner of Dempster and Kolmar	A11-04
Synagogue	North side of Dempster, east side of Karlov	A11-04
Temple Beth Israel	Southwest corner of Dempster and Central Park	A11-05
Schools		
None		
Parks		
Linne Woods Forest Preserve	North side of Dempster between Birch Ave. and Callie Road	A11-01&02
St. Paul Woods	South side of Dempster between Birch Ave. and Lincoln Ave.	A11-01
Harrer Park	North side of Dempster and east of Linne Woods	A11-01&02
Lockwood Park	South side of Dempster between Lockwood and Gross Point Road	A11-03
North Shore Sculpture Park	East side of McCormick between Crain and Greenleaf	A11-06
Fel-Pro Park	East side of McCormick between Howard and Touhy	A11-07&08
Lincolnwood Park	East side of McCormick between Touhy and Devon	A11-08&09
Other		
Prairie View Community Center	North side of Dempster east of IL 43	A11-01
Simkins Funeral Home	Southeast corner of Dempster and Callie	A11-01
Historical museum (Haupt/Yen House)	Harrer Park	A11-02
American Legion Memorial (Post 134)	East of Harrer Park	A11-02
Metropolitan Water Reclamation District Plant	Northwest corner of McCormick and Howard	A11-07

Table 1-3 Sources of Environmental and Land Use Data Dempster/McCormick	
Item	**Data Source**
Park Land and Other Open Space	Illinois Nature Preserves System 1987-1988 Report and 1992 Update, Illinois Nature Preserves Commission Cook County Forest Preserve Maps Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois Visual Survey 7/94 Field Reconnaissance 7/94
Wetlands	National Wetlands Inventory Map; U.S. Department of the Interior, U.S. Fish and Wildlife Service Field Reconnaissance 7/94
Floodplains	Flood Insurance Rate Map; Federal Emergency Management Agency FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development
Hazardous Materials	Comprehensive Environment Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program Leaking Underground Storage Tank Listing ((LUST), 1/94; Illinois Department of Transportation, Environmental Division Files
Historic Sites	The National Register of Historic Places 1990; U.S. Department of the Interior Cultural and Historical Inventory, Cook County 1993 Field Reconnaissance 7/94

- Intersection of two SRA routes.
- Closely spaced signalized intersections.
- UST sites present in segment.

- Forest preserve on both sides of roadway.
- At-grade pedestrian and bicyclist crossing at Lehigh Ave.
- At-grade railroad crossing.
- UST sites present in segment.



NILES

MORTON GROVE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 1 • SW CORNER DEMPSTER/IL 43 - SHELL STATION
L - 1 • NE CORNER DEMPSTER/IL 43 - AMOCO STATION
U - 2 • SE CORNER DEMPSTER/NARRAGANSETT - CITGO STATION
L - 2 • SW CORNER DEMPSTER/FERRIS - MARATHON STATION

DESCRIPTION OF LAND USE CONDITIONS:

P - 1 • PRAIRIE VIEW COMMUNITY CENTER, DEMPSTER (N.SIDE)/E. OF IL 43
P - 2 • DEEP TUNNEL PROJECT,DEMPSTER (N. SIDE)/E. OF MILWAUKEE R.R.
P - 3 • SIMKINS FUNERAL HOME, SE CORNER DEMPSTER/CALLIE
P - 4 • HARRER PARK, DEMPSTER (N. SIDE)/E. OF LINNE WOODS

LEGEND

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SEGMENT 1 & 2

DEMPSTER/McCORMICK/LINCOLN - ENVIROMENTAL AND LAND USE CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

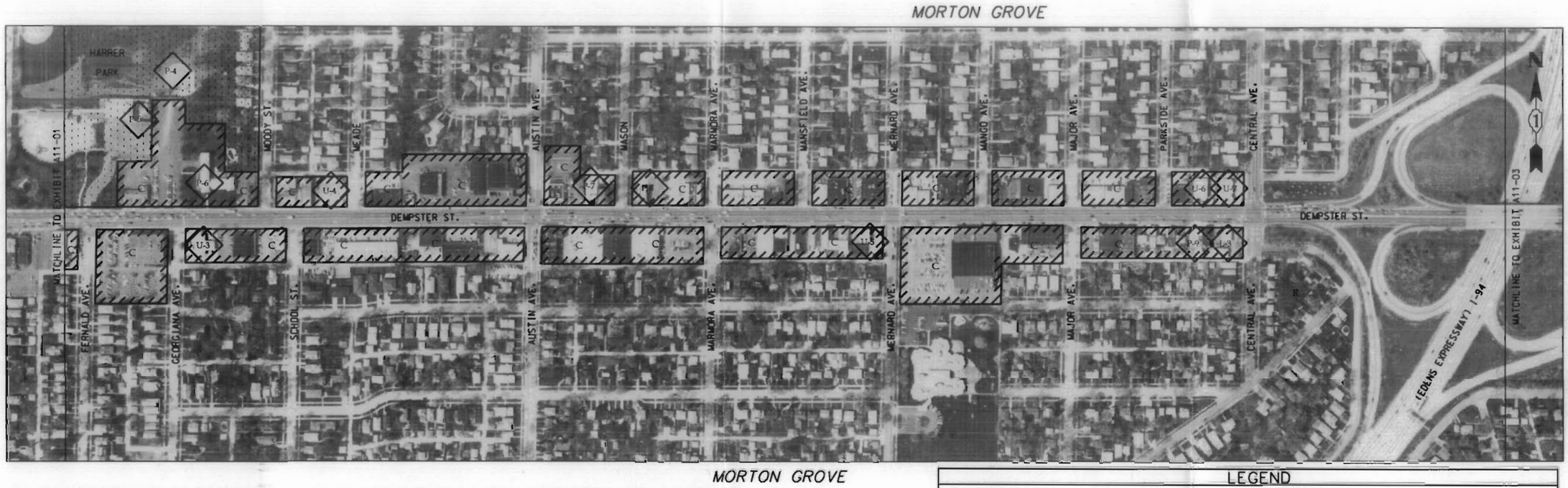
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT A11-01

- Off-Street parking affects SRA operation.
- Multiple driveway/cross street access may affect SRA operation.
- Limited available right-of-way.
- UST sites present in segment.



MORTON GROVE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 3 - SE CORNER DEMPSTER/GEORGIANA - RON'S CAR CARE
U - 4 - NW CORNER DEMPSTER/MEADE - MERLINS MUFFLER
U - 5 - SW CORNER DEMPSTER/MENARD - HILLERICHES GAS STATION
U - 6 - NW CORNER DEMPSTER/CENTRAL - MIDAS MUFFLER
U - 7 - NW CORNER DEMPSTER/CENTRAL - SHELL STATION
L - 3 - SW CORNER DEMPSTER/CENTRAL - AMOCO STATION

DESCRIPTION OF LAND USE CONDITIONS:

P - 4 - HARRER PARK, DEMPSTER (N. SIDE)/CALLIE
P - 5 - HISTORICAL MUSEUM (HAUPT/YEN HOUSE), HARRER PARK
P - 6 - AMERICAN LEGION MEMORIAL(POST #134), E. OF HARRER PARK
P - 7 - COMM ED TRANSFORMER, DEMPSTER/E. OF AUSTIN (N. SIDE)
P - 8 - S. NILES TOWNSHIP JEWISH CONGREGATION, NE CORNER DEMPSTER/MASON
P - 9 - TEMPLE BETH ISREAL, SW CORNER DEMPSTER/CENTRAL

LEGEND

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SEGMENT 2

DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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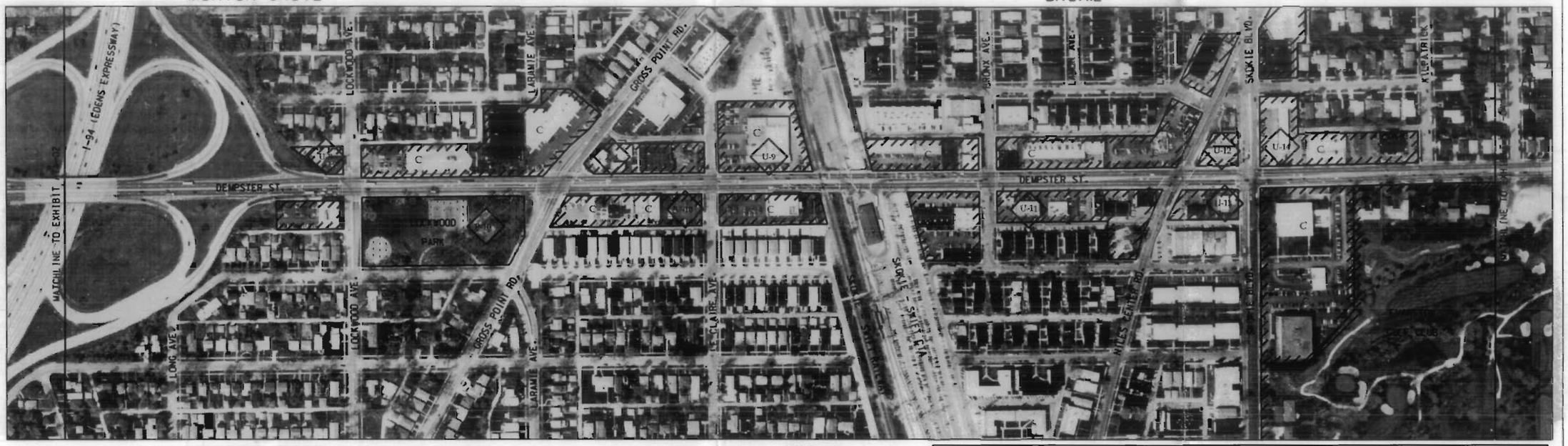
Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT A11-02

- I-94 exit ramps affect SRA operation.
- Multiple driveways and cross streets affect SRA operation.
- Skokie-Swift CTA station impact operations along SRA.
- Triangle intersections of Dempster/Skokie/Niles Center may require modification.
- UST sites present in segment.

MORTON GROVE SKOKIE



MORTON GROVE SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 8 • NW CORNER DEMPSTER/LOCKWOOD - A-TIRE & AUTOMOTIVE
L - 4 • NE CORNER DEMPSTER/GROSS POINT - AMOCO STATION
U - 9 • NW CORNER DEMPSTER/SKOKIE-SWIFT R.R. - CHRYSLER DEALERSHIP
U - 10 • SW CORNER DEMPSTER/LA CLAIRE - CAR-X MUFFLER
U - 11 • DEMPSTER (S.SIDE)/E. OF BRONX - MOTRA TRANSMISSION
U - 12 • NE CORNER DEMPSTER/NILES - GENTER-MOBIL STATION
U - 13 • SW CORNER DEMPSTER/SKOKIE - AMOCO
U - 14 • NE CORNER DEMPSTER/SKOKIE - FIRESTONE TIRE

DESCRIPTION OF LAND USE CONDITIONS:

P - 10 • LOCKWOOD PARK, DEMPSTER (S. SIDE)/BETWEEN LOCKWOOD & GROSS POINT

LEGEND

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SEGMENT 2 /3
DEMPSTER/McCORMICK/LINCOLN - LAND USE AND ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A11-03

- Evanston Golf Club on south side of roadway.
- Single family homes fronting north and south side of roadway.
- Limited available right-of-way.

- Multiple driveways may affect SRA operation.
- Off-street parking may constrain right-of-way acquisition.
- Capacity improvements at Crawford Avenue may be constrained by LUST sites and limited right-of-way.
- UST sites present in segment.

SKOKIE

SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 15 • SW CORNER DEMPSTER/CRAWFORD - GOODRICH AUTO
L - 5 • NW CORNER DEMPSTER/CRAWFORD - MOBIL STATION

DESCRIPTION OF LAND USE CONDITIONS:

P - 11 • S. NILES TOWNSHIP JEWISH CONGREGATION, NE CORNER DEMPSTER/KOLMAR
P - 12 • SYNOGOGUE, DEMPSTER (N. SIDE)/E. OF KARLOV

LEGEND

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SEGMENT 3
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

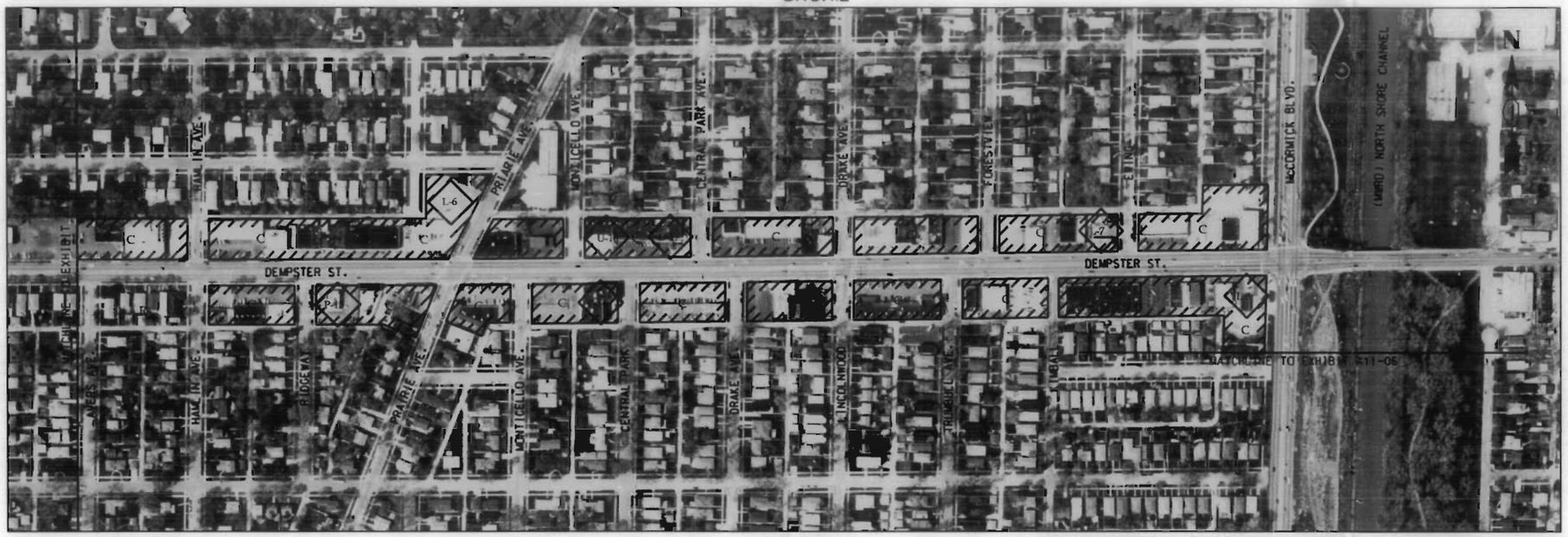
Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A11-04

- Multiple Commercial driveways impact SRA operation.
- Capacity improvement at McCormick Blvd. may be constrained by parks and LUST site.
- UST sites present in segment.

SKOKIE



SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 16 • NE CORNER DEMPSTER/MONTICELLO - GREASE MONKEY
U - 17 • NW CORNER DEMPSTER/CENTRAL PARK - AUTO REPAIR CENTER
L - 6 • NE CORNER DEMPSTER/PRAIRIE - DEMPRIE SHOPPING PLAZA
L - 7 • NW CORNER DEMPSTER/EWING - CLARK STATION
L - 8 • SW CORNER DEMPSTER/McCORMICK - AMOCO STATION

DESCRIPTION OF LAND USE CONDITIONS:

P - 13 • COM ED TRANSFORMER, SE CORNER DEMPSTER/RIDGEWAY
P - 14 • TEMPLE BETH ISREAL, SW CORNER DEMPSTER/CENTRAL PARK

LEGEND

(SYMBOL) = WETLAND WITH SYMBOLOGY	L-# = L.U.S.T. SITE
= 100 YEAR FLOOD PLAIN	U-# = U.S.T. SITE
I/C = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES	C-# = CERCLIS OR HAZARDOUS MATERIAL SITE
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SEGMENT 3 /4
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

Illinois Department of Transportation

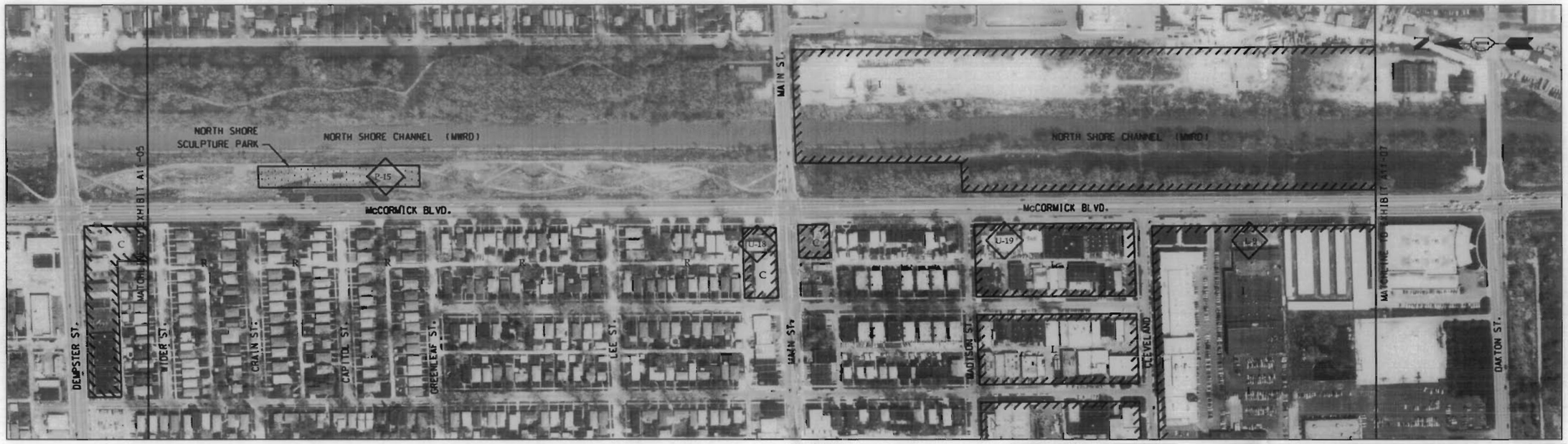
Scale In Feet
0 200 400 800

EXHIBIT A11-05

- Park on east side of roadway.
- Residential property on west side of roadway may constrain right-of -way acquisiton.
- UST site present in segment.

- Park on east side of roadway.
- Commercial/Industrial traffic on west side of roadway may constrain SRA operaton.
- UST sites present in segment.

SKOKIE



SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 18 - NW CORNER McCORMICK/MAIN - BREAKING POINT AUTO
U - 19 - McCORMICK (W. SIDE)/S. OF MADISON - GOODRICH AUTO
L - 9 - McCORMICK (W. SIDE)/S. OF CLEVELAND - U.S. ROBOTICS

DESCRIPTION OF LAND USE CONDITIONS:

P - 15 - NORTH SHORE SCULPTURE PARK, McCORMICK (E. SIDE)/BETWEEN GRAIN & GREENLEAF

LEGEND

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SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

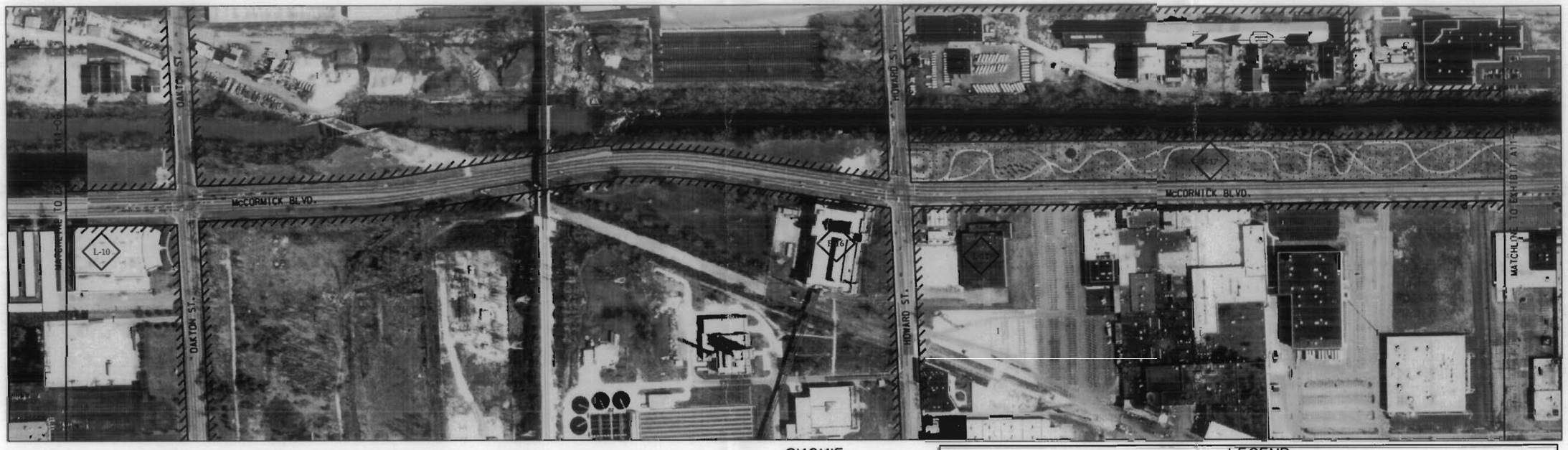
Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A11-06

- Roadway width at CTA bridge constrains SRA operation.
- Capacity improvements at Oakton and Howard may be constrained by Park property and LUST sites.
- UST sites present in segment.

SKOKIE



SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

L - 10 - NW CORNER McCORMICK/OAKTON - BEST CUTTING DIE
L - 11 - SW CORNER McCORMICK/HOWARD - FELPRO

DESCRIPTION OF LAND USE CONDITIONS:

P - 16 - METROPOLITAN WATER RECLAMATION, NW CORNER McCORMICK/HOWARD
P - 17 - FELPRO PARK, McCORMICK (E. SIDE)/BETWEEN HOWARD & TOUHY

LEGEND

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SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

Scale In Feet
0 200 400 800

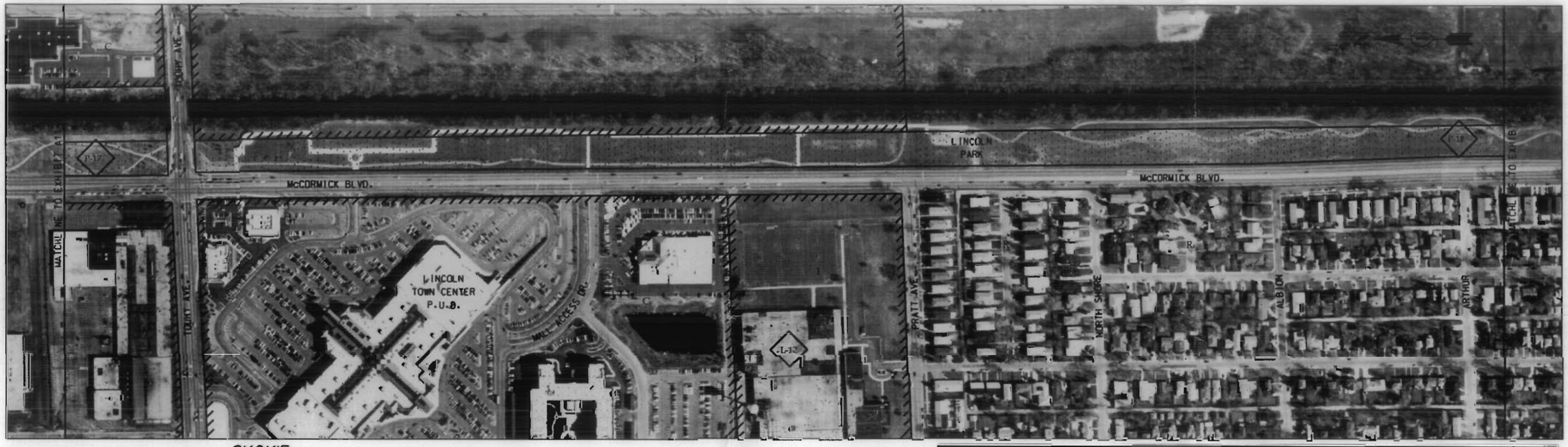
EXHIBIT A11-07

- Capacity improvements to Touhy Ave. intersection may be constrained by park and commercial/industrial buildings.
- Lincoln Town Center traffic impacts SRA operation.
- Park on east side of roadway.
- UST site present in segment.

- Frontage road on west side of roadway.
- Park on east side of roadway and residential on west side of roadway.

SKOKIE

LINCOLNWOOD



SKOKIE

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

L - 12 = NW CORNER McCORMICK/PRATT - BELL & HOWELL

DESCRIPTION OF LAND USE CONDITIONS:

P - 17 = FELPRO PARK, McCORMICK (E.SIDE)/BETWEEN HOWARD & TOUHY
P - 18 = LINCOLNWOOD PARK, McCORMICK (E.SIDE)/BETWEEN TOUHY & DEVON

LEGEND

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SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

Scale In Feet
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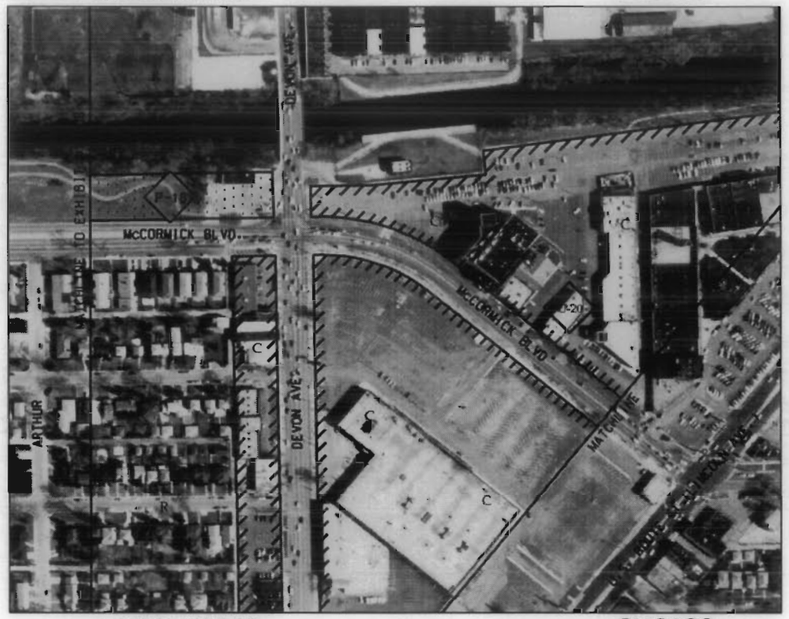
EXHIBIT A11-08

- Capacity improvements at Devon Avenue constrained by LUST site, bus turnaround and Park.
- Driveways in close proximity to intersection affect SRA operation.
- UST site present in segment.

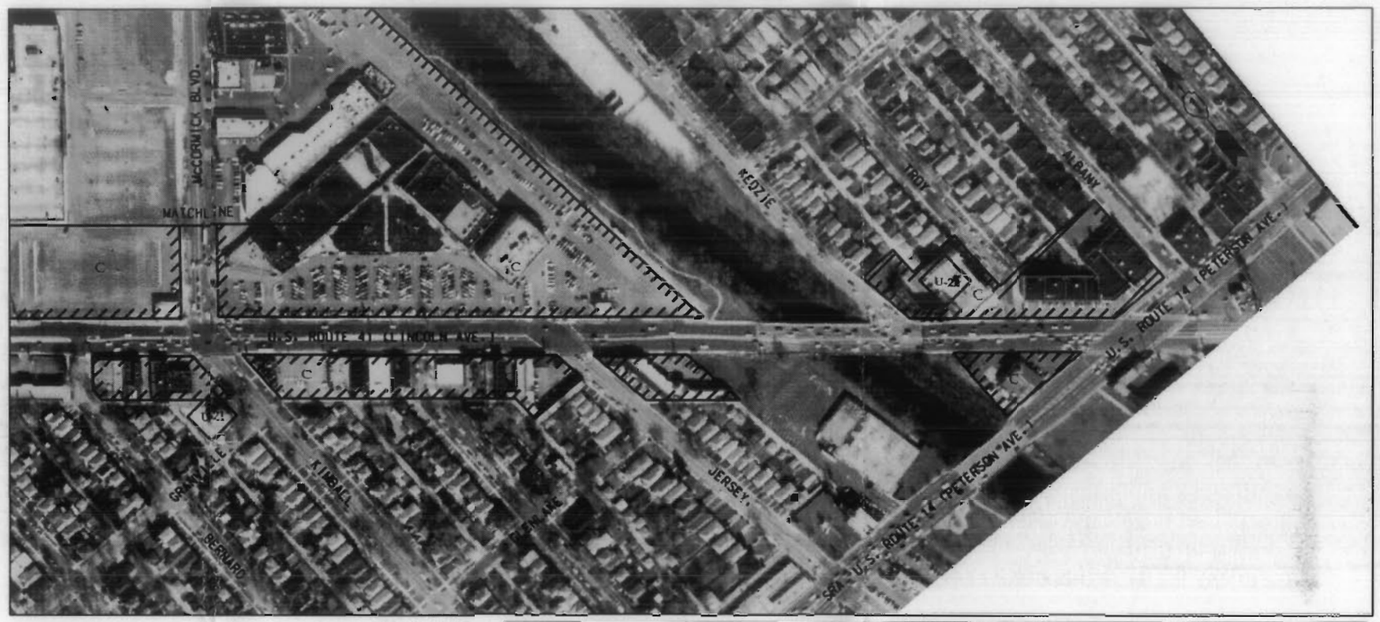
- On-street parking impacts SRA operation.
- Existing structure may require widening.
- Closely spaced signalized intersections.
- Skewed intersections impact SRA operation.
- Intersection of two SRA routes.
- UST sites present in segment.

LINCOLNWOOD CHICAGO



LINCOLNWOOD CHICAGO

CHICAGO



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 20 - SE CORNER McCORMICK/DEVON - CAR CENTER
U - 21 - NW CORNER GRANVILLE/KIMBALL - AUTO SERVICE
U - 22 - NW CORNER LINCOLN/TROY - PHIL & TED'S CAR CARE

DESCRIPTION OF LAND USE CONDITIONS:

P - 18 - McCORMICK (E. SIDE)/BETWEEN TOUHY & DEVON

LEGEND

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SEGMENT 4 /5
DEMPSTER/McCORMICK/LINCOLN - ENVIRONMENTAL AND LAND USE CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A11-09

EXISTING ROADWAY CONDITIONS

EXISTING ROADWAY CONDITIONS

Introduction

As part of the planning process, the SRA project study includes a detailed evaluation of the existing roadway conditions. Physical characteristics of the route are discussed including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined. Finally, public transit issues including bus and rail service operating along and intersecting the corridor are evaluated.

Section 1 - Dempster Street (IL 43 to Ferris Street)

Exhibit B11-01

Section 1 of the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor begins at IL 43 (Waukegan Road) in the Village of Morton Grove and continues east to Ferris Street. This section is located entirely within Cook County and the Village of Morton Grove. This section intersects one SRA route, IL 43 (Waukegan Road).

Physical Characteristics

This section is characterized by a six lane divided roadway with a barrier median and curb and gutter from Waukegan Road to just past New Castle Avenue; a four lane divided roadway with a painted median and curb and gutter extends from New Castle Avenue to Ferris Street. On-street parking is prohibited on both sides of the street. The right-of-way through this area ranges from 80 ft. to 100 ft.. A greater right-of-way width is provided near the Waukegan Road intersection (130 ft.).

Left turn lanes are provided on Dempster Street at the signalized intersections with the major roadways. Major intersections within this section include Waukegan Road, Lehigh Avenue and Ferris Street. Signalized intersection within this section include Waukegan Road, New Castle Avenue, Lehigh Avenue and Ferris Street.

There is one structure in this section; the Dempster Street bridge over the North Branch of the Chicago River.

Traffic Control, Operations, and Safety

The Average Daily Traffic (ADT) within this section, according to the CATS 1990 ADT Base Map, is approximately 50,000 vehicles per day. There are no significant high accident locations within this section. The speed limit in this section is 35 miles per hour (mph).

Public Transportation

There are PACE bus stops for routes #250 and #210 along this section on both sides of the street, and no intersecting bus routes. The Metra Milwaukee North commuter rail line crosses Dempster Street immediately east of Lehigh Avenue; the Morton Grove Metra commuter station for this line is located three blocks south of Dempster Street on Lincoln Avenue.

Section 2 - Dempster Street (Ferris Street to Skokie Boulevard)

Exhibit B11-01 to Exhibit B11-03

Section 2 of the corridor continues on Dempster Street from Ferris Street to Skokie Boulevard. This section, located entirely within Cook County, continues through the Village of Morton Grove and terminates in the Village of Skokie.

Physical Characteristics

This section is a four lane divided roadway with a painted median and curb and gutter from Ferris Street to Fernald Avenue; a four lane undivided roadway between Fernald Avenue to Central Avenue; and a four lane divided roadway with a barrier median from Central Avenue to Skokie Boulevard. Parking is permitted on both sides of the roadway from Georgianna Avenue to Central Avenue; within this area, parking is prohibited at the signalized intersections to provide exclusive left turn lanes. Separate left turn lanes are not provided at the signalized intersection of Menard Avenue. No separate turn lanes are provided for the many local intersecting streets. This part of the corridor has 73 ft. to 100 ft. of right-of-way.

Signalized intersections within this section include Fernald Avenue, Austin Avenue, Menard Avenue, Central Avenue, Lockwood Avenue, Gross Point Road, the Skokie-Swift Terminal, Niles Center Road and Skokie Boulevard.

There is one structure in this section; the Dempster Street bridge overpass of Interstate 94 (Edens Expressway) is located immediately west of Lockwood Avenue.

Traffic Control, Operations, and Safety

The ADT between Ferris Street and Skokie Boulevard, according to the CATS 1990 ADT Base Map, is approximately 35,000 vehicles per day from Ferris Street to Austin Avenue, approximately 40,000 vehicles per day from Austin Avenue to Lockwood Avenue, and approximately 29,000 vehicles per day from Lockwood Avenue to Skokie Boulevard. The high accident locations within this section include Skokie Boulevard. The speed limit between Ferris Street and I-94 is 30 mph. East of I-94, the speed limit is 35 mph.

Public Transportation

PACE has two bus lines (Routes #250 and #626) which operate along both sides of this section. The CTA and PACE have three intersecting bus routes at major intersections. The CTA's Skokie Swift northern terminus is located on Dempster Street between Gross Point Road and Niles Center Road. There is bus activity on Dempster Street in the Skokie Swift area.

Section 3 - Dempster Street (Skokie Boulevard to McCormick Boulevard)

Exhibit B11-03 to Exhibit B11-05

Section 3 of the corridor continues on Dempster Street from Skokie Boulevard to McCormick Boulevard. This section is located entirely within Cook County and the Village of Skokie.

Physical Characteristics

This section is primarily a four lane divided roadway with a painted median and curb and gutter. On-street parking is prohibited on both sides of the street. The right-of-way through this area is 80 ft..

Separate left turn lanes are provided on Dempster Street at the majority of these intersecting roadways, as well as at the signalized intersections with the major roadways. Signalized intersections within this section include Keeler Avenue, Crawford Avenue, Prairie Avenue, Lincolnwood Avenue and McCormick Boulevard. The McCormick Boulevard intersection is a major intersection within this section.

There are no structures in this section.

Traffic Control, Operations, and Safety

The ADT along Dempster Street, according to the CATS 1990 ADT Base Map, ranges from 36,000 to 39,000 vehicles per day from Skokie Boulevard to McCormick Boulevard. The high accident locations in this section include McCormick Boulevard. The speed limit in this section is 35 mph.

Public Transportation

PACE has one bus line (Route #250) along this section of the route on both sides of the street, and one intersecting PACE bus route.

Section 4 - McCormick Boulevard (Dempster Street to Devon Avenue)

Exhibit B11-06 to Exhibit B11-09

At McCormick Boulevard, the corridor turns south along McCormick Boulevard. This section continues south in the Village of Skokie (from Dempster Street to Touhy Avenue) and terminates in the Village of Lincolnwood (from Touhy Avenue to Devon Avenue).

Physical Characteristics

This section is primarily a four lane divided roadway with a painted median and curb and gutter. On-street parking is prohibited on both sides of the street. The right-of-way through this area ranges from 100 ft. to 140 ft..

This section has many local streets that cul-de-sac on the west side of McCormick Boulevard, thus controlling access to McCormick Boulevard. The full access points to the east are at major streets that cross the North Shore Channel and intersect McCormick Boulevard at signalized intersections (at approximately half-mile spacing). McCormick Boulevard is bordered to the east by property leased by the surrounding communities from the Metropolitan Water Reclamation District (MWRD) and is utilized for park/open space. Separate left turn lanes are provided on McCormick Boulevard at the signalized intersections with the major roadways.

Signalized intersections within this section include Main Street, Oakton Street, Howard Street, Touhy Avenue, Access to the Lincolnwood Town Mall, Pratt Avenue, and Devon Avenue.

There is one structure in this section. The Skokie Swift passes over McCormick Boulevard, midway between Oakton Street and Howard Street.

Traffic Control, Operations, and Safety

The ADT along this section of the corridor, according to the CATS 1990 ADT Base Map, ranges from 33,000 to 36,000 vehicles per day. The speed limit in this section is 40 miles per hour.

Public Transportation

Public transportation is not provided along this section. There are four crossing PACE routes within this section.

Section 5 - McCormick Boulevard/Lincoln Avenue (Devon Avenue to Peterson Avenue)

Exhibit B11-09

Section 5 of the corridor continues south as McCormick Boulevard until it intersects Lincoln Avenue where it changes names to Lincoln Avenue and heads southeast from this intersection to Peterson Avenue (US 14), its southern terminus. This section is located entirely within Cook County and the City of Chicago. Lincoln Avenue intersects Peterson Avenue (US 14), another SRA route.

Physical Characteristics

The cross section of this section is characterized by an undivided roadway on McCormick Boulevard between Devon Avenue and Lincoln Avenue. On Lincoln Avenue from McCormick Boulevard to Peterson Avenue, it is characterized by a four lane divided roadway with a barrier median. Parking is permitted at all times on both sides of McCormick Boulevard from Devon Avenue to Lincoln Avenue (even though the parking is not regularly utilized); parking is permitted on both sides of Lincoln Avenue from McCormick to Jersey Avenue. Exclusive turn lanes are provided on Lincoln Avenue at the signalized intersections. The right-of-way for this section is 100 ft..

Signalized intersections within this section include Lincoln Avenue, Jersey Avenue, Kedzie Avenue, and U.S. 14 (Peterson Avenue).

There is one structure in this section; Lincoln Avenue crosses over the Chicago River immediately west of Kedzie Avenue.

Traffic Control, Operations, and Safety

The ADT along the McCormick Boulevard section of this section, according to the CATS 1990 ADT Base Map, is approximately 29,300 vehicles per day. On Lincoln Avenue, the existing ADT ranges from 36,300 to 39,200 vehicles per day. The speed limit in this section is 35 mph.

Public Transportation

The CTA has three bus lines (Routes #96, #11, #82) and PACE has one route (#210) along this part of the route, with one intersecting bus line (CTA Route #155).

Table II-1 Structure Inventory Dempster/McCormick/Lincoln							
Exhibit Label	**IDOT Number**	**Over**	**Under**	**Overhead Clearance**	**Clear Width**	**Length**	**Comments**
SN-1 B11-01	016-0942	Chicago River North Branch			70'	77'	
SN-2 B11-03	016-0943	I-94 Edens Expwy.			81'	259'	
SN-3 B11-07	016-0752		Skokie Swift			50'	

TABLE II-2
Accident Rates at Intersections
Dempster/McCormick/Lincoln

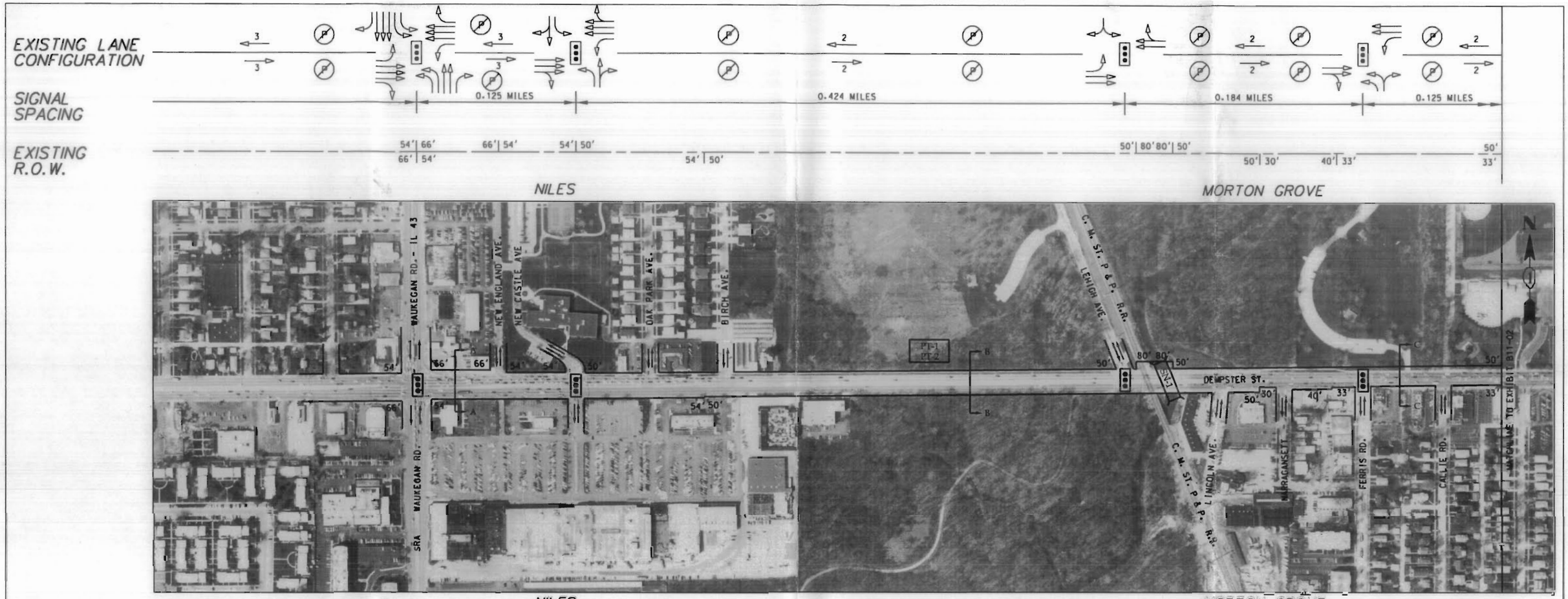
Cross Street	N-S ADT	E-W ADT	No. of Accidents	Rate
Waukegan Road	32,000	54,149	99	2.09
Lehigh Avenue	12,000	54,149	54	1.49
Austin Avenue	20,000	34,988	27	.89
Lockwood Avenue	20,000	28,653	39	1.46
Gross Point Road	20,000	28,499	59	2.22
Niles Center Road	20,000	28,499	60	2.25
Skokie Boulevard	12,000	36,924	84	3.13
Keeler Avenue	12,000	38,734	27	.97
Crawford Avenue	12,000	36,000	70	2.66
Prairie Avenue	20,000	36,000	20	.65
McCormick Boulevard	12,000	35,586	95	3.64
Main Street	20,000	33,327	62	2.12
Oakton Street	20,000	34,064	59	1.99
Howard Street	20,000	32,558	99	3.44
Touhy Avenue	20,000	34,166	113	3.81
Devon Avenue	35,529	20,000	45	1.48
Lincoln Avenue	29,312	39,243	28	.74
Peterson Avenue	39,243	32,000	105	2.69

TABLE II-3
Accident Rates at ~~Intersections~~ SEGMENTS
Dempster/McCormick/Lincoln

Section Start	Section End	Section Length (mi)	ADT	Avg. No. of Accidents	Rate
Waukegan Road	Lehigh Avenue	.54	54,149	197.5	6.1
Lehigh Avenue	Austin Avenue	.68	60,421	216.5	4.8
Austin Avenue	Lockwood Avenue	.87	39,682	265	7.0
Lockwood Avenue	Gross Point Road	.15	34,000	78	13.6
Gross Point Road	Niles Center Road	.41	29,000	177.5	13.6
Skokie Boulevard	Keeler Avenue	.75	40,000	131.5	4.0
Keeler Avenue	Crawford Avenue	.25	38,734	120.5	12.4
Crawford Avenue	Prairie Avenue	.39	36,000	126	8.1
Prairie Avenue	McCormick Boulevard	.66	35,586	158.5	6.1
McCormick Boulevard	Main Street	.50	33,327	96.5	5.2
Main Street	Oakton Street	.49	34,064	82.5	4.5
Oakton Street	Howard Street	.49	32,558	74	4.2
Howard Street	Touhy Avenue	.50	34,116	145	7.7
Devon Avenue	Lincoln Avenue	.23	29,312	153.5	20.7
McCormick Boulevard	U.S. 14 (Lincoln)	.46	36,321	204.5	11.1

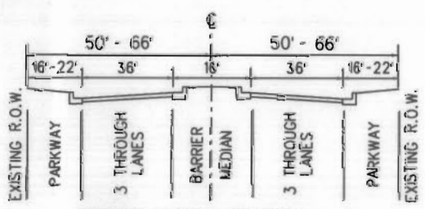
Table II-4
Sources of Data for Traffic and Transportation Characteristics
Dempster/McCormick

Item	Data Source
Traffic Volumes	
Average Daily Traffic	Illinois Department of Transportation, Office of Planning and Programming, 1989 Traffic Map, Cook County
Intersection Turning Movement Counts	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit Routes	Metra Pace
Traffic Control	
Signalized Intersection Locations	Field Reconnaissance
Other Traffic Control	Field Reconnaissance
Cross Section	
Lane Widths and Arrangements	As-Built Plans
Shoulder Widths	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Type of Section	Field Reconnaissance
Right-of-Way	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Curb/Roadside Use	
Parking	Field Reconnaissance
Bus and Loading Zones	Field Reconnaissance
Structures	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Other Features	Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report Field Reconnaissance

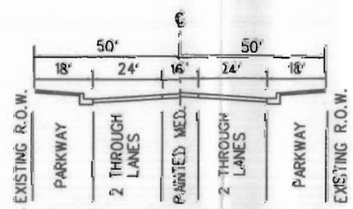


DESCRIPTION OF EXISTING CONDITIONS:

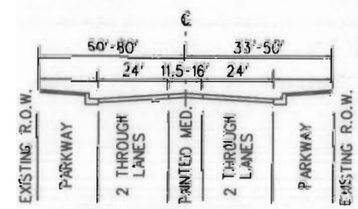
SN # 1 = Structure #016-0942
PT # 1 = PACE Bus Route # 250
PT # 2 = PACE Bus Route # 210



EXISTING TYPICAL SECTION A - A
WAUKEGAN RD TO NEW CASTLE AVE.



EXISTING TYPICAL SECTION B - B
NEW CASTLE AVE. TO LEHIGH AVE.



EXISTING TYPICAL SECTION C - C
LEHIGH AVE. TO MATCHLINE B11-02

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 1 & 2
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

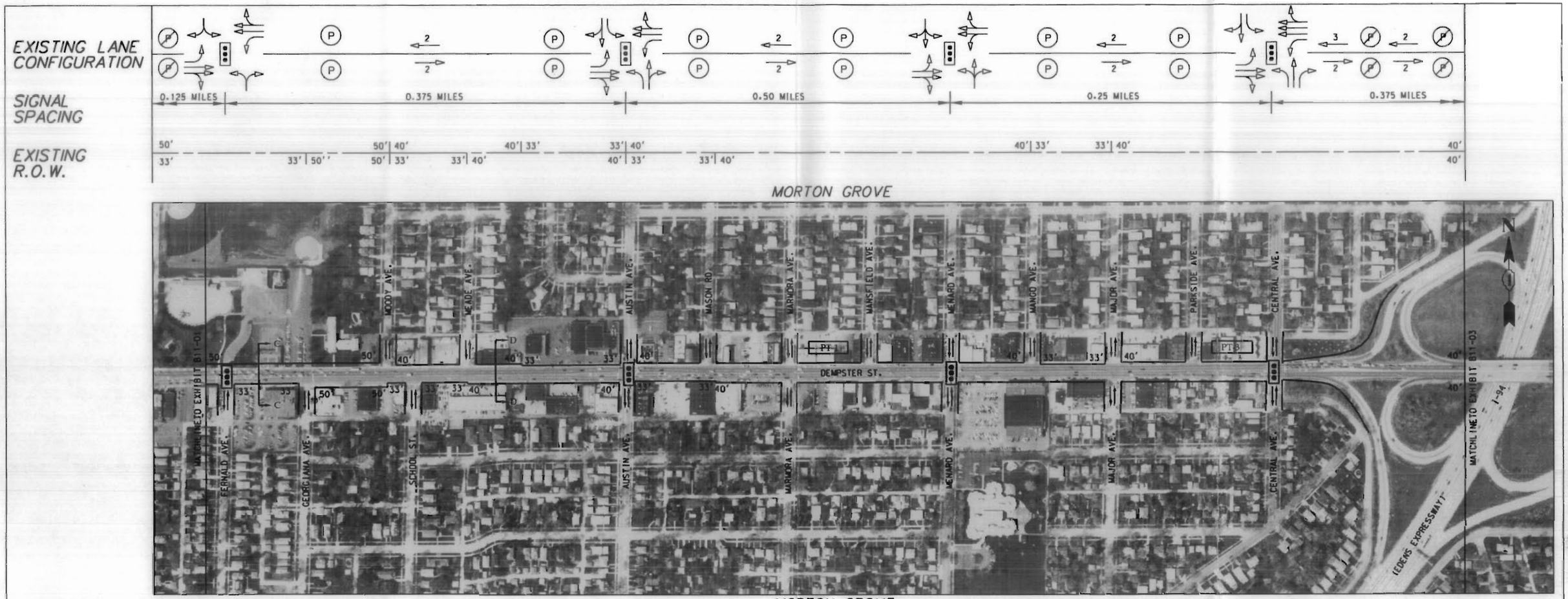
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

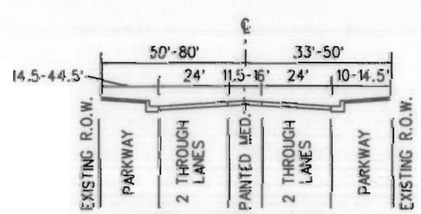
EXHIBIT B11-01



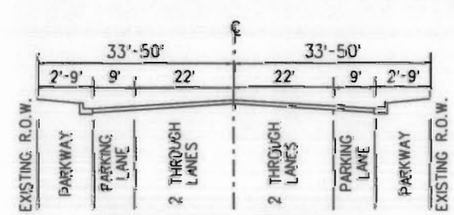
DESCRIPTION OF EXISTING CONDITIONS:

PT #1 = PACE Bus Route #250
PT #3 = Intersection CTA Bus Route #97

Between Fernald Ave. and Central Ave. on street parking is provided on both sides of Dempster Street, except for approximately 250 feet each side of Austin Avenue.



EXISTING TYPICAL SECTION C - C
MATCHLINE B11-01 TO FERNALD AVE.



EXISTING TYPICAL SECTION D - D
FERNALD AVE. TO MATCHLINE B11-03

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT: # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

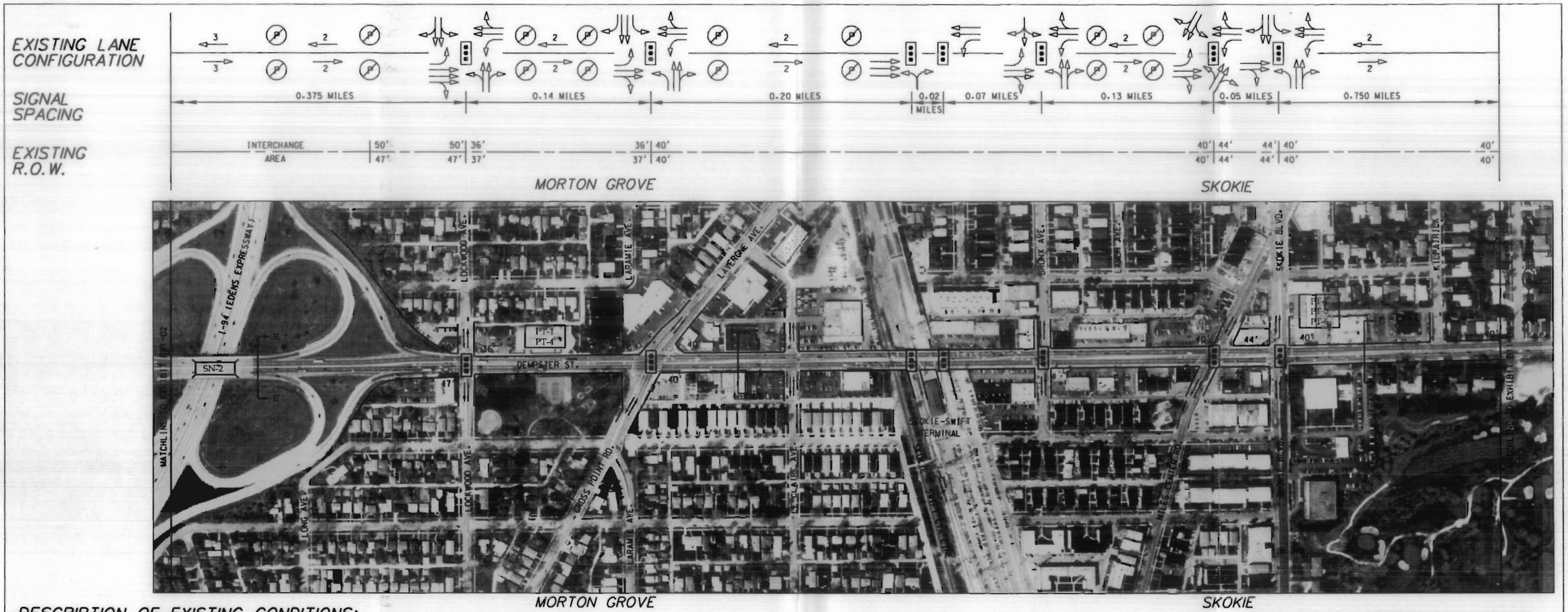
STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

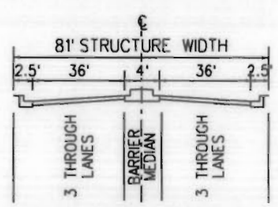
Scale In Feet
0 200 400 800

EXHIBIT B11-02

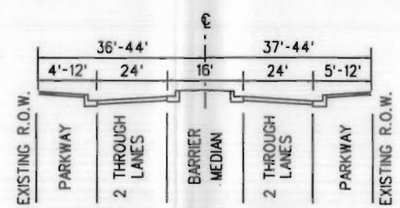


DESCRIPTION OF EXISTING CONDITIONS:

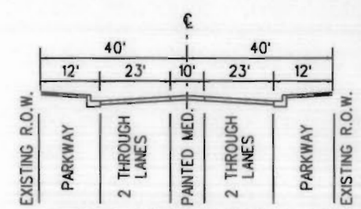
- SN #2 = Structure #16-0943
- PT #1 = PACE Bus Route #250
- PT #4 = PACE Bus Route #626
- PT #5 = Intersecting PACE Bus Route #254
- PT #6 = Intersecting CTA Bus Route #54A



EXISTING TYPICAL SECTION E - E
BRIDGE CARRYING DEMPSTER ST. OVER I-94



EXISTING TYPICAL SECTION F - F
I-94 NB ON/OFF RAMPS TO SKOKIE BLVD.



EXISTING TYPICAL SECTION G - G
SKOKIE BLVD. TO MATCHLINE B11-03

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2 /3
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

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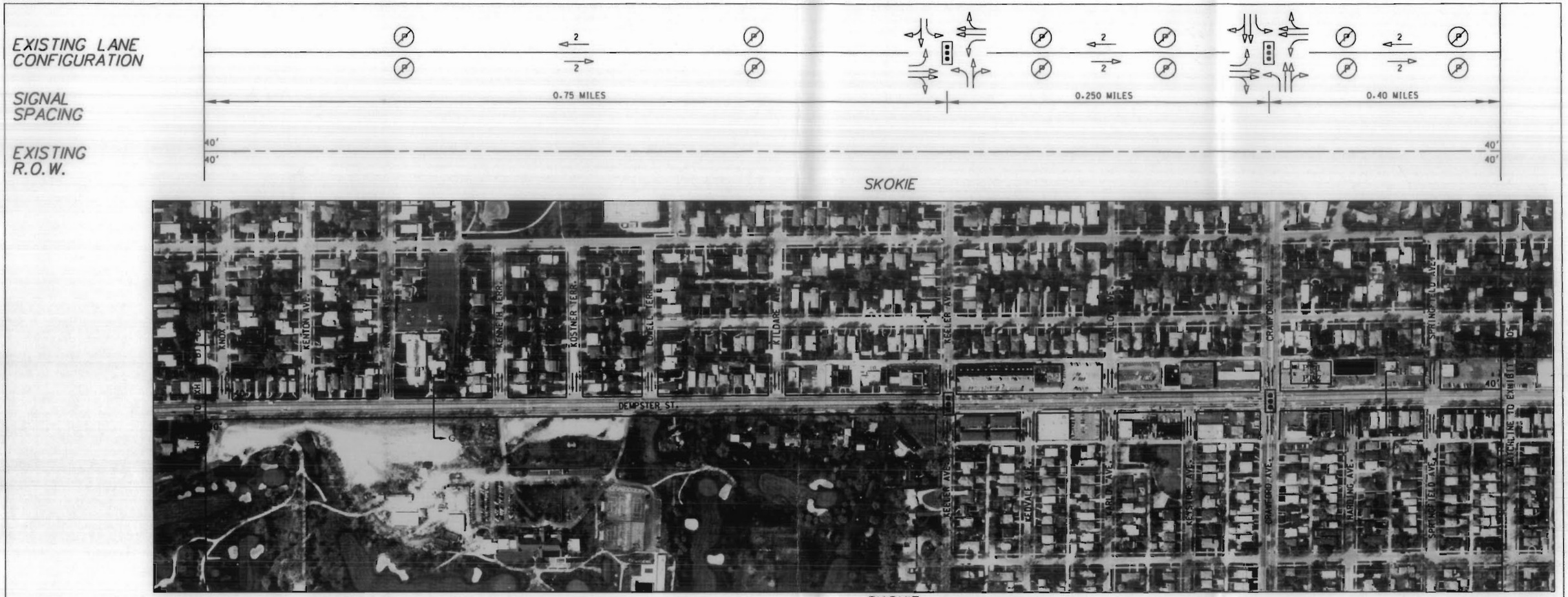
Scale In Feet
0 200 400 800

EXHIBIT B11-03

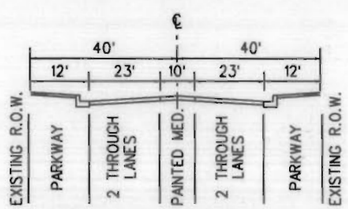


SKOKIE

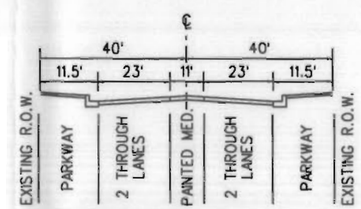
DESCRIPTION OF EXISTING CONDITIONS:

PT #1 = PACE Bus Route #250

PT #7 = Intersecting PACE Bus Route #215



EXISTING TYPICAL SECTION G - G
MATCHLINE B11-03 TO CARWFORD AVE.



EXISTING TYPICAL SECTION H - H
CRAWFORD AVE. TO MATCHLINE B11-05

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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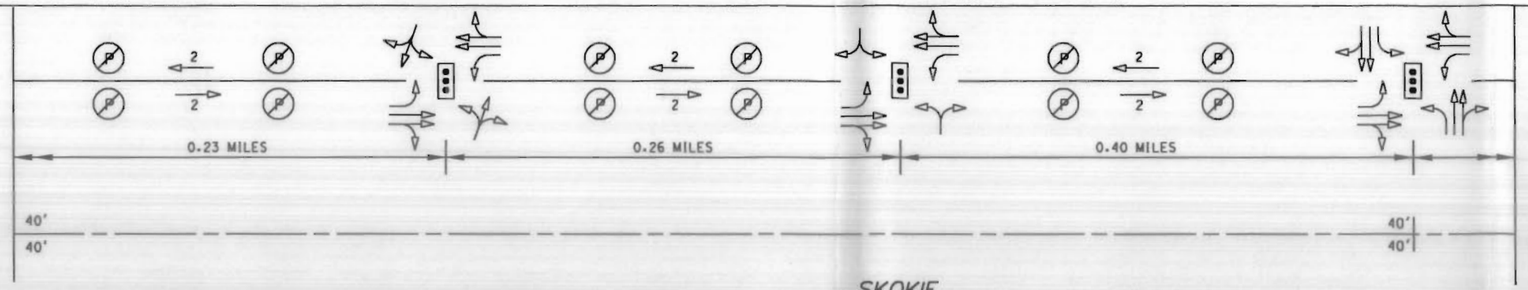
Scale In Feet
0 200 400 800

EXHIBIT B11-04

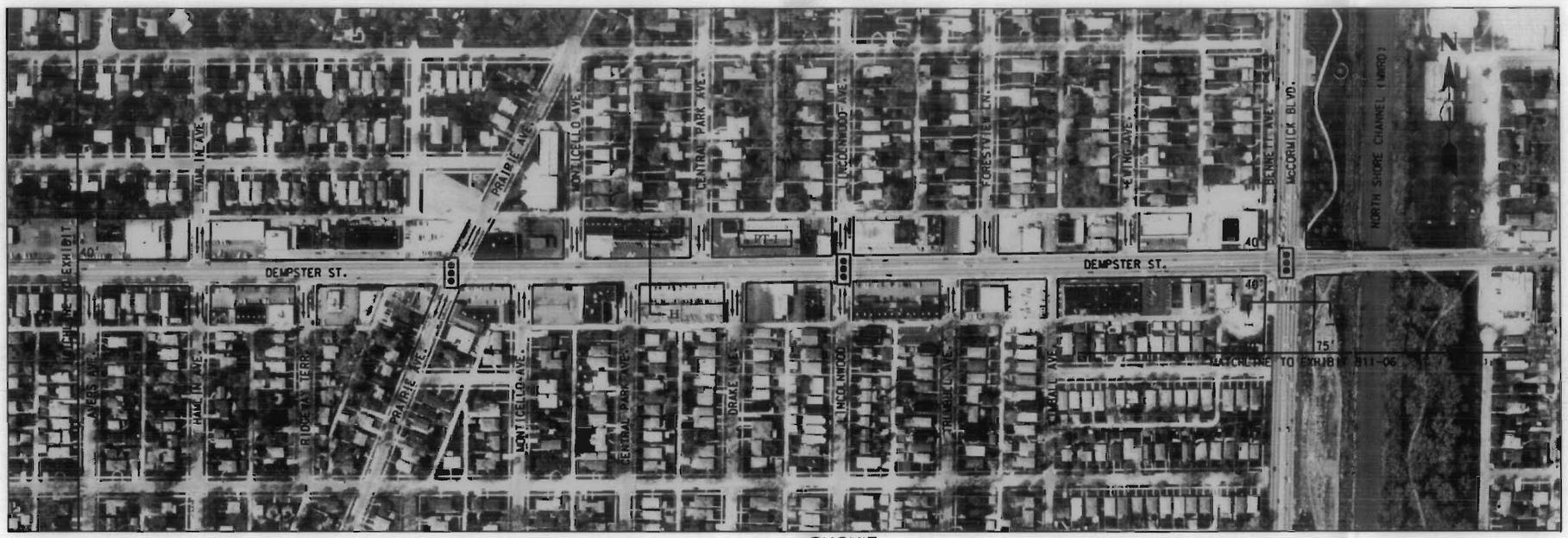
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



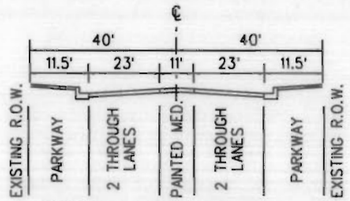
SKOKIE



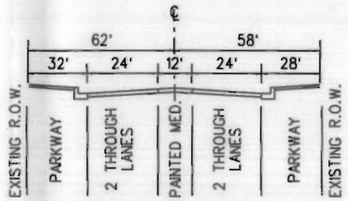
SKOKIE

DESCRIPTION OF EXISTING CONDITIONS:

PT #1 = PACE Bus Route #250



EXISTING TYPICAL SECTION H - H
MATCHLINE B11-04 TO McCORMICK BLVD.



EXISTING TYPICAL SECTION I - I
McCORMICK BLVD.
DEMPSTER ST. TO MATCHLINE B11-06

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3 /4
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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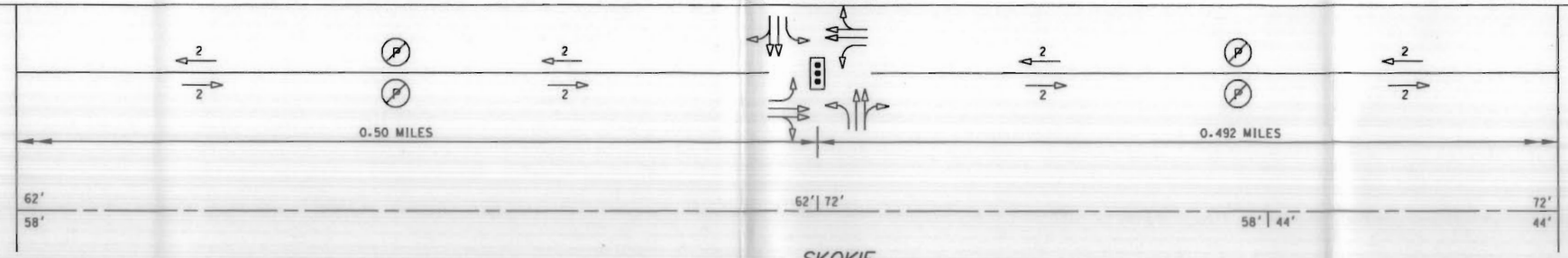
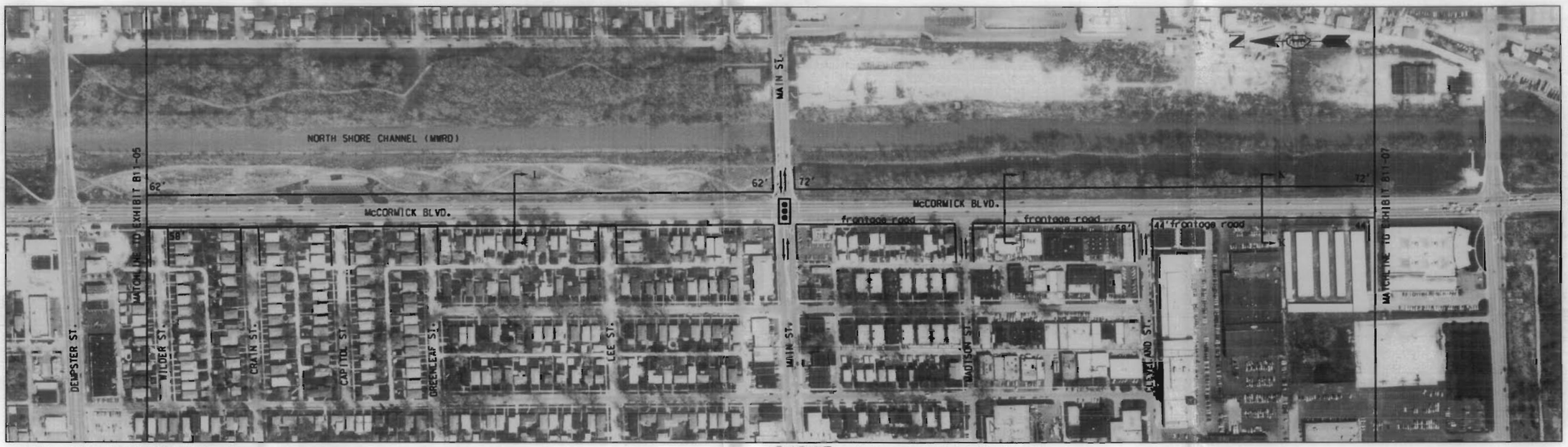
Scale In Feet
0 200 400 800

EXHIBIT B11-05

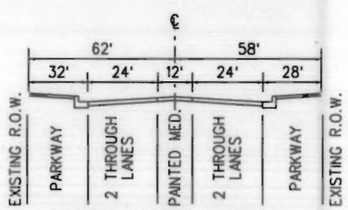


SKOKIE

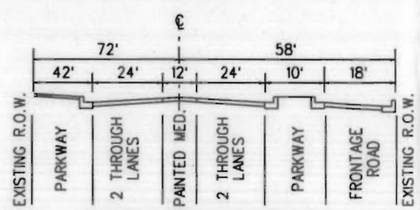


SKOKIE

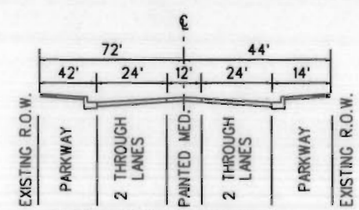
NOTE: SIDE STREETS BETWEEN McCORMICK BLVD. AND DEMPSTER ST. DO NOT INTERSECT McCORMICK BLVD.



EXISTING TYPICAL SECTION I - I
MATCHLINE B11-05 TO MAIN ST.



EXISTING TYPICAL SECTION J - J
MAIN ST. TO CLEVELAND ST.



EXISTING TYPICAL SECTION K - K
CLEVELAND ST. TO MATCHLINE B11-07

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

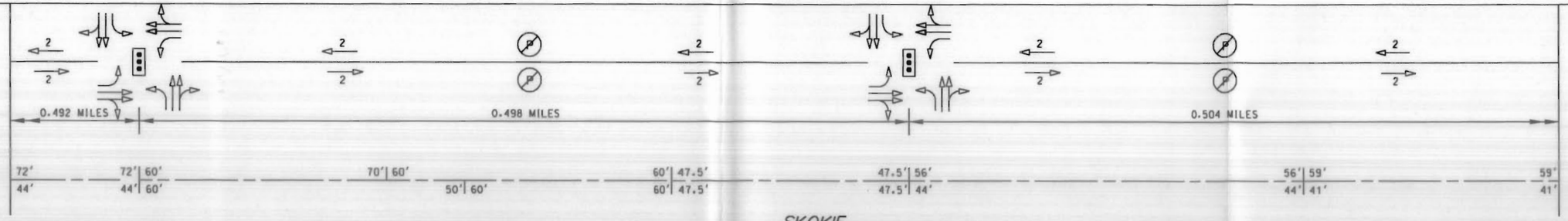
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B11-06

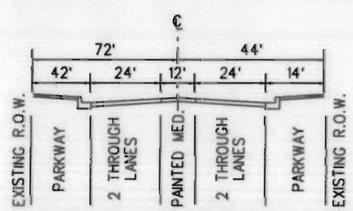


SKOKIE

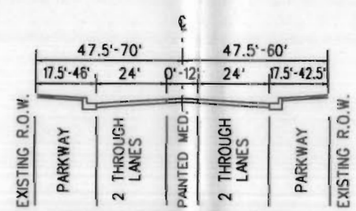
SKOKIE

DESCRIPTION OF EXISTING CONDITIONS:

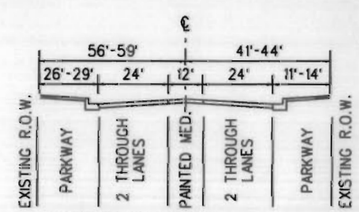
SN #3 = Structure #16-0725
PT #7 = Intersecting PACE Bus Route #215
PT #8 = Intersecting PACE Bus Route #93
PT #3 = Intersecting PACE Bus Route #97



EXISTING TYPICAL SECTION K - K
MATCHLINE B11-06 TO 600FT SOUTH OF OAKTON ST.



EXISTING TYPICAL SECTION L - L
600FT SOUTH OF OAKTON ST. TO HOWARD ST.
NOTE: NO MEDIAN AT CTA BRIDGE.



EXISTING TYPICAL SECTION M - M
HOWARD ST. TO MATCHLINE B11-08

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

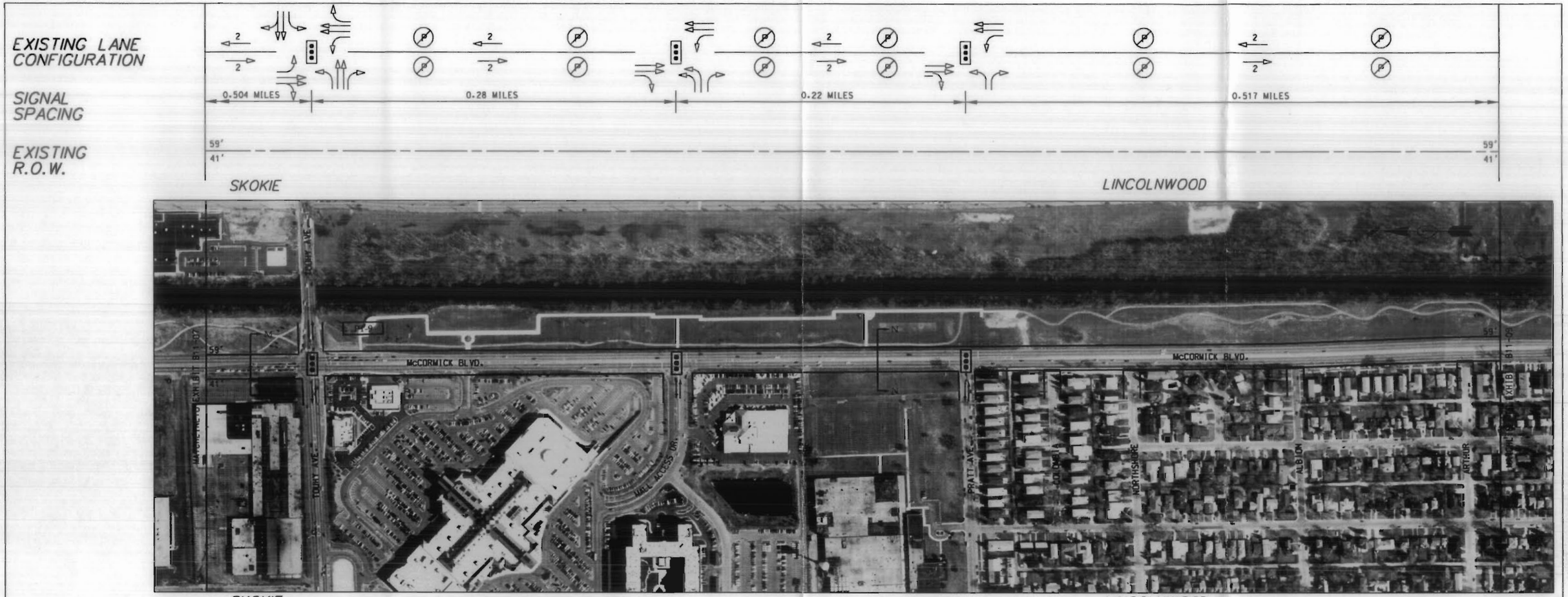
STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

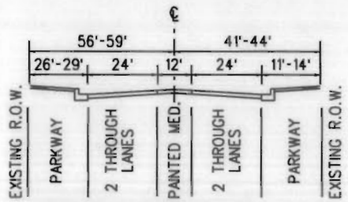
Illinois Department of Transportation

Scale In Feet
0 200 400 800

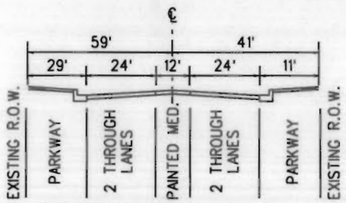
EXHIBIT B11-07



NOTE: SIDE STREETS BETWEEN PRATT AVE. AND DEVON AVE. DO NOT INTERSECT McCORMICK BLVD.



EXISTING TYPICAL SECTION M - M
MATCHLINE B11-07 TO TOUHY AVE.



EXISTING TYPICAL SECTION N - N
TOUHY AVE. TO MATCHLINE B11-09

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

DESCRIPTION OF EXISTING CONDITIONS:

PT #9 = Intersecting PACE Bus Route #290

SEGMENT 4
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

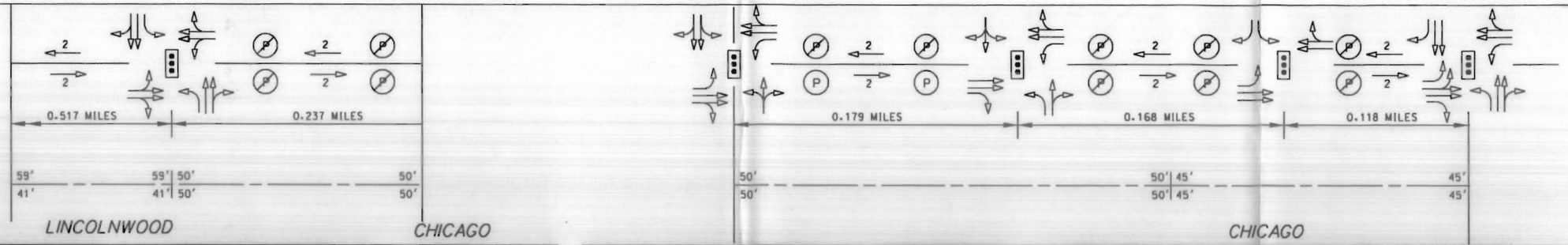
Scale In Feet
0 200 400 800

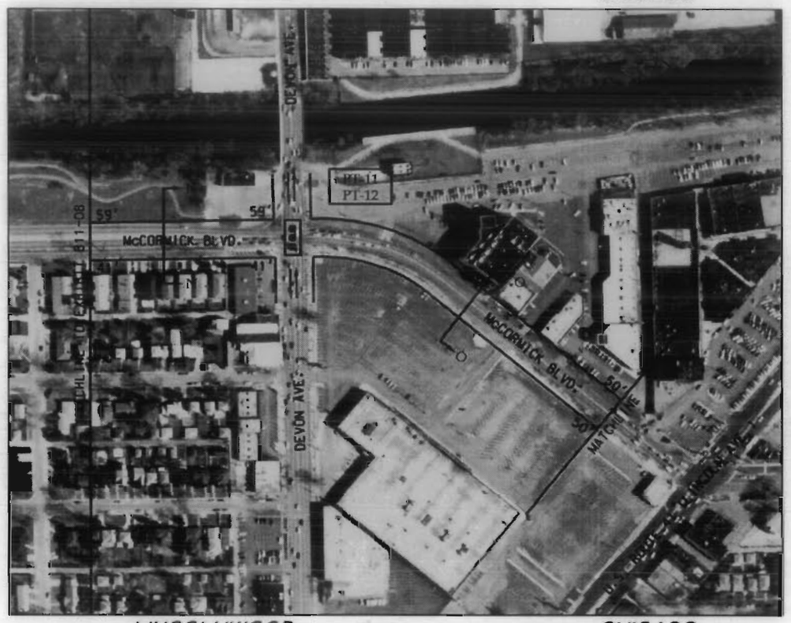
EXHIBIT B11-08

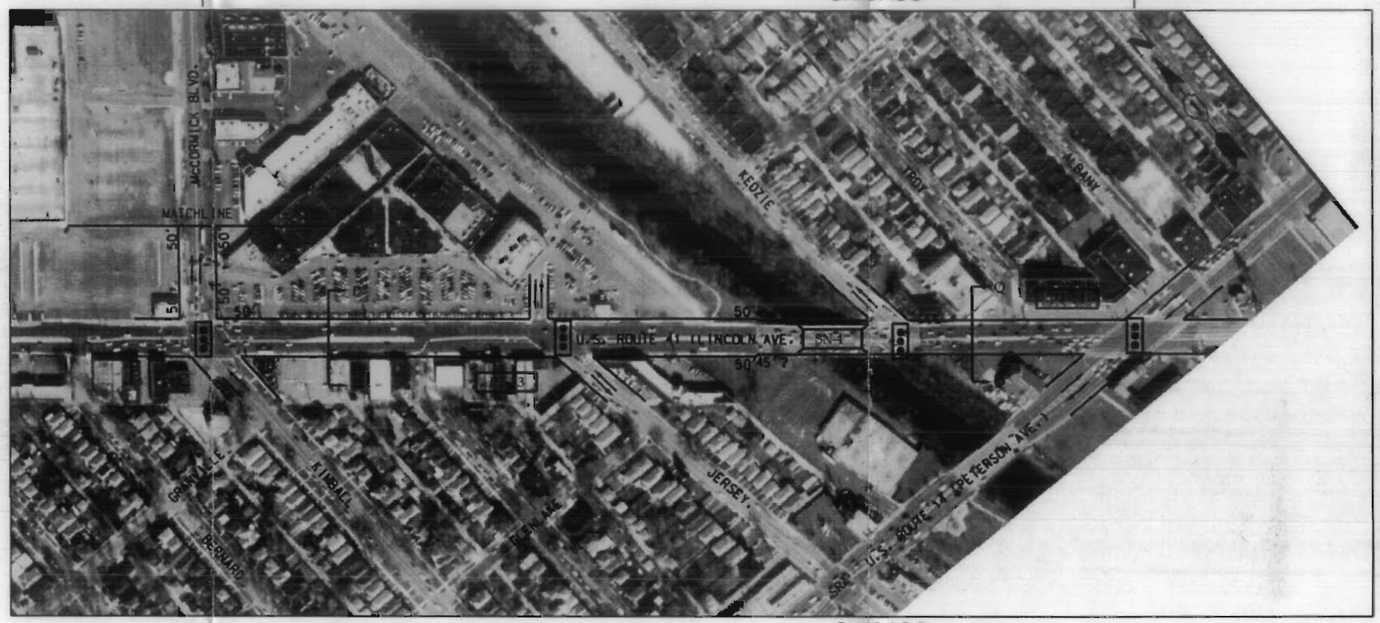
EXISTING LANE CONFIGURATION

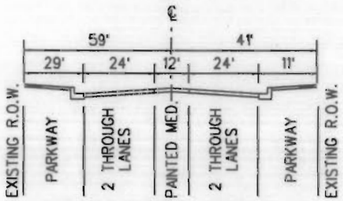
SIGNAL SPACING

EXISTING R.O.W.

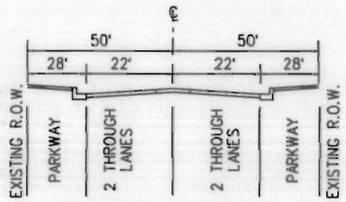




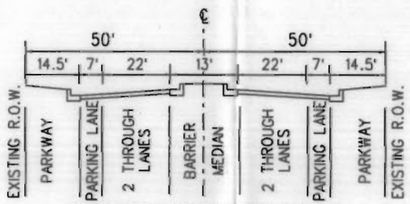




EXISTING TYPICAL SECTION N - N
MATCHLINE B11-08 TO DEVON AVE.

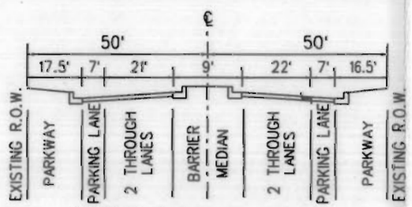


EXISTING TYPICAL SECTION O - O
DEVON AVE. TO LINCOLN AVE.



EXISTING TYPICAL SECTION P - P
McCORMICK BLVD. TO CHICAGO RIVER

NOTE: PAVEMENT WIDTH AT CHICAGO RIVER BRIDGE IS 64 FEET WITH A 4 FOOT MEDIAN.



EXISTING TYPICAL SECTION Q - Q
CHICAGO RIVER TO PETERSON

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4 /5
DEMPSTER/McCORMICK/LINCOLN - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B11-09

CORRIDOR PLANNING FRAMEWORK

DEMPSTER/McCORMICK/LINCOLN

STRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

Long-range planning for the Dempster/McCormick/Lincoln SRA take into account many factors. These factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance between all of these design considerations to best address the transportation needs of the region.

This chapter outlines the planning considerations that influenced the recommended improvements for the Dempster/McCormick/Lincoln corridor. A summary of the planning framework issues follows:

- Functional classification
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Dempster/McCormick/Lincoln
- Other planned transportation improvements within, crossing, or near Dempster/McCormick/Lincoln
- Long-range land use plans for the communities along Dempster/McCormick/Lincoln
- Existing safety and traffic operational problems along Dempster/McCormick/Lincoln
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Dempster/McCormick/Lincoln was developed after compiling the information mentioned above and includes the following recommendations:

- The number of continuous through lanes in each direction along Dempster/McCormick/Lincoln
- Locations of signalized intersections
- Locations and specifications of special intersections
- A general discussion of access management
- The need for and locations of special or unique highway solutions

Functional Classification

The Dempster/McCormick/Lincoln corridor is designated a suburban route from Waukegan Road to Devon Avenue. South of Devon Avenue to Peterson Avenue, the corridor is designated Urban. According to the Design Concept Report, the desirable cross section for an urban SRA is two continuous through lanes in each direction separated by a 14 ft. median. The desirable cross section for a suburban SRA is three continuous through lanes in each direction, separated by a raised median for access control.

Route Design Considerations

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The desirable cross sections for urban and suburban SRAs are shown in Figures III-1 and III-3, respectively.

According to the Design Concept Report, an urban SRA requires 96 to 110 ft. of R.O.W. The Dempster/McCormick/Lincoln corridor has typically 80 to 100 ft. of R.O.W. The section between Waukegan Road and Ferris Avenue has three through lanes per direction, while the remainder of the corridor has two through lanes per direction. The typical existing median is a 10 to 12 ft. painted median. A full listing of desirable urban SRA characteristics appears in Tables III-1 and roadway design criteria in Table III-2. A full listing of desirable suburban SRA characteristics appears in Tables III-3 and roadway design criteria in Table III-4.

The 2010 Transportation Network

Eight miles in length, the Dempster/McCormick/Lincoln corridor is the only 90 degree SRA on the entire SRA system. Anchored with Peterson Avenue at its southern terminus, it bisects a number of east-west traffic corridors (Lincoln, Devon, Pratt, Touhy, Oakton, Howard, and Main) which service the north section of Chicago and its suburban neighbors. At its north end, it reaches beyond I-94 to intersect with Illinois Route 43 (Waukegan Road), another SRA route. A full interchange exists with I-94. Further west outside of the SRA corridor Dempster Street has a partial interchange with the Tri-State Tollway (I-294).

2010 Traffic Models

CATS provided Dames & Moore/MCE with raw travel demand output for the years 1990 and 2010. The model runs for this study assumed full buildout of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 TSD Plan Update in all other respects. The data were modified by Dames & Moore/MCE, in consultation with CATS, to produce the 2010 forecasts shown in this report.

The existing (1990) ADT and the projected (2010) ADT can be found in Table III-5.

Other Corridor Planning Activities

Roadway Improvements

Planning information was obtained from IDOT, CATS, Cook County, the City of Chicago, and surrounding communities. A list of projects relevant to the Dempster/McCormick/Lincoln corridor is presented in Table III-6.

City and Village Comprehensive Plans

Comprehensive plans and other information detailing local transportation plans, zoning, and community objectives were collected from the Villages of Niles, Morton Grove, Skokie, Lincolnwood, and the City of Chicago. These plans are listed in Table III-7.

Transit Improvements

The Dempster/McCormick/Lincoln corridor has bus service operated by PACE (suburban areas) and the CTA (City of Chicago), and rail service provides by Metra (commuter rail) and the CTA (rapid transit). Only the section along McCormick Boulevard between Dempster Street and Devon Avenue does not have transit service. The Metra Milwaukee North commuter rail line crosses Dempster Street immediately east of Lehigh Avenue and the CTA's Skokie Swift northern terminus is located on Dempster Street between Gross Point Road and Niles Center Road. The Future Agenda for Suburban Transportation (FAST), published jointly by Metra and Pace, was reviewed for planning impacts.

Future Land Use and Development

Future Conditions

Current land use trends along the Dempster/McCormick/Lincoln corridor are expected to remain similar in the future.

Planning Framework and Recommendations

The planning framework was used to determine the best possible alternates for the Dempster/McCormick/Lincoln corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria lead to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross section and geometrics, operations, access management, public transit, and short-term alternates.

Cross Section and Geometrics

This section is a discussion of the number and width of through lanes, median type and width, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

Operations

The operations section contains information pertaining to projected traffic volume, proposed speed limit, and predicted capacity and level of service. This section also examines accident rates and contains general solutions for areas indicated as high accident locations.

Access Management

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role. This section discusses methods used to coordinate access for vehicles entering and leaving the corridor.

Public Transit

This section contains recommendation concerning public transit. Techniques associated with mass transit which may also be applicable to urban and suburban situations are evaluated. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered with the objectives of the SRA system.

Short Term Alternates

Any improvement that is a low cost method of enhancing the flow of traffic on the SRA route is considered in this section. Examples include access management, traffic signal installation/removal, and signal coordination.

Table III-1
2010 Desirable Route Characteristics
Urban Strategic Regional Arterial

Right-of-Way Width	107'-110'
Level of Service (Peak Hour)/Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable 11' width minimum
Median Width	14' desirable, 11' minimum
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours***; Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading

* 83'-86' where bus/HOV lanes are not provided
** where criterion and conditions of Design Concept Report are met
*** where criterion and conditions of Design Concept Report are met

Table III-2 Urban SRA Roadway Design Criteria	
Horizontal Alignment	
Minimum Design Speed	35 mph
Minimum Stopping Sight Distance	225'
Minimum Radius Horizontal Curve	415' w/normal crown 345' w/S.E. = 4%
Maximum Degree of Curvature	14°30'
Maximum Superelevation	4%
Minimum Length of Superelevation - Four Lane With Small Probability of Six Lanes - Six Lane Section	 231' 309'
Horizontal Clearance	2'
Vertical Alignment	
Maximum Grades	7%
Length Crest Vertical Curve	Compatible with Design Speed
Length Sag Vertical Curve	Compatible with Design Speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

Table III-3 2010 Desirable Route Characteristics Suburban Strategic Regional Arterial	
Right-or-Way Width	120' - 150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads, right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs, and shelters. Express bus service only. Signal preemption and HOV potential.
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii	WB-55 typical/WB-60 Type II truck route
Vertical Clearances	New structures: 16'3" Existing structures 14'6"
Loading	Off-street loading

* Adapted from SRA Design Concept Report, HB&A, Inc.

Table III-4 Suburban SRA Roadway Design Criteria	
Horizontal Alignment	
Minimum Design Speed	45 mph
Minimum Stopping Sight Distance	325'
Minimum Radius Horizontal Curve	740'
Maximum Degree of Curvature	7°45'
Maximum Superelevation	4%
Minimum Length of Superelevation - Four Lane with Small Probability of Six Lanes - Six Lane Section	 192' 234'
Horizontal Clearance	2'
Vertical Alignment	
Maximum Grades	6%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'3"
Vertical Clearance (Minimum Reconstruction	14'6"

* Adapted from SRA Design Concept Report, HB&A, Inc.

Table III-5
Existing and Projected Average Daily Traffic
Dempster/McCormick/Lincoln

LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
Dempster Street		
Waukegan Road to Lehigh Avenue	50,000	54,000
Lehigh Avenue to Austin Avenue	35,000	41,000
Austin Avenue to I-94 Edens Expressway	39,700	41,000
I-94 Edens Expressway to Laramie Avenue	28,600	29,000
Laramie Avenue to Skokie Boulevard	28,500	34,000
Skokie Boulevard to Crawford Avenue	36,900	41,000
Crawford Avenue to East Prairie Road	36,000	37,000
East Prairie Road to McCormick Boulevard	35,600	37,000
McCormick Boulevard		
Dempster Street to Main Street	33,300	35,000
Main Street to Oakton Street	34,000	37,000
Oakton Street Howard Street	32,600	37,000
Howard Street to Touhy Street	34,100	39,000
Touhy Street to Pratt Avenue	34,800	40,000
Pratt Avenue to Devon Avenue	35,500	40,000
Devon Avenue to Lincoln Avenue	29,300	43,000
Lincoln Avenue		
McCormick Boulevard to North Shore Channel	39,200	40,000
North Shore Channel to Peterson Avenue	36,300	50,000

Table III-6 Future Projects Dempster/McCormick/Lincoln	
Project Name	**Time Table**
Consolidation of Skokie-Swift Terminal Access	Village of Skokie - 1998-2000
McCormick Boulvard @ Devon Avenue Intersection	CDOT Project - 1998-2000

Table III-7
Summary of Previous and Current Planning Studies
Dempster/McCormick/Lincoln

Study, Plan, or Report	Source	Status as of 1996
Transportation Planning Studies		
• CATS 2010 Transportation System Development Plan	CATS	Official
• Future Agenda for Suburban Transit	Metra/Pace	Official
Land Use and Comprehensive Plans		
• Zoning Map (11/1/93)	Morton Grove	Official
• Zoning Map (11/1/93)	Skokie	Official
• Zoning Map (1991)	Lincolnwood	Official
• Comprehensive Plan (4/92)	Lincolnwood	Official
• Zoning Ordinance (1987)	Skokie	
Other Plans and Studies		
• Ten Year Comprehensive Road Improvement Plan	Cook County DOT	
• Skokie Swift Commuter Station (6/5/91)	Skokie	Planned
• Dempster Street Econimic Dev. Task Force Parking (5/1/94)	Skokie	
• Transportation Safety Study (10/88)	Skokie	
• Addendum to Transportation Safety Study (2/89)	Skokie	
• Dempster Street Commeridial Corridor Development Study	Morton Grove	
• Comprehensive Planning and Community Development Program (5/79)	Morton Grove	
• Location and Draingage Study - Dempster Street (1984)	IDOT	
• Project Report - Dempster St. (Ferris to Central) (1984)	IDOT	
• Comprehensive Traffic Safety Study (4/79)	Morton Grove	

RECOMMENDED IMPROVEMENTS

RECOMMENDED IMPROVEMENTS

Section 1 - Dempster Street (Waukegan Road (IL 43) to Ferris Street)

Exhibit C11-01, Exhibit D11-01

Section 1 of the corridor extends from Waukegan Road to Ferris Street. This section is entirely within the Village of Morton Grove.

Cross Section and Geometrics

Between Waukegan Road and New Castle Drive, there are three travel lanes in each direction with a barrier median on Dempster Street. East of New Castle Avenue, there are two travel lanes in each direction with a painted median through the Linne Woods Forest Preserve to the eastern terminus of this section.

The right-of-way in this section is greater near Waukegan Road (120 feet), decreasing to 100 feet through the Forest Preserve to Lehigh Avenue. East of Lehigh Avenue to Ferris Street, the right-of-way varies between 33 and 50 feet in width on the south side due to commercial uses. The north side remains a constant width of 50 feet.

The existing cross section with two lanes in each direction with a 16 foot mountable median from New Castle Avenue to Lehigh Avenue will be maintained and no modifications are recommended.

Improvements to the intersection of Lehigh Avenue include the addition of a through lane, as previously discussed. A combined right/left-turn on Lehigh Avenue is recommended. The access drive serving the forest preserve north of Ferris Street should be relocated to align opposite the traffic signal at Ferris Street. (See Detail - Exhibit D11-01)

The total right-of-way requirement for this cross-section would be 100 feet through the forest preserve as well as 100 feet at Lehigh Avenue.

Operations

Lincoln Avenue, which traverses through the south portion of Morton Grove, does not travel beyond the Chicago, Milwaukee & St. Paul railroad tracks, thus forcing all traffic from Lincoln Avenue onto Dempster Street. The 1990 ADT within this section, according to CATS, is approximately 50,000. The projected 2010 ADT volumes are approximately 54,000.

Access Management

Access management through this section will be accomplished by limiting certain intersecting driveways and several cross streets to right-in/right-out only. The local streets that are recommended to be limited access include, Lincoln Avenue and Narragansett Avenue. Each of these streets are minor side streets and each have access to adjoining streets that would enable direct full access to Dempster Street.

Public Transit

A fixed route bus service runs along Dempster Street in this section from Waukegan Road to the Skokie-Swift terminal. It is recommended that a bus turnout be constructed on Dempster Street for eastbound bus traffic on the east side of the Waukegan Road intersection. It is also recommended that a turnout be located for westbound traffic just west of Lehigh Avenue.

Short Term Alternates

Local agencies should encourage consolidation of access as properties petition for redevelopment.

Section 2 - Dempster Street (Ferris Street to Skokie Boulevard (IL 50))

Exhibit C11-02 to Exhibit C11-03,

Section 2 of the corridor extends from Ferris Street to Skokie Boulevard (IL 50). This section continues through the Village of Morton Grove and into the Village of Skokie. The Edens Expressway (I-94) intersects this section and serves as the boundary between the two communities. A full cloverleaf interchange accommodates the intersection of I-94 and Dempster Street.

Cross Section and Geometrics

Between Ferris Street and I-94, within the Village of Morton Grove, the right-of-way on both sides of Dempster Street fluctuates between 33 and 40 feet. East of I-94 to Skokie Boulevard, within the Village of Skokie, the overall right-of-way is a constant 80 feet.

Due to the limited existing right-of-way and the commercial uses constructed to the sidewalk, implementing the desirable six-lane suburban cross-section would require the purchase of significant additional right-of-way and acquisition of numerous buildings. The removal of all parking along Dempster along with a painted median is recommended to allow for access to the off-street parking facilities near the businesses that front directly on Dempster Street and to allow left turns at the numerous cross streets within this section. This proposed cross section is consistent with the existing cross section on Dempster Street from I-94 to McCormick Boulevard.

From Central Avenue, across I-94, to Skokie Boulevard, the existing cross section is recommended to remain, which is two travel lanes in each direction with a barrier median. Similar circumstances exist on the west side of I-94, where there are multiple commercial

buildings and parking areas that are located directly behind the right-of-way, requiring substantial removal of buildings and parking to obtain a wider cross section.

Possible intersection improvements include the addition of right turn lanes at signalized locations. This would include separate left turn lanes on Dempster Street at Menard Avenue.

An additional intersection improvement that is being considered is the elimination of the left turn movement on Dempster Street at Lockwood Avenue. Lockwood Avenue is the first signalized intersection east of I-94. There is a significant weaving problem created by traffic exiting from northbound I-94 heading east on Dempster that desires to turn left onto Lockwood Avenue. Recent traffic counts indicate that the left turn volume is not significant and can easily be diverted to other surrounding signalized intersections. Removal of the left turn phase would permit additional timing to Dempster Street and potentially improve safety at the intersection.

Due to the limited change in the recommended cross section, the total right-of-way requirement for this cross-section is the same as the existing right-of-way, 73 - 80 feet along the main line and in general, 90 feet at major intersections.

The structure carrying Dempster Street over the Edens Expressway is of sufficient width and should not require widening. This facility was rehabilitated in the late 1980's. When the structure is reconstructed, it should be changed with pedestrian/bicycle facilities along one or both sides of the structure.

Operations

Parking is permitted on both sides of Dempster Street between Georgianna Avenue and Central Avenue, within the community of Morton Grove. This is the only section of Dempster Street between the Tri-State Tollway (I-294) and McCormick Boulevard that permits parking. In the early 1980's, IDOT reconstructed Dempster Street within this section to provide a pavement width of 62 feet. Phase II of that improvement was to eliminate the parking on Dempster Street after the Village of Morton Grove had completed necessary studies and provided off-street parking. The second phase of that improvement was never completed.

The projected CATS 2010 ADT volume is 41,000 vehicles per day. The parking is removed at the signalized intersections of Austin Avenue and Central Avenue to allow for separate left turn lanes. However, at the signalized intersection of Menard Avenue, the parking remains and no separate left turn lanes are provided. It is the recommendation of this SRA study to remove all parking along Dempster Street to provide two lanes of travel in each direction with a painted median. Further analysis will need to be conducted as to the appropriate locations for off-street parking facilities that should be provided prior to eliminating any on-street parking spaces.

The CATS 1990 ADT ranges from 35,000 to 39,700 vehicles per day between Ferris Street and I-94. The 1990 ADT between I-94 and Skokie Boulevard, according to CATS, ranges between 28,500 to 28,600 vehicles per day. The projected 2010 CATS ADT volumes throughout this section range between 29,000 and 34,000 vehicles per day.

Access Management

Access management and intersection improvements through this section are being recommended through the use of raised islands within selected commercial driveways allowing only right-in/right-out movements. Full access to all local streets is recommended with the left turn on Dempster Street being accommodated within the median. The nature and volume of traffic utilizing most of the non-signalized local street intersections are generally not significant enough to cause operational problems.

Public Transit

The Skokie-Swift terminal is located within this section. This section currently has multiple fixed bus routes running along Dempster Street. It is recommended that the bus stops located in the short section of Dempster Street between Skokie Boulevard and Niles Center Road be relocated to either far side or adjacent streets. The stop in front of the Walton Motors location on Dempster Street should be relocated to LeClaire Avenue. Far side stops at Austin (both directions) and at the Skokie Swift station (eastbound stop) should be implemented.

Short Term Alternates

Local agencies should work with adjacent property owners to consolidate existing and proposed access locations.

Section 3 - Dempster Street (Skokie Boulevard to McCormick Boulevard)

Exhibit C11-03 to Exhibit C11-05, Exhibit D11-02

Section 3 of the corridor continues from Skokie Boulevard to McCormick Boulevard. This section continues through the Village of Skokie.

Cross Section and Geometrics

The existing right-of-way through this section is 80 feet. After the IDOT improvement in the 1980's, parking areas for some adjacent lots had to be significantly modified to accommodate off-street parking and allow for continued use of the properties. The existing cross section is recommended to stay the same. Currently, the median width in some locations is sub-standard as are the lane widths (11.5 foot lanes and 10 foot median). When Dempster Street is reconstructed again in the next 20 years, the roadway should be widened by 2 to 3 feet to provide 12 foot lane widths and a 12 foot median.

Operations

In the early 1980's, IDOT reconstructed Dempster Street through this section, similar to the process conducted in the Village of Morton Grove to the west. The Village of Skokie implemented Phase II of that process and removed the parking that was provided on Dempster Street. The Village conducted analyses as to the impact the improvement to Dempster Street would have on the adjacent properties and the related impacts that removal of on-street parking would have as well. Off-street parking areas were designated and in several cases, the Village purchased property and converted the use into surface parking.

The intersection at Dempster Street and McCormick Boulevard is recommended to include a separate right turn lane from eastbound Dempster to southbound McCormick and dual left turn lanes from northbound McCormick to westbound Dempster. (See Detail - Exhibit D11-02)

The 1990 ADT volume, as provided by CATS, ranges from 35,600 to 36,900. The projected 2010 ADT, according to CATS, for this Dempster Street section ranges from 37,000 to 41,000 vehicles per day

Access Management

The largest improvement that could be accomplished in this section is enforcement of access management. Any additional widening to Dempster Street would require acquisition of certain buildings and removal of much needed off-street parking spaces. There are multiple commercial access drives that could be consolidated to provide for more efficient access to Dempster Street. There are very few undeveloped properties along this section of Dempster Street, so enforcement would be necessary from the Village when property owners apply for new building permits or major rehabilitation projects. There is also a network of local streets that intersect Dempster Street, with some intersections creating an offset from the intersection across the street. The Village should consider making Monticello Avenue on the north and south side of Dempster Street one-way into Dempster Street which could eliminate conflicting left turn movements that occur due to offset intersections. The similar one-way pattern should be established on Trumbull Avenue and Forestview Lane.

There are no structures within the section.

Public Transit

A bus turnout on westbound Dempster Street should be located on the far side of McCormick Boulevard.

Short Term Alternates

Consideration should be given to construction of an eastbound right turn lane on Dempster Street at McCormick Boulevard. This will help alleviate some peak hour congestion due to the significant eastbound to southbound right turning volume. Local agencies should also continue to work with adjacent property owners in consolidation of access within the section.

Section 4 - McCormick Boulevard (Dempster Street to Devon Avenue)

Exhibit C11-06 to Exhibit C11-09, Exhibit D11-03 to Exhibit D11-04

At the Dempster Street/McCormick Boulevard intersection, the corridor turns south along McCormick Boulevard. The corridor continues through the Village of Skokie and into the Village of Lincolnwood.

Cross Section and Geometrics

The existing right-of-way through this section varies between 100 and 144 feet. This section is bordered on the east side by the North Shore Channel, owned by the Metropolitan Water Reclamation District (MWRD). The section of property between the canal and McCormick Boulevard is utilized as park space and is maintained by the communities in which it is contained (Skokie and Lincolnwood).

The recommended cross section within this section is to remain as the existing, two travel lanes in each direction with a painted median. Should, for some reason, the traffic volumes substantially increase and the surrounding land use substantially change, there is sufficient right-of-way available to accommodate additional lanes; however, none are recommended as a part of this analysis.

The only major mainline improvement recommended is that when the structure carrying the Skokie-Swift CTA line over McCormick Boulevard is reconstructed, McCormick Boulevard be widened to provide a painted median consistent with the cross section to the north and south.

Operations

The existing 1990 ADT volumes, provided by CATS, range from 32,600 to 35,500 vehicles per day. The 2010 projected volumes range from 35,000 to 40,000 vehicles per day. The higher volume is experienced at the south end of this section (south of Howard Street).

Other improvements that are being examined are specific intersection improvements, accommodations for transit vehicles, etc. The intersection at Touhy Avenue is recommended to include a separate right turn lane from eastbound Touhy to southbound McCormick and dual left turn lanes in both directions from McCormick to Touhy. (See Detail - Exhibit D11-03) A separate left turn lane from westbound Devon Avenue to southbound McCormick is recommended. (See Detail - Exhibit D11-04)

As McCormick Boulevard approaches Devon Avenue, the travel lanes taper to provide no median for separate left turn lanes. It is recommended that a median be provided at Devon Avenue to match the cross section that is recommended for the final section, to be discussed further below.

Access Management

For the entire length of this section, access to the corridor is very limited. The park and MWRD canal on the east side limit access to McCormick Boulevard only to major signalized cross streets, located approximately every half mile. Localized access on the west side of McCormick Boulevard has been limited by the communities by the installation of a frontage road in several locations. In other cases, the streets were simply cul-de-sacs prior to intersecting the boulevard.

Public Transit

A bus turnout on southbound McCormick Boulevard should be constructed south of Devon Avenue. Relocation of the PACE stop to the far side of McCormick and Dempster would also assist in the improvement of the traffic operations at the intersection.

Short Term Alternates

This section of the SRA corridor has limited access. Local agencies should continue to work with area property owners to consolidate any direct access to McCormick Boulevard. Construction of separate left turn lanes (northbound and southbound) on McCormick Boulevard at Devon Avenue would also create additional capacity at this intersection.

Section 5 - McCormick Boulevard/Lincoln Avenue (Devon Avenue to Peterson Avenue)

Exhibit C11-09, Exhibit D11-05 to Exhibit D11-07

This section of the corridor follows McCormick Boulevard south to the intersection of Lincoln Avenue (U.S. 41). At Lincoln Avenue, the corridor follows Lincoln Avenue southeast to the southern terminus of the corridor at Peterson Avenue (U.S. 14). This section of the corridor is entirely within the City of Chicago.

Cross Section and Geometrics

The existing right-of-way for this section is 100 feet. The existing 1990 ADT volume, as provided by CATS, ranges from 29,300 vehicles per day on McCormick Boulevard to 39,200 vehicles per day on Lincoln Avenue. The projected 2010 ADT volume, as provided by CATS, is 43,000 vehicles per day on McCormick Boulevard and ranges from 39,000 to 50,000 vehicles per day on Lincoln Avenue.

The recommended cross section for McCormick Boulevard in this section will mirror the cross section that is recommended and exists further north, two lanes in each direction with a median. In this section, it is recommended that a barrier median be utilized.

The section of Lincoln Avenue between McCormick Boulevard and Peterson Avenue is recommended to remain fairly consistent with what exists today. The recommendation is for two travel lanes southeastbound with parking permitted on the south side and three travel lanes northwestbound, from Peterson to McCormick, with no on-street parking on the north side, separated by a barrier median. The parking on the south side of Lincoln Avenue is recommended

to remain to serve the local businesses adjacent to the roadway and since the two travel lanes can be accommodated with the parking, there is no great need for removal of that parking. It is recommended that two 12 feet lanes and an 8 foot parking lane be provided in the southeast direction and three 12 foot lanes be provided in the northwest direction, separated by a 16 foot barrier median. The northwest third lane would be dropped at McCormick Boulevard as a right turn lane.

In order to implement the recommended cross section along Lincoln Avenue, it is recommended that approximately 110 feet of total right-of-way would be necessary. The only addition to the existing cross section would be a third northwestbound lane on Lincoln Avenue and widening of the barrier median. This would require an additional 5 to 15 feet of right-of-way along Lincoln Avenue between the Chicago River and Peterson Avenue.

Operations

Although parking is permitted on this section of McCormick Boulevard, it is rarely utilized due to the traffic flow on McCormick Boulevard utilizing this section as two lanes in each direction. The final recommendation for this section is to prohibit on-street parking. Major intersection improvements are recommended at the McCormick Boulevard/ Lincoln Avenue intersection, including dual left turn lanes and right turn lanes. (See Detail - Exhibit D11-05)

There are two signalized intersections on Lincoln Avenue between McCormick Boulevard and Peterson Avenue. These include Jersey Avenue and Kedzie Avenue. Kedzie Avenue is a "tee" intersection from the north located immediately east of the bridge carrying Lincoln Avenue over the MWRD canal. Jersey Avenue is also a "tee" intersection from the south. The recommendation of this plan is to eliminate these two traffic signals and construct a barrier median through these two intersections, allowing for only right turn ingress and egress to these streets. (See Detail - Exhibit D11-06)

Traffic on Jersey Avenue can utilize Kimball Avenue via Peterson Avenue, 1 block west and 1 block south, to access Lincoln Avenue to the northwest. Traffic exiting Kedzie Avenue can travel the street network that exists to the north to access Peterson Avenue to travel southeast on Lincoln Avenue. Therefore, the travel patterns that would result by closing off the median opening of these two streets would not significantly impact the travel patterns in the immediate area. This would also enable traffic on Lincoln Avenue to flow more efficiently between Peterson Avenue and McCormick Boulevard.

There is one structure within this section that would require widening to implement the recommended cross section. That structure carries Lincoln Avenue over the MWRD canal.

With the elimination of the traffic signal at Kedzie Avenue, the dual left turn lanes on Lincoln Avenue southeastbound at Peterson Avenue can be extended to the north. An additional recommendation would be an addition of lanes at the Peterson Avenue intersection to provide for exclusive dual left turn lanes. The existing geometry of a shared left/through lane necessitates that the traffic signal operate in a split phase operation. The exclusive dual lefts would permit the standardization of the traffic signal phasing and allow the Lincoln Avenue through movement to move simultaneously. (See Detail - Exhibit D11-07)

Access Management

Although areas where access consolidation may be appropriate are identified in this report, it is the responsibility of the local agencies to develop and coordinate access consolidation. As properties along this section re-develop, access consolidation should be encouraged. On-street parking is recommended to remain to serve the few commercial uses on the south side of Lincoln Avenue.

Public Transit

Bus turnouts should be considered at the intersection of McCormick Boulevard and Lincoln Avenue where appropriate.

Short Term Alternates

Short term alternatives would include the construction of a separate right turn lane eastbound on Lincoln Avenue. A signal system interconnect between Peterson Avenue, Kedzie Avenue, Jersey Avenue and McCormick Boulevard would also assist in the progression of traffic within this section.

Table IV-1 Estimated R.O.W. Requirements for Dempster/McCormick/Lincoln			
Section	**Nearest Intersecting Street**	**Estimated Additional R.O.W. Required (acres)**	**Cost Estimate (1995 Dollars)**
I	Narragansett Avenue	0.034	
I	Ferris Street	0.073	
Section Total		0.107	$355,000
II	Callie Drive	0.359	
II	School Street	0.051	
II	Austin Avenue	0.115	
II	Mango Avenue	0.040	
II	Lockwood Avenue	0.096	
Section Total		0.661	$1,944,000
III		0	$0
Section Total		0	$0
IV	Oakton Street	0.055	
IV	Howard Street	0.092	
Section Total		0.147	$65,000
V	Kedzie Avenue	0.287	
Section Total		0.287	$855,000

Table IV-2
Estimate of Construction Cost
Dempster/McCormick/Lincoln

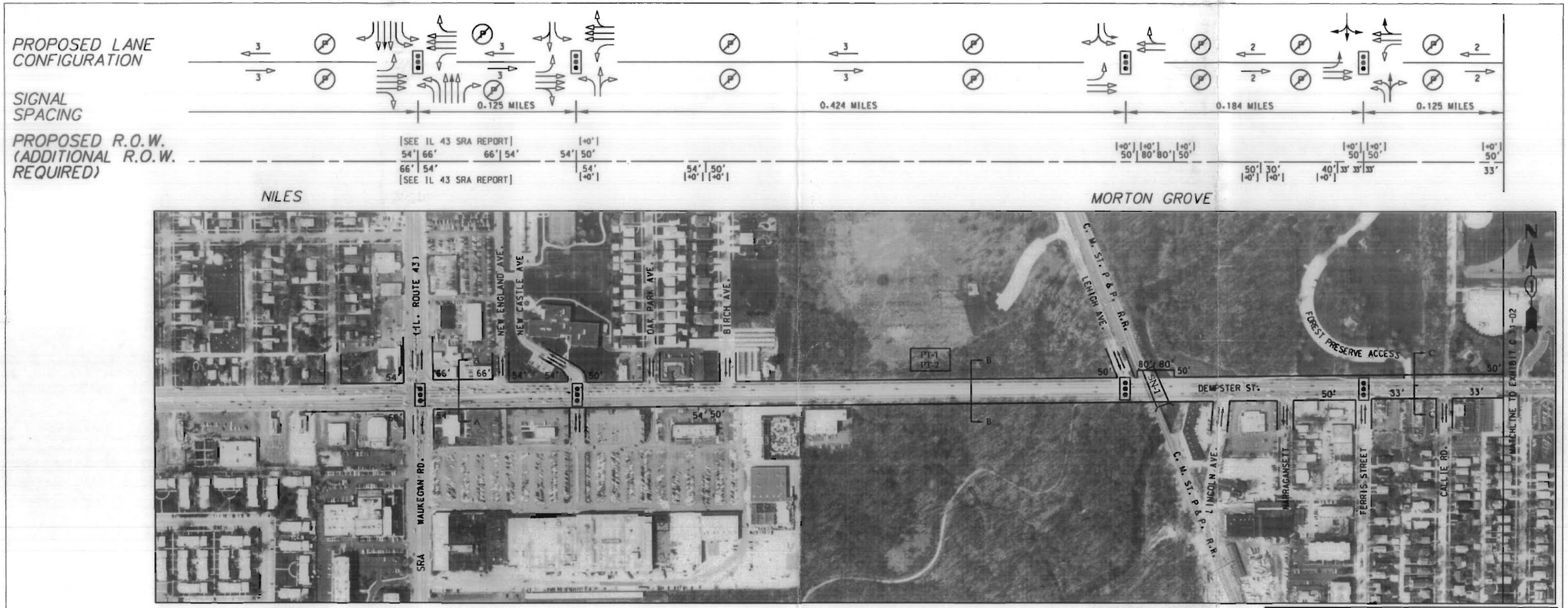
Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	$2,420,000
Intersection/Interchange Improvement	$400,000
Structure Modification/Replacement	$660,000
Right-of-Way	$355,000
Transit Improvement	$50,000
Total Estimated Cost for Recommended Improvement - Section I	$3,885,000
Section II	
Roadway	$0
Intersection/Interchange Improvement	$250,000
Structure Modification/Replacement	
Right-of-Way	$1,944,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvement - Section II	$2,194,000
Section III	
Roadway	$0
Intersection/Interchange Improvement	$0
Structure Modification/Replacement	$0
Right-of-Way	$0
Transit Improvement	$0
Total Estimated Cost for Recommended Improvement - Section III	$0

Table IV-2 (Con't) Estimate of Construction Cost Dempster/McCormick/Lincoln	
Recommended Improvement	**Estimated Cost (1995 Dollars)**
Section IV	
Roadway	$0
Intersection/Interchange Improvement	$400,000
Structure Modification/Replacement	$0
Right-of-Way	$65,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvement - Section IV	$465,000
Section V	
Roadway	$2,700,000
Intersection/Interchange Improvement	$100,000
Structure Modification/Replacement	$2,025,000
Right-of-Way	$855,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvement - Section V	$5,680,000
Estimate Cost for All Recommended Improvements Dempster/McCormick/Lincoln Corridor	$12,224,000

Table IV-3
Intersection Volume to Capacity Ratio (v/c)
Dempster/McCormick/Lincoln - Year 2010

Intersection	Arterial v/c	Cross Street v/c
Waukegan Rd.	0.73	1.07
New Castle Ave.	0.81	1.05
Lehigh Ave.	0.73	0.85
Ferris St.	1.03	1.15
Fernald Rd.	1.14	1.26
Austin Ave.	1.14	1.55
Menard Ave.	0.83	1.07
Central Ave.	0.59	0.83
Lockwood Ave.	0.75	1.16
Gross Point Rd.	0.60	0.97
Skokie Swift Term.	0.54	0.67
Niles Center Rd.	0.60	1.01
Skokie Blvd.	0.60	0.85
Keeler Ave.	0.76	1.18
Crawford Ave.	0.81	1.05
Prairie Ave.	0.74	1.16
Lincolnwood Ave.	0.74	0.99
McCormick Blvd.	0.67	0.80
Main St.	0.63	1.05
Oakton St.	0.63	1.05
Howard St.	0.62	1.03
Touhy Ave.	0.51	0.89
Mall Access Dr.	0.67	0.79
Pratt Ave.	0.67	0.79
Devon Ave.	0.58	0.90
McCormick/Kimball	0.56	0.79
Peterson Ave.	0.42	0.76

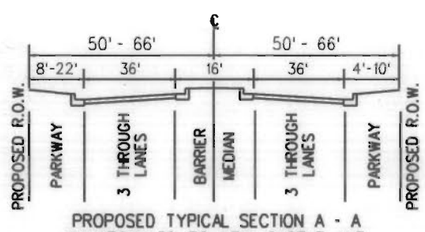
Table IV-4 Arterial Level of Service (2010) Dempster/McCormick/Lincoln			
		EB	**WB**
Section I	Dempster St., Waukegan Rd. to Ferris St.	**B**	**B**
Section II	Dempster St., Ferris St. to Skokie Blvd.	**E**	**E**
Section III	Dempster St., Skokie Blvd. to McCormick	**D**	**D**
Section IV	McCormick Blvd., Dempster St. to Devon	**B**	**B**
Section V	McCormick Blvd./Lincoln Ave., Devon Ave. to Peterson	**D**	**B**
Dempster/McCormick /Lincoln Corridor		**C**	**C**



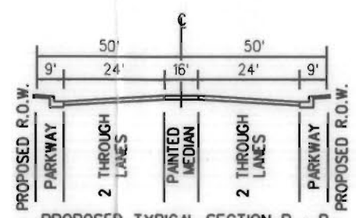
NILES MORTON GROVE

DESCRIPTION OF PROPOSED CONDITIONS:

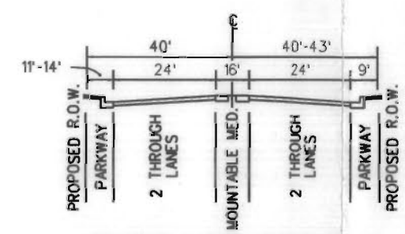
- Provide six through lanes with 16 ft. median.
- Waukegan Road (IL 43) / Dempster Street intersection (See SRA Report for IL 43).
- Lehigh Avenue /Dempster Avenue /Ferris Street intersection (See Exhibit D11-01).
- Maintain /improve signal coordination of Ferris Street and Lehigh Ave. signalization.
- Consider cul-de-sac /closure of Narragansett or Lincoln Ave. at Dempster Street.
- Relocate forest preserve access road to signalized intersection with Ferris Road.
- Provide left turn lane on both approaches on Dempster Street at all signalized intersections.



PROPOSED TYPICAL SECTION A - A
WAUKEGAN RD TO NEW CASTLE AVE.



PROPOSED TYPICAL SECTION B - B
NEW CASTLE AVE. TO LEHIGH AVE.



PROPOSED TYPICAL SECTION C - C
LEHIGH AVE.TO FERNALD AVE.

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 1 & 2
DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

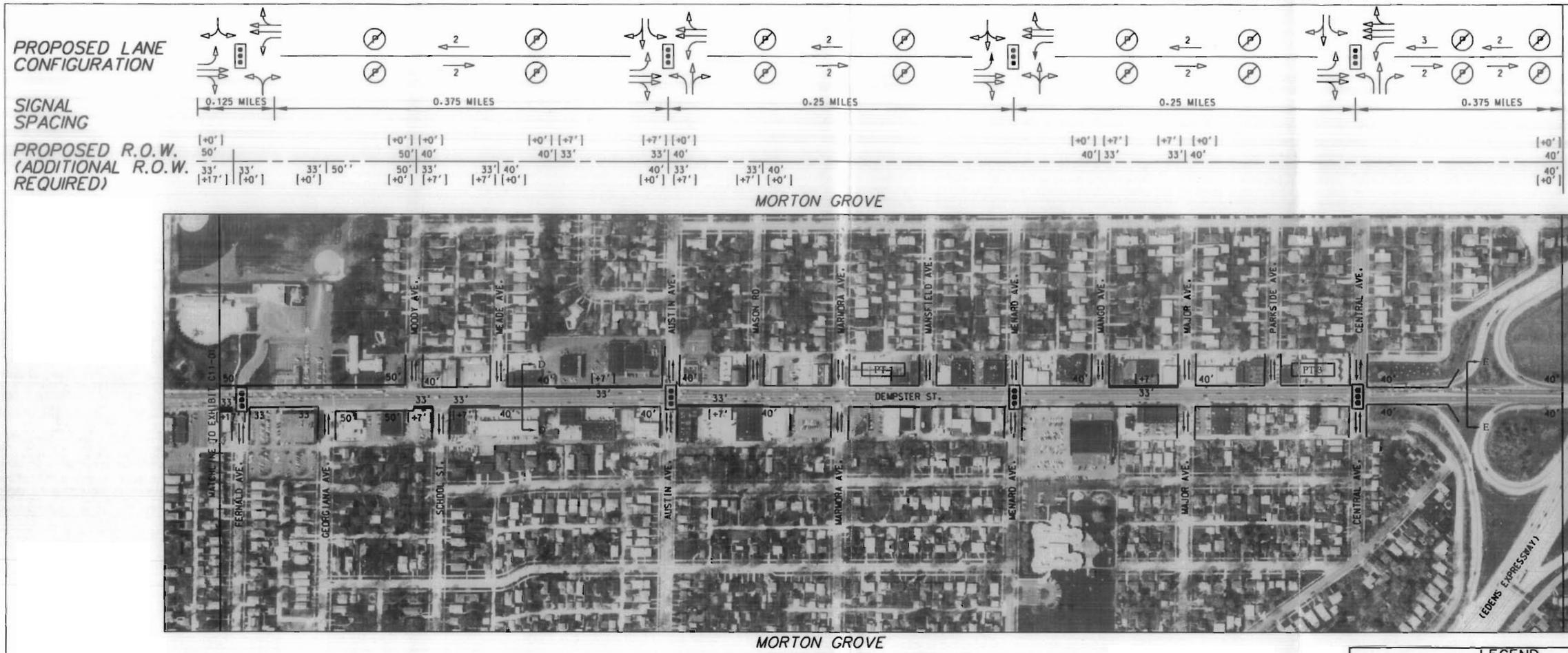
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

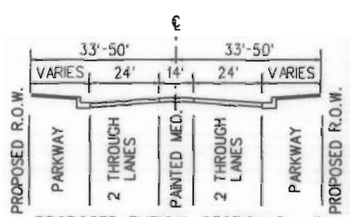
Scale In Feet
0 200 400 800

EXHIBIT C11-01

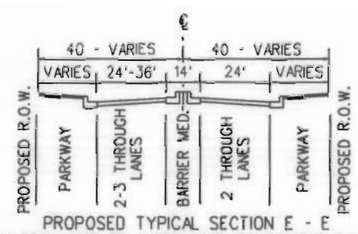


DESCRIPTION OF PROPOSED CONDITIONS:

- Remove parking in coordination with municipalities and local agencies.
- Provide left turn lane on both approaches on Dempster Street at all signalized intersections.
- Provide four through lanes with painted median, west of Central Ave.



PROPOSED TYPICAL SECTION D - D
FERNALD AVE. TO CENTRAL AVE.



PROPOSED TYPICAL SECTION E - E
CENTRAL AVE. TO MATCHLINE TO EXHIBIT C11-03

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- |+00'| = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 2

DEMPSTER /McCORMICK /LINCOLN - PROPOSED CONDITIONS

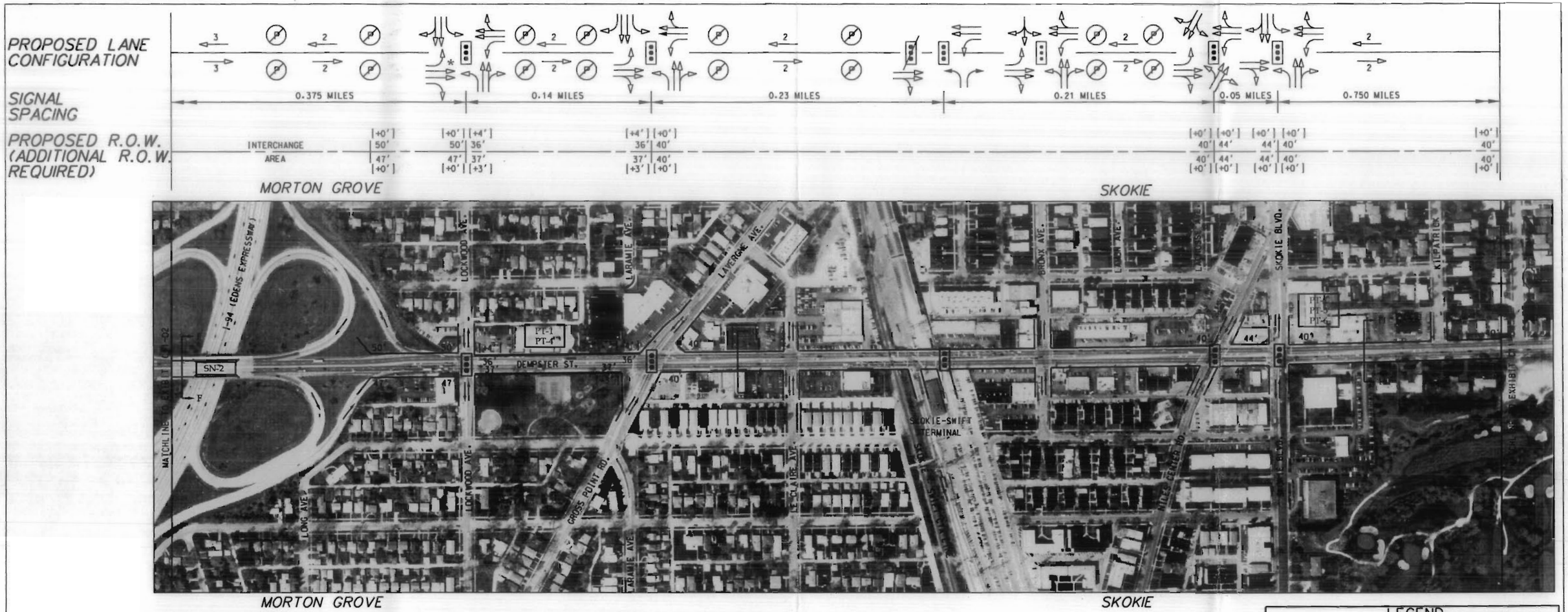
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

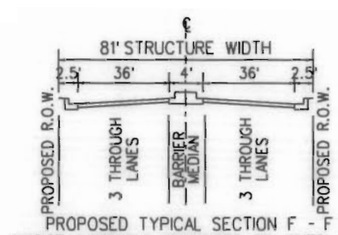
EXHIBIT C11-02



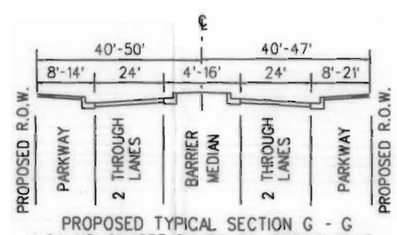
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain no parking on Dempster Street.
- Consolidate Skokie-Swift Terminal access at signalized intersection on Dempster Street.
- Add pedestrian/bicycle facilities when bridge over I-94 is reconstructed.
- Provide left turn lane on both approaches on Dempster Street at all signalized intersections.
- Purchase right of way to develop an 80' minimum right of way width.

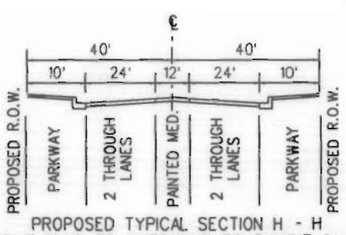
*Prohibit left turns from I-94 Northbound exit ramps to Northbound Lockwood Ave.



PROPOSED TYPICAL SECTION F - F
BRIDGE CARRYING DEMPSTER ST. OVER I-94



PROPOSED TYPICAL SECTION G - G
I-94 NB ON/OFF RAMPS TO SKOKIE BLVD.



PROPOSED TYPICAL SECTION H - H
SKOKIE BLVD. TO MATCHLINE TO EXHIBIT C11-04

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- |+00'| = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 2 /3
DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

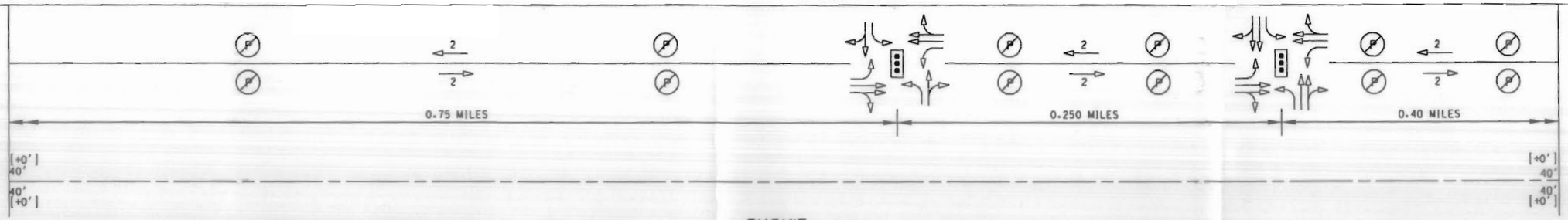
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

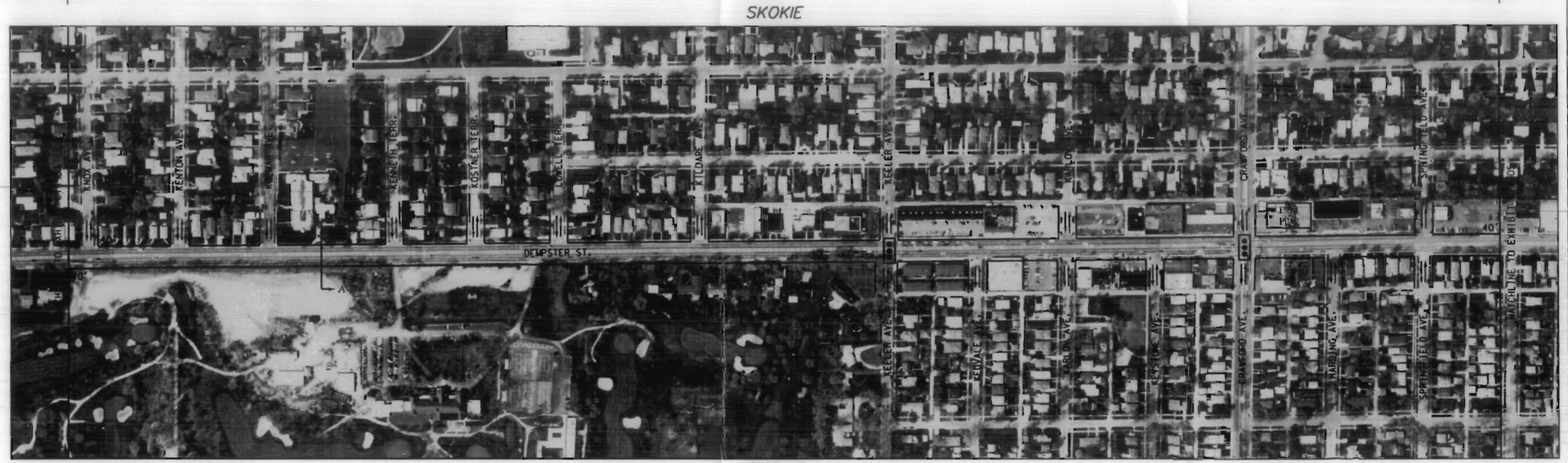
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

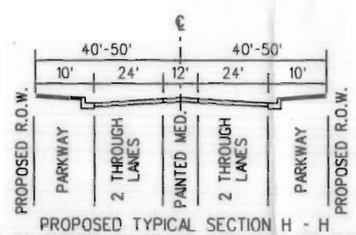
EXHIBIT C11-03





DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain no parking on Dempster Street.
- Consolidate driveways to improve access managememt.
- Provide left turn lane on both approaches on Dempster Street at all signalized intersections.
- Maintain existing cross-section of four through lanes and painted median.
- Long term recommendation, as Dempster Street is reconstructed, is to provide standard 12' lanes and 12' painted median.



PROPOSED TYPICAL SECTION H - H
MATCHLINE TO EXHIBIT C11-03 TO MATCHLINE TO EXHIBIT C11-05

LEGEND

— —	= EXISTING
— · · —	= PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN- #	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT- #	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 3

DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

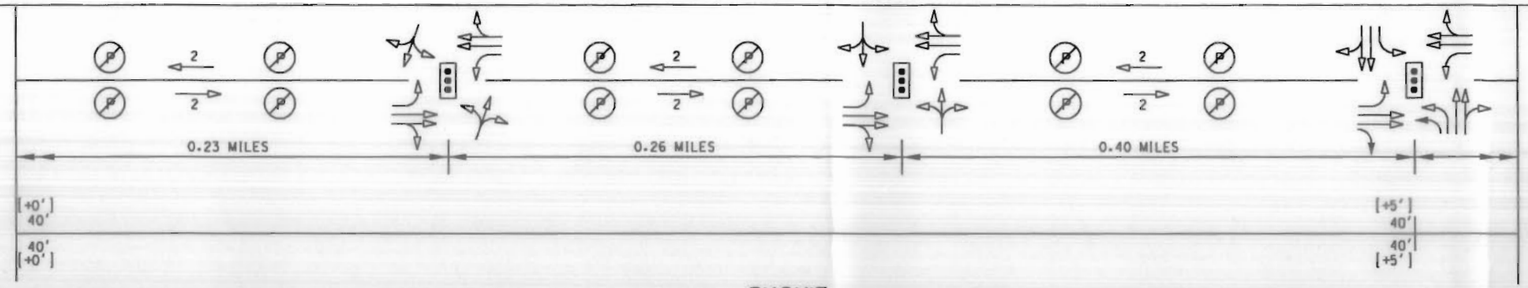
Scale In Feet
0 200 400 800

EXHIBIT C11-04

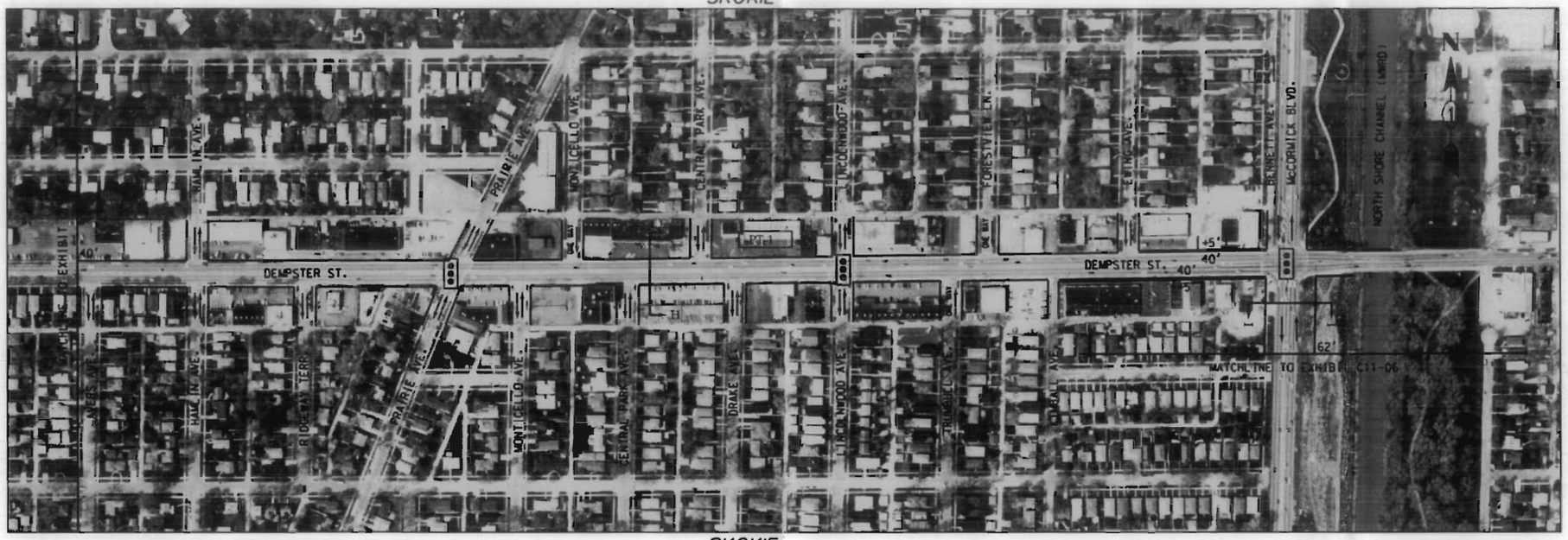
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



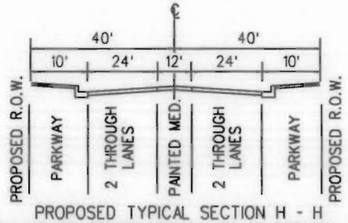
SKOKIE



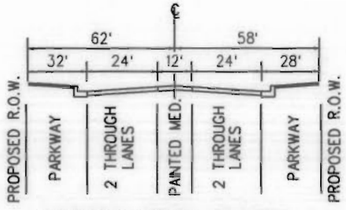
SKOKIE

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain no parking on Dempster Street.
- Dempster Street /McCormick Boulevard intersection (See Exibit D11-02).
- Provide left turn lane on both approaches on Dempster Street at all signalized intersections.
- Maintain existing cross-section of four through lanes and painted median.
- Long term recommendation, as Dempster Street is reconstructed, is to provide standard 12 foot lanes and 12 foot median.
- Consolidate driveways to improve access management.
- On selected local streets, consider modifying to improve intersection local street offset.



PROPOSED TYPICAL SECTION H - H
MATCHLINE TO EXHIBIT C11-04 TO McCORMICK BLVD.



PROPOSED TYPICAL SECTION I - I
McCORMICK BLVD.
DEMPSTER ST. TO MATCHLINE TO EXHIBIT C11-06

LEGEND

— —	= EXISTING
— · · —	= PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN- #	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT- #	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 3 /4

DEMPSTER /McCORMICK /LINCOLN - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

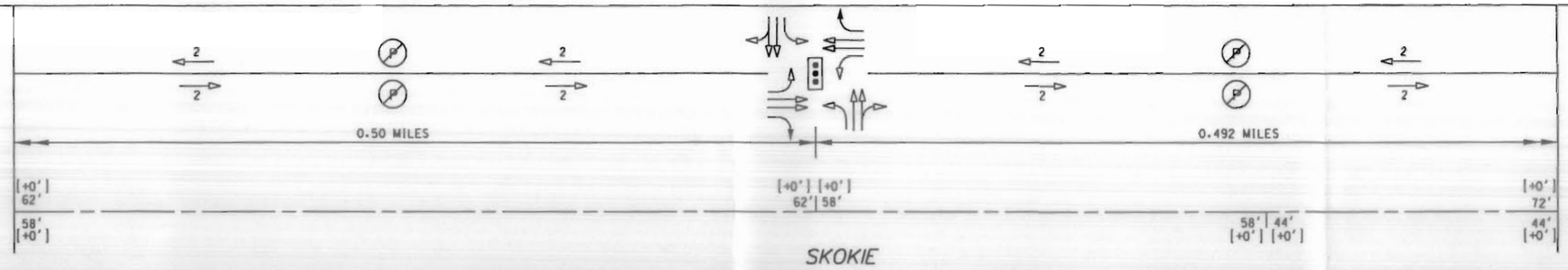
Scale In Feet
0 200 400 800

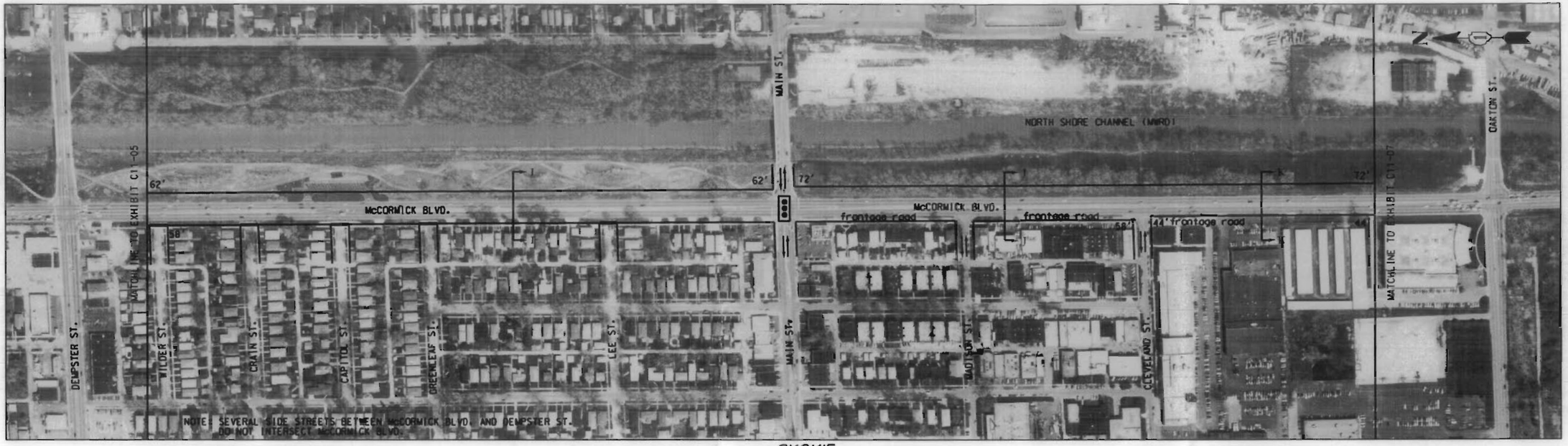
EXHIBIT C11-05

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

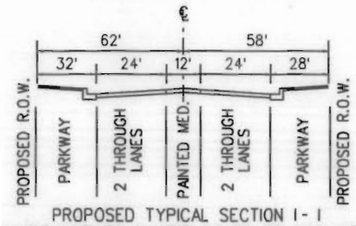
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



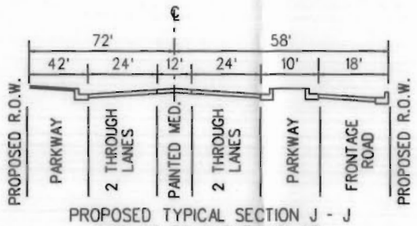


DESCRIPTION OF PROPOSED CONDITIONS:

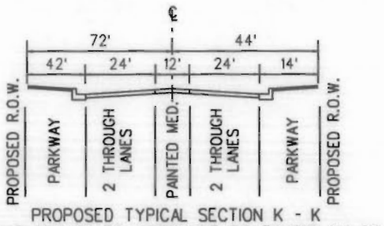
- Maintain existing cross-section of four through lanes and painted median.
- Add right turn lanes on both approaches on McCormick Boulevard at Main Street intersection.
- Maintain access management with existing frontage road system and cul-de-sacs.



PROPOSED TYPICAL SECTION I - I
MATCHLINE TO EXHIBIT C11-05 TO MAIN ST.



PROPOSED TYPICAL SECTION J - J
MAIN ST. TO CLEVELAND ST.



PROPOSED TYPICAL SECTION K - K
CLEVELAND ST. TO MATCHLINE TO EXHIBIT C11-07

LEGEND

— —	= EXISTING
- - - -	= PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN- #	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT- #	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 4

DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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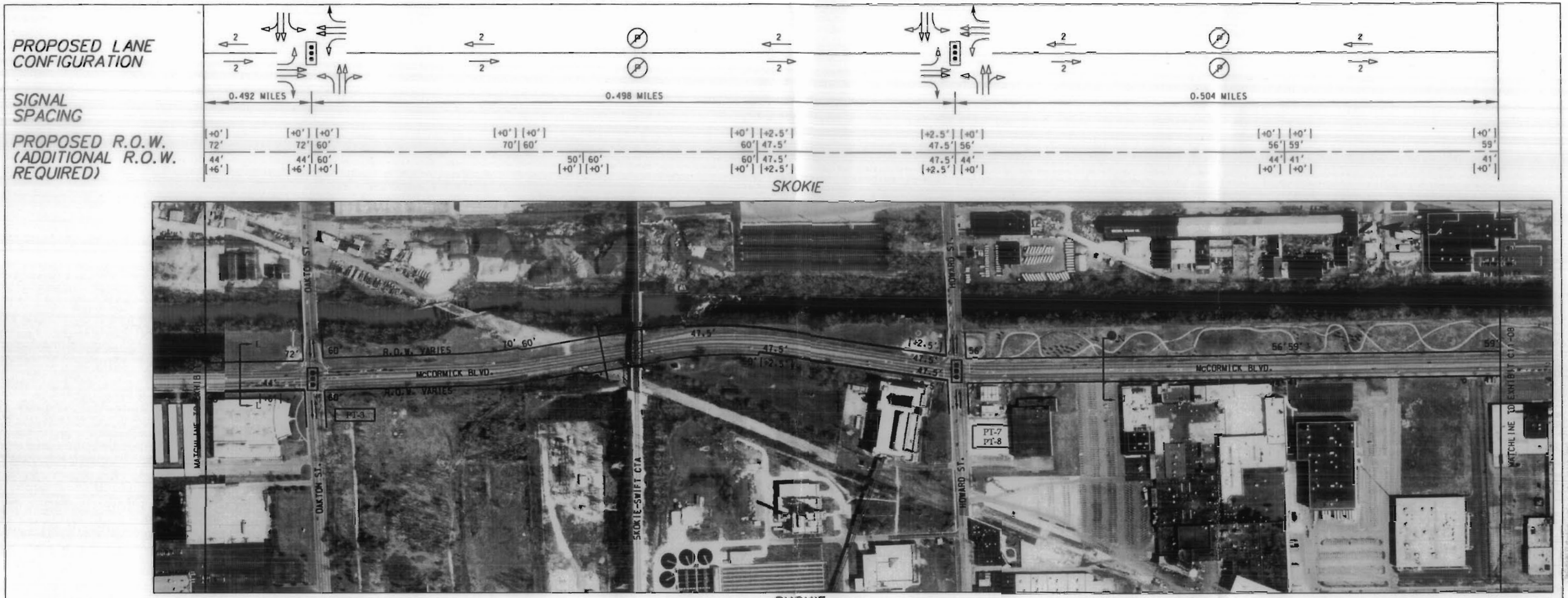
Illinois Department of Transportation

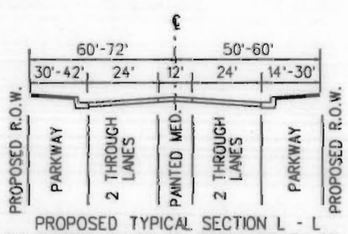
Scale In Feet
0 200 400 800

EXHIBIT C11-06



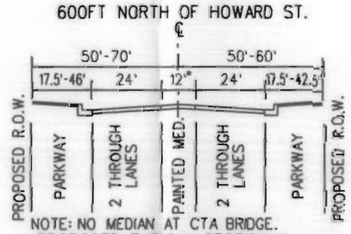
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain existing cross-section of four through lanes and painted median.
- Consider purchase of right of way to develop a minimum right of way width of 100 feet.
- Develop 12 foot median on McCormick Boulevard at CTA SN-3, when SN-3 is rehabilitated.
- Maintain access management with existing frontage road system and cul-de-sacs.
- Add right turn lanes to both approaches on McCormick Boulevard at Howard Street intersection.

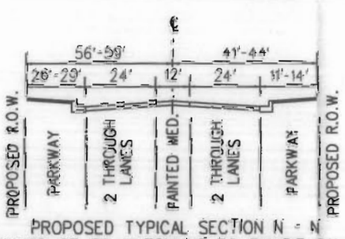


PROPOSED TYPICAL SECTION L - L
MATCHLINE TO EXHIBIT C11-06 TO 600FT SOUTH OF OAKTON ST.

600FT NORTH OF HOWARD ST.



NOTE: NO MEDIAN AT CTA BRIDGE.
PROPOSED TYPICAL SECTION M - M
600FT SOUTH OF OAKTON ST. TO HOWARD ST.



PROPOSED TYPICAL SECTION N - N
HOWARD ST. TO MATCHLINE TO EXHIBIT C11-08

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 4

DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

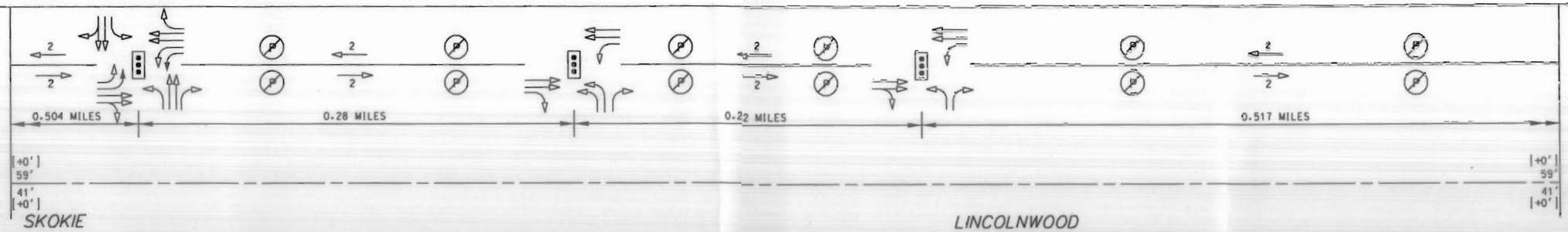
Scale in Feet
0 200 400 800

EXHIBIT C11-07

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

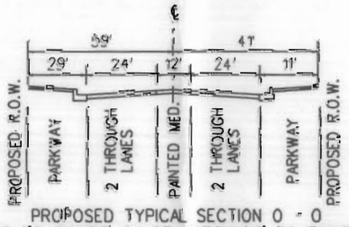
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



NOTE: SEVERAL SIDE STREETS BETWEEN PRATT AVE. AND DEVON AVE. DO NOT INTERSECT McCORMICK BLVD.

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain existing cross-section of four through lanes and painted median.
- Maintain access management with existing frontage road system and cul-de-sacs.
- Consolidate access to mall on McCormick Bloulevard.
- McCormick Bloulevard/Touhy Avenue intersection (See Exhibit D11 - 03).



PROPOSED TYPICAL SECTION 0 - 0
MATCHLINE TO EXHIBIT C11-07 MATCHLINE TO EXHIBIT C11-09

LEGEND

— —	= EXISTING — · · — = PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
|+00'|	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL- REMOVAL-
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN- #	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT- #	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 4
DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

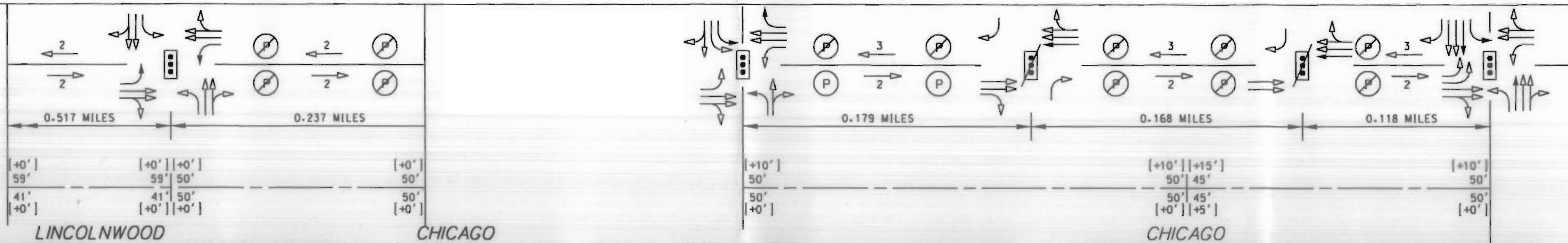
Scale In Feet
0 200 400 800

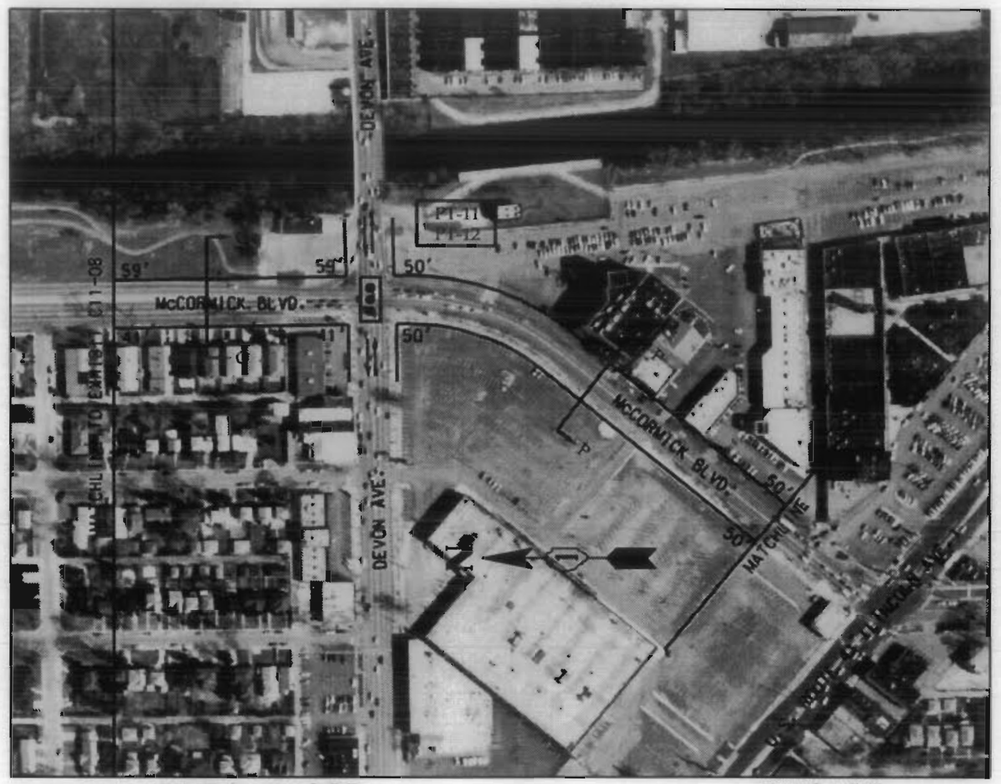
EXHIBIT C11-08

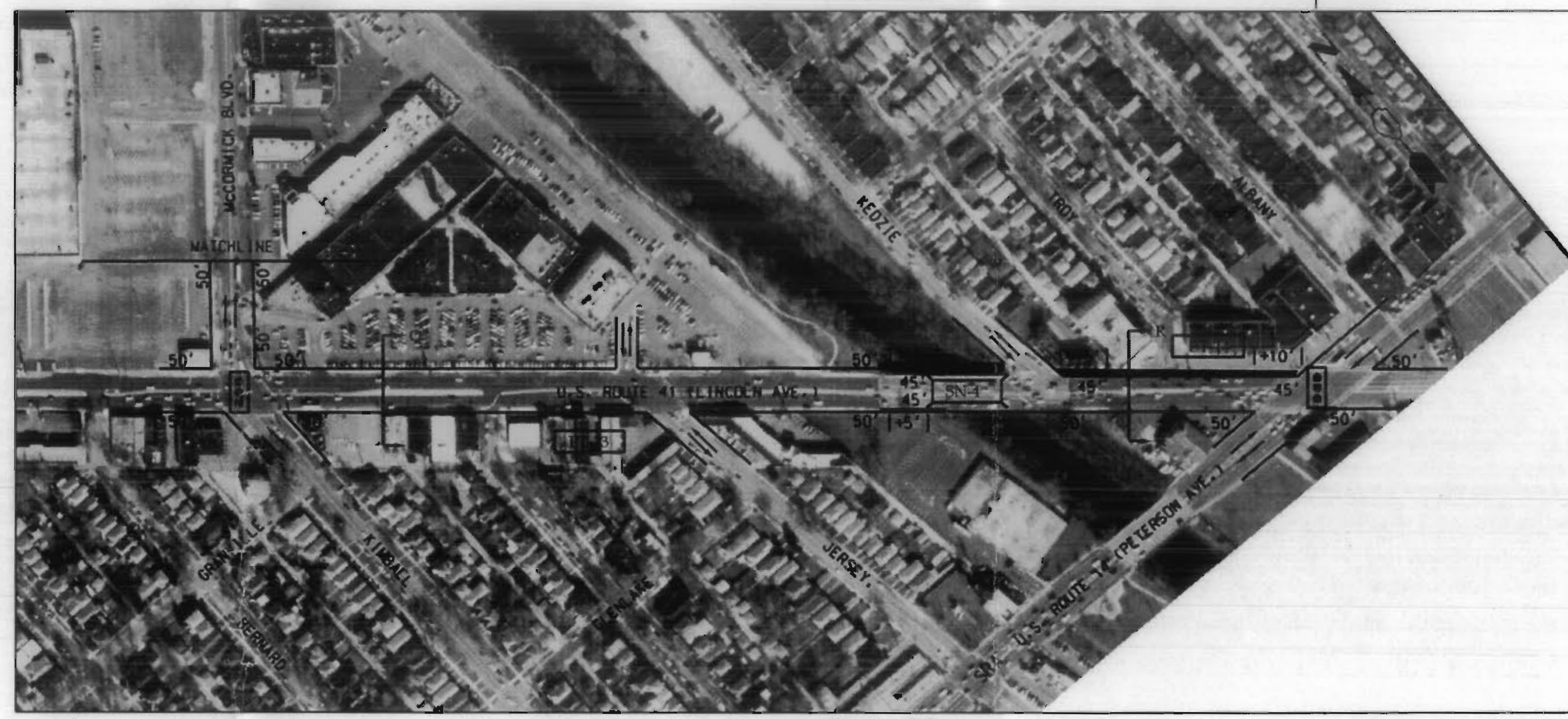
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



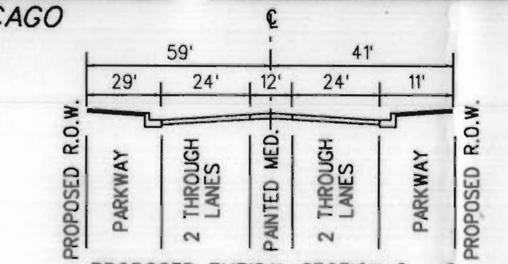




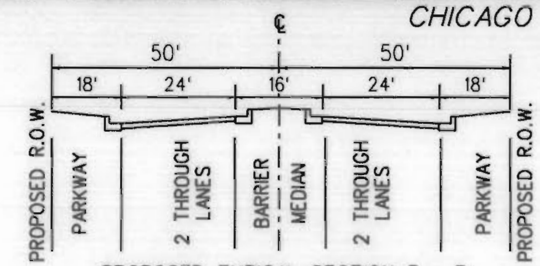
LINCOLNWOOD CHICAGO CHICAGO

DESCRIPTION OF PROPOSED CONDITIONS:

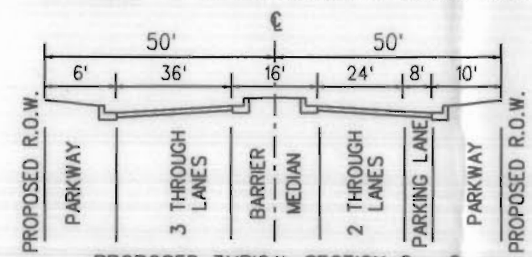
- Maintain parking southeastbound on Lincoln Avenue between McCormick Boulevard and Chicago River.
- Maintain access management with barrier median on Lincoln Avenue.
- McCormick Boulevard/Devon Avenue intersection (See Exhibit D11-04).
- McCormick Boulevard/Lincoln Avenue/Kimball intersection (See Exhibit D11-05).
- Eliminate signals on Lincoln Avenue at Jersey and Kedzie Avenue (See Exhibit D11-06).
- Lincoln Avenue/Peterson Avenue intersection (See Exhibit D11-07).
- Develop new bridge for Lincoln Avenue over Chicago River.



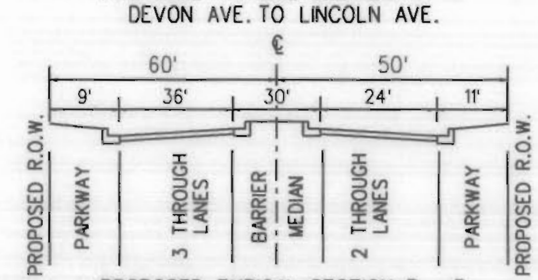
PROPOSED TYPICAL SECTION O - O
MATCHLINE TO EXHIBIT C11-08 TO DEVON AVE.



PROPOSED TYPICAL SECTION P - P
DEVON AVE. TO LINCOLN AVE.



PROPOSED TYPICAL SECTION Q - Q
McCORMICK BLVD. TO CHICAGO RIVER



PROPOSED TYPICAL SECTION R - R
CHICAGO RIVER TO PETERSON AVE.

LEGEND

— —	= EXISTING
— - —	= PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 4 /5

DEMPSTER / McCORMICK / LINCOLN - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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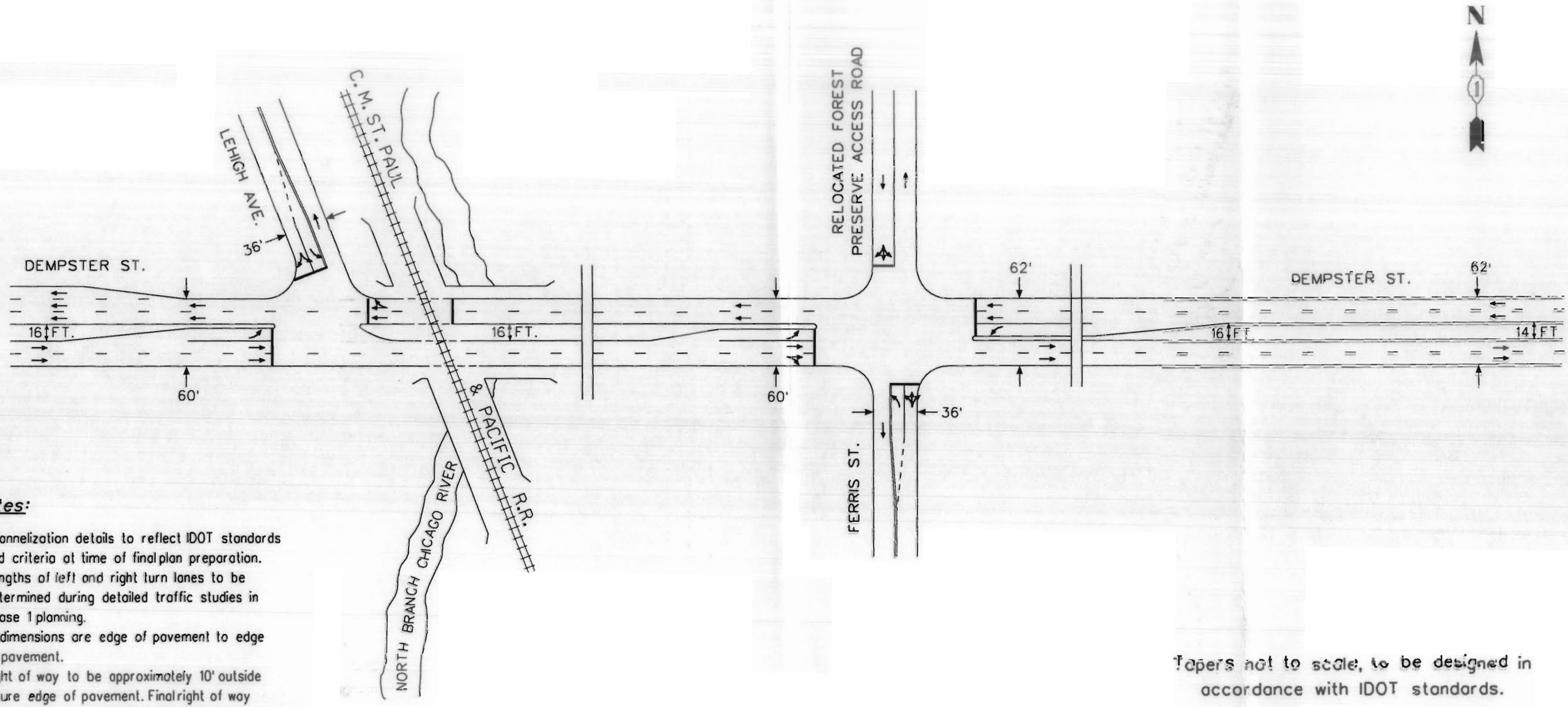
Scale In Feet
0 200 400 800

EXHIBIT C11-09



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

DEMPSTER ST. / LEHIGH AVE. / FERRIS ST.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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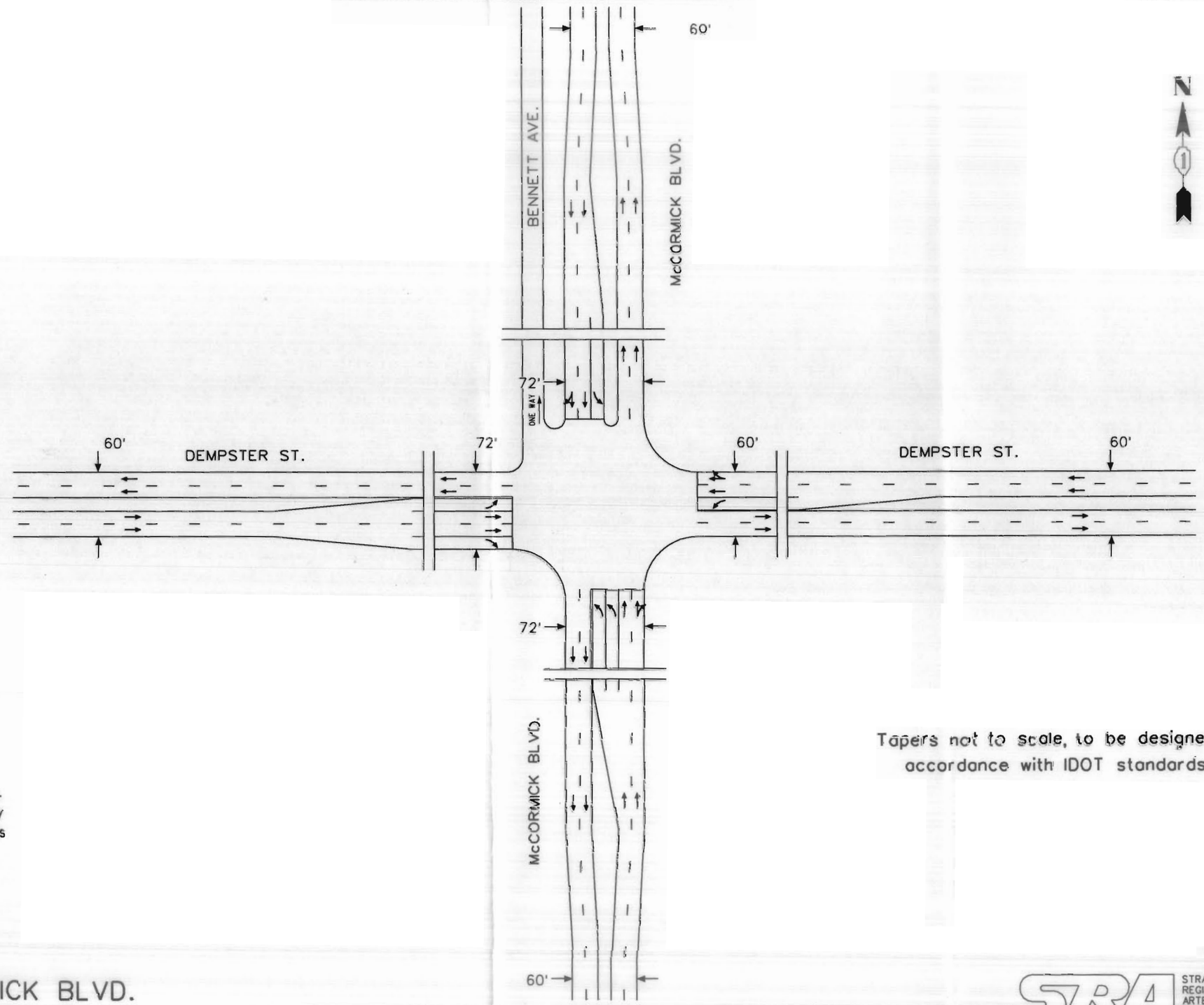
Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-01



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

DEMPSTER ST. / McCORMICK BLVD.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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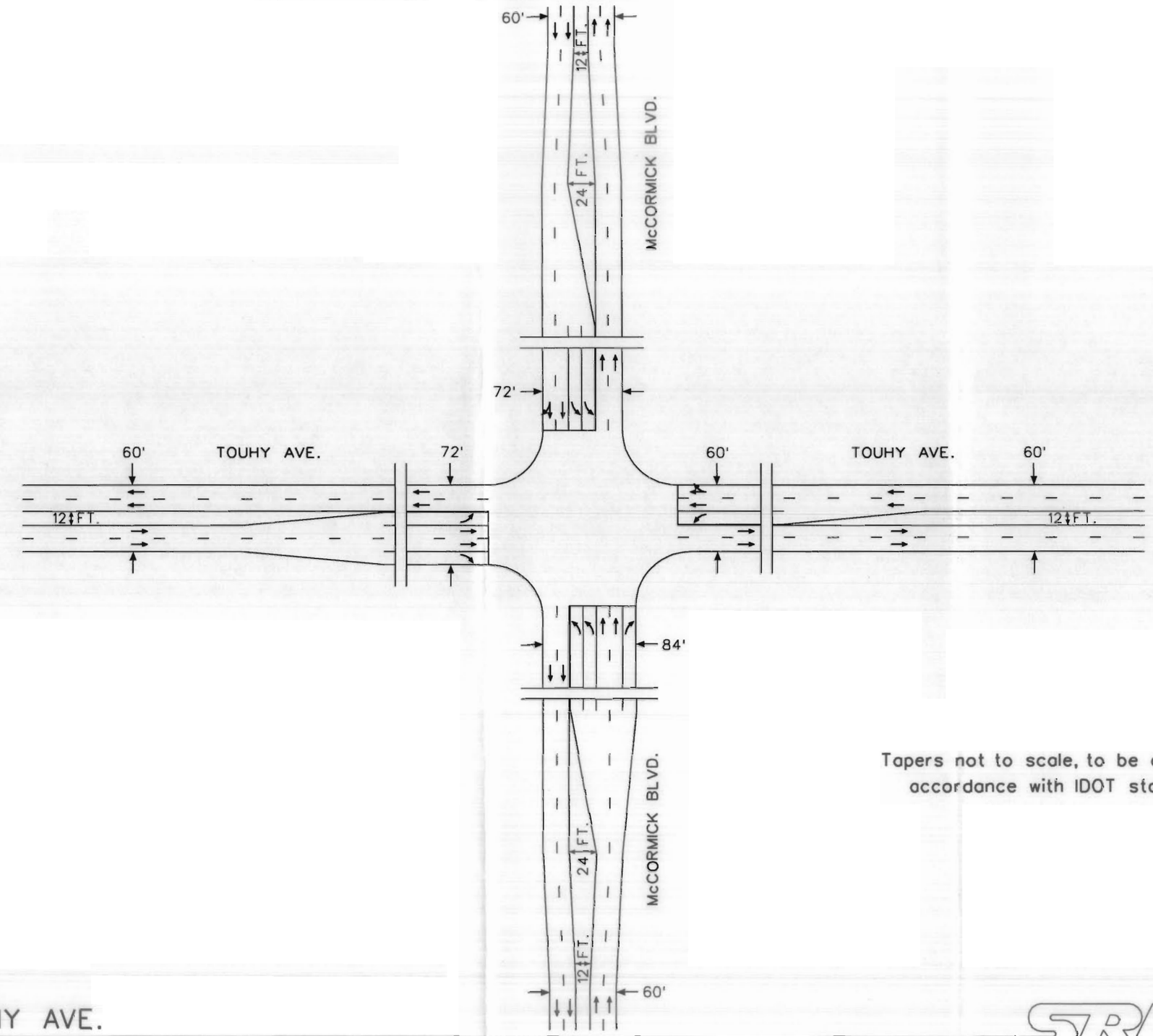
(NOT TO SCALE)

EXHIBIT D11-02



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

McCORMICK BLVD. / TOUHY AVE.

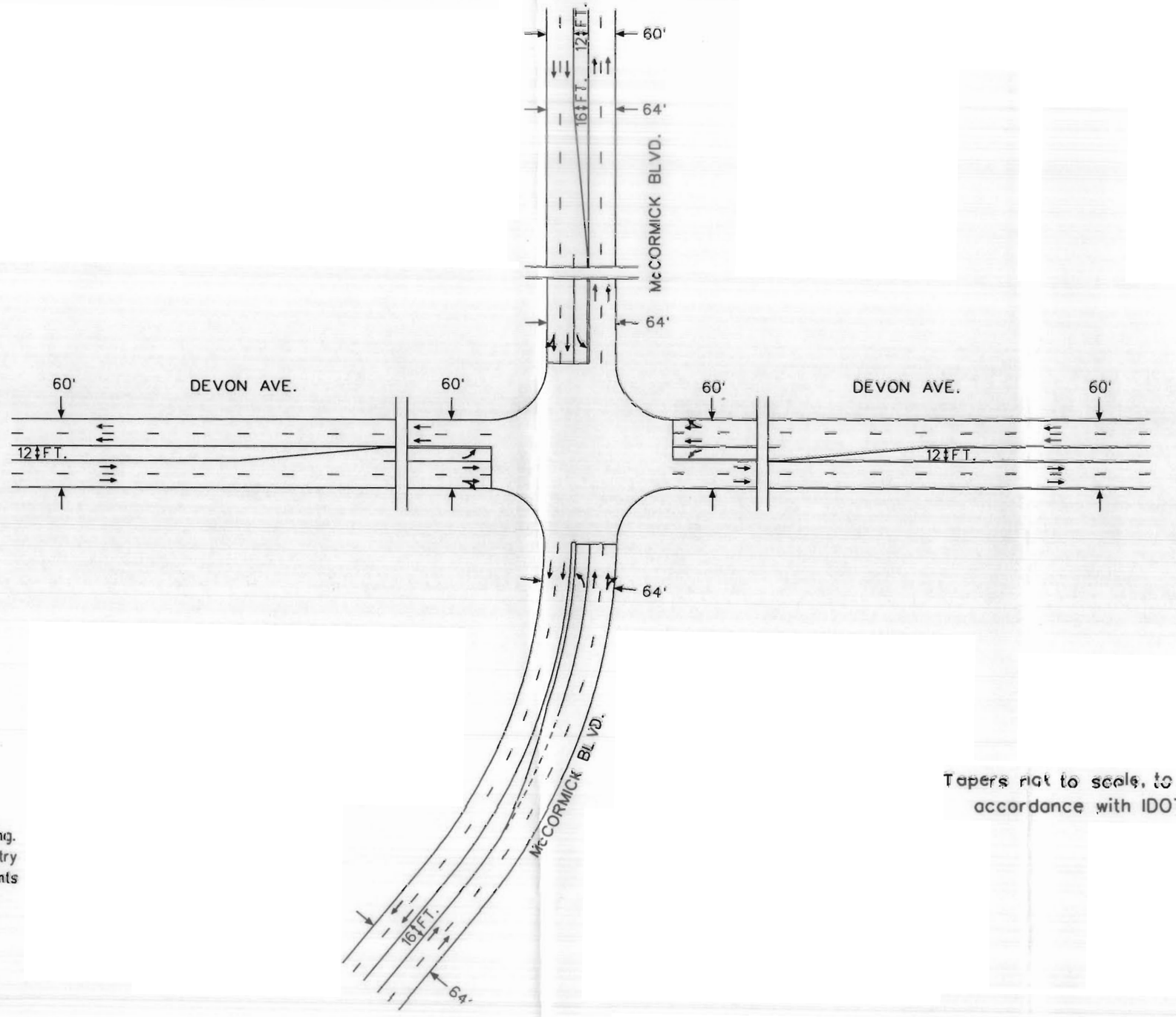
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-03



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

McCORMICK BLVD. / DEVON AVE.

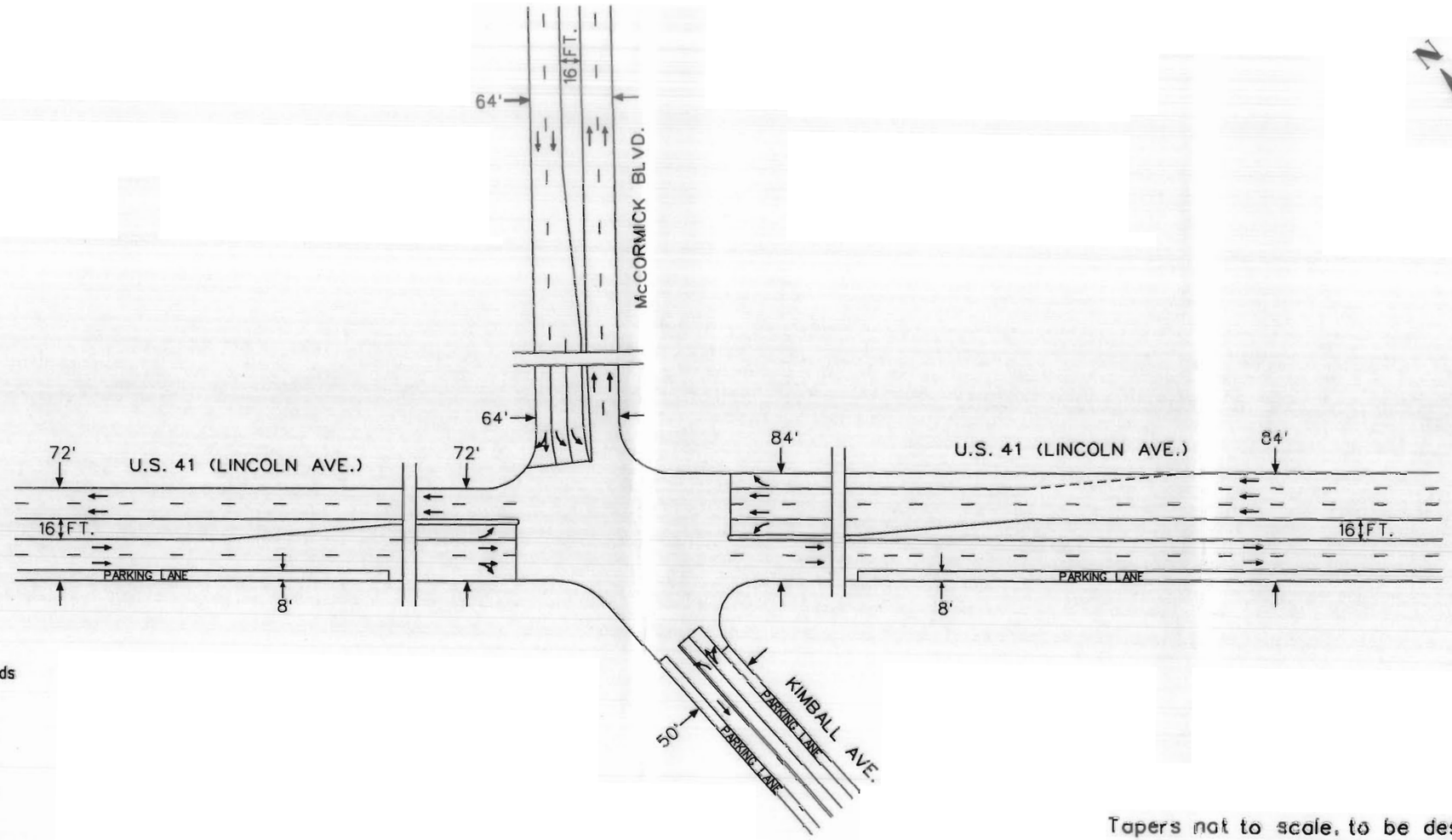
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-04



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

McCORMICK BLVD. / LINCOLN AVE. / KIMBALL AVE.

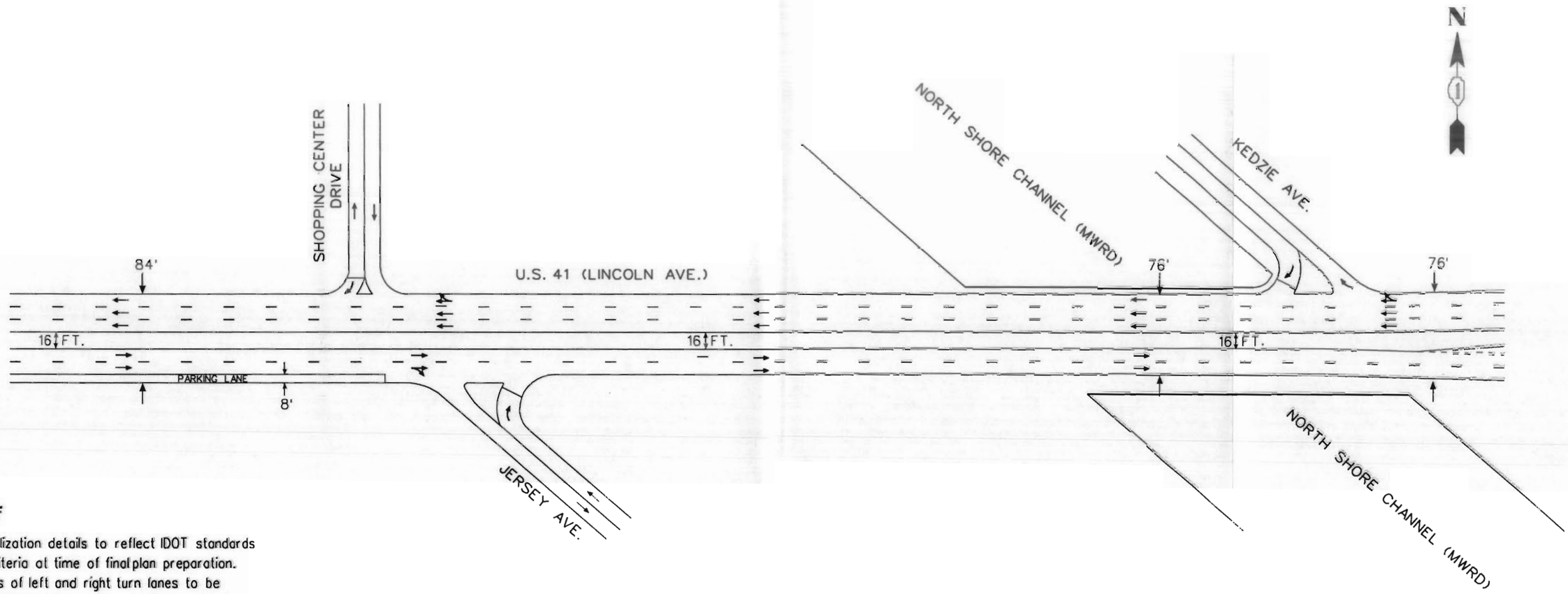
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-05



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

LINCOLN AVE. / KEDZIE AVE. / JERSEY AVE.

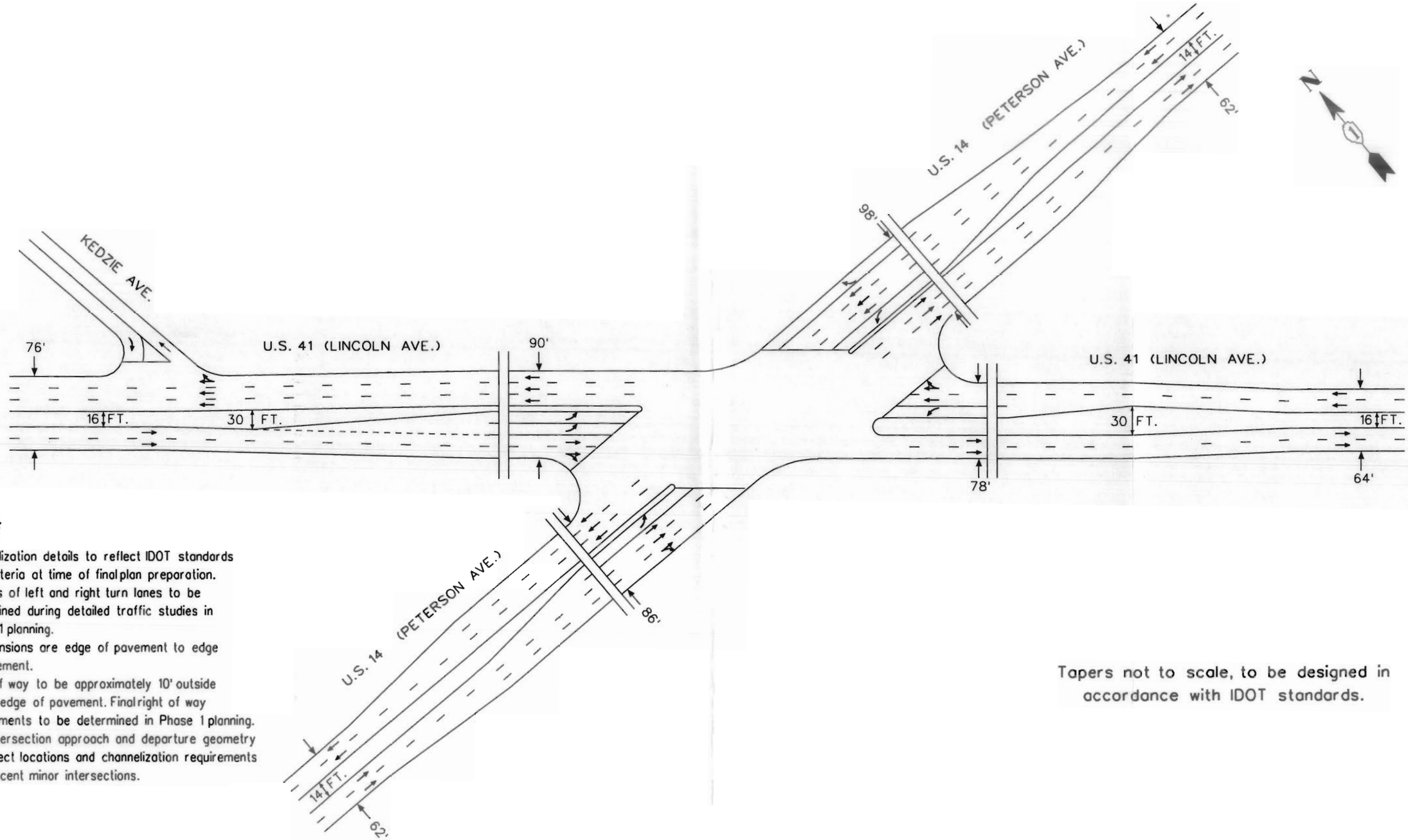
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-06



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

LINCOLN AVE. / PETERSON AVE.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D11-07

PUBLIC INVOLVEMENT

STRATEGIC REGIONAL ARTERIAL STUDY

INDIVIDUAL COMMUNITY INTERVIEWS

CORRIDOR #11 - DEMPSTER/McCORMACK/LINCOLN

SUMMARY OF FINDINGS

MAY 10, 1994

801 Brook Street • Elgin, IL 60120 • Tel: 708.888.0479

SUMMARY OF INTERVIEWS:

This "Individual Community Interview" process represents a significant departure from the past practices employed in conducting these studies of Strategic Regional Arterial Corridors. It acknowledges the principal role played by local government in determining not only the adjacent future land use but more so in influencing the eventual architecture of a specific roadway. It posits the axiom that working in concert with local political and professional leaders is the best way to assure the acceptance and eventual construction of the new "life lines of transportation".

The five interviews for this route were conducted over a five month period and solicited the input from ten local leaders and professional staff members of communities impacted by this SRA:

DATE	NAME	POSITION	LOCAL GOV'T
12/01/93	Albert J. Rigoni Eddy H. Nakai, P.E. Fred Schattner	Village Manager Municipal Engineer Traffic Engineer	Village of Skokie
12/01/93	Madeleinne Grant Robert Bocwinski	Mayor Village Administrator	Village of Lincolnwood
01/04/94	Richard Hohs Larry Arft Chuck Scheunk	Village President Village Manager Village Engineer	Village Of Morton Grove
04/19/94	Bernie Stone	Alderman - 50th Ward	City of Chicago
04/19/94	Marge Laurino	Alderman Aide - 49th Ward	City of Chicago

REPORT FORMAT:

Each final report is a distillation of the information garnered at the various interviews. In some cases, those interviewed disagreed with each other over a particular position. This report, therefore, attempts to portray the consensus of those responding. All respondents were unanimous, however, in their comments that this process of individual interviews was far

interviews was far superior to the "panel approach" utilized in previous SRA study efforts.

While this report attempts to summarize and reflect the local attitudes towards possible SRA improvements, it cannot guarantee that each articulated position can be accommodated. Its contents will be forwarded to the Illinois Department of Transportation and to the Corridor Engineering Team as a guideline in evaluating the "art of the possible".

CORRIDOR OVERVIEW:

Eight miles in length, this corridor is the only 90 degree Strategic Regional Arterial on the system. Anchored with Pratt Avenue at its southern terminus, it bisects a number of east-west traffic corridors (Lincoln, Devon, Pratt, Touhy, Oakton, Howard & Main) which serve the north section of Chicago and its suburban neighbors. At its north end it reaches beyond I-94 to touch Rt #43/Waukegan Road (another SRA System corridor) at a location which may prove to be one of the tougher design assignments in the 1,200 mile network. Its main advantage is found in the full interchange of Dempster with I-94. Its weaknesses are seen in its north and southern terminus locations.

The southern terminus provides an extremely intense urbanized setting in which to resolve conflicts and enhance traffic flows. Multiple intersections, a bridge & canal, diagonal street patterns, mixture of national and local businesses - it doesn't get much tougher than this. And in a strong Chicago neighborhood community which holds improved pedestrian movements higher than commuter travel convenience. Some of the basic objectives of the SRA program (to supplement an expanded expressway system) will be at odds with the localized priorities to enhance community cohesiveness and pedestrian mobility.

Interest in improvements for this area focus on particular intersections, involve enhanced turning movements or deal with current infrastructure repairs - not expansions. This is an urbanized environment seeking to resolve urban related concerns (mass transit improvements,public safety, lighting, strategic open space, soften parkway landscaping) than concentrate on the enhancement of vehicle flows over extended roadways.

The middle section of the corridor (from Touhy to Keeler) have undergone major improvements and expansions during the 80's. The Village of Skokie has taken a strong leadership (and financial) role in these efforts. Safety and aesthetic improvements seen in this section are now the new expected minimums for future changes, should they be recommended. This is especially true of the canal west bank with the Sculpture Park and high level of landscaping along the canal's western ROW. The Village of Lincolnwood is well satisfied with the localized nature of McCormack during non-rush hour periods. Again, only at the intersections are improvements sought or envisioned.

The north section (Keeler to Waukegan) provides a host of obstacle which may challenge the best design team and solicit little or no local support for the effort. The narrow right of way, numerous curb cuts and cross traffic flows in this section (west of Skokie Blvd) are compounded west of I-94 by on street business/commercial parking on Morton Grove's "Main Street". Here again, the SRA standards and objectives will be sorely tested and in conflict the physical realities of the corridor chosen.

It is at the Metra, at-grade rail crossing that the logic of this route is most severely challenged. Providing adequate grade separation is viewed locally as impossible without destruction of the business community, to be accomplished only at high cost and questionable benefit. This obstacle prompts the consideration of other alternative routings or SRA redesignation (ie. Skokie to Golf, with full interchange at Golf/I-94, and continued to Waukegan).

From the local perspective, future enhancements to this corridor lie within improvements to the intersections and signalization systems as well as the consideration of alternative routing at the northern terminus to Waukegan. The improvement of the Devon-McCormack-Lincoln section is feasible with early and intense participation of interested parties in problem indentification, not just option selection.

SPECIFIC AREA ASSESSMENTS:

* On-street parking on the southwest side of Lincoln Avenue (between Devon & Kedzie) serves the needs of a number of small, local businesses found in this section and is viewed (locally) as helping alleviate some of the residential-business parking conflicts. Elimination of these spaces would be strongly opposed locally. Replacement by off street lots may be an option.

* The enhanced flow of pedestrian movements, especially across Lincoln, is of a higher local priority than the improvement of commuter/rush hour traffic. Support of local businesses, the needs of area senior citizens and community relations is improved by pedestrian, not vehicular, systems

* Traffic flows within the triangle commercial area bordered by Devon-Lincoln-MWRD Canal is highly inter-related and should be studied in its entirety.

* Bus turning movements at the CTA/PACE facility on Devon at Kedzie conflict with Devon rush hour traffic. This may be a matter of facility layout and/or route scheduling. While not directly on the SRA route it is viewed as adversely impacting area traffic flows as one approaches the corridor.

* The MWRD canal is developing into a local resource as a park/recreation area and, at some suggestion, potentially a future water transportation corridor. Plans are in process to convert the east bank into an open, park area for local residents. The baseball stadium at Devon/Kedzie anchors this future facility on the south end. These plans should be reviewed to determine if

SRA improvements enhance or infringe on these efforts (ie. parking systems, lighting, treatment of canal's west side from Kedzie north.).

* Due to the turning movements and delays at McCormack/Lincoln and at McCormack/Devon, Kedzie Avenue has become the local bypass to the north. This serves both SRA and non-SRA route traffic. Coordination of this traffic flow and the Kedzie/Lincoln signalization is strongly suggested.

* While Lincoln itself moves well (by local standards) it is the turning movements at major intersections which is viewed as unacceptable. Traffic movements from Devon, McCormack and Kedzie on to and off of Lincoln are unsafe and cause of delays.

* On McCormack, major rush hour conflicts exist at Devon and Touhy and result mainly from cross traffic flows at these intersections. Expanded and protected left hand turn bays are desired and preferred to wider cross sections (counterproductive to pedestrian movements).

* The Lincoln Ave bridge over the canal is viewed as hazardous and in need of replacement. There is, however, local concern of potential adverse impact such improvements could have to local businesses near this structure.

* The Peterson-Lincoln area was the first residential neighborhood to utilize the City's Parking Zone system. "Parking" is thus a sensitive issue and any changes to this local balance will foster area wide reaction.

* The movement of traffic through this urbanized area is secondary to the higher priorities of economic development, strengthening of neighborhood community (both residential & commercial), public safety, aesthetic improvements, etc.

* McCormack Blvd, north from Devon to Dempster, is seen as more than adequate for current and future traffic needs. Improvements which have occurred over the last decade have, by local perspective, addressed most problems (other than at the major intersections) and taken this corridor to its maximum cross section. It is only from Devon south to Lincoln where further changes could be considered and viewed as beneficial.

* Lincolnwood Town Center Mall continues to be a controversial development both within Lincolnwood and neighboring communities. The actual impact of this Center's influence on area traffic patterns and conflicts remains a sensitive and somewhat unresolved issue.

* Touhy/McCormack continues to be the major traffic bottleneck for this area. Improved turning movement controls, expanding on those installed to serve Town Center Mall, are suggested by local officials. Further widening of either McCormack or Touhy at this location will, however, generate conflicting views from City and Suburban interests. This intersection impacts a variety of constituents and problem/options idendificatio efforts should include the

participation of all area interests.

* McCormack Blvd touches several residential areas in both Lincolnwood and Skokie. Lincolnwood, buffered to the east by the MSD Canal, is more sensitive to any changes to McCormack in this area. Continued concern exists of future bridge crossings at Pratt which would eliminate this "buffer".

* Locally, Lincoln Avenue and Touhy are viewed as major traffic corridors - not McCormack. Improvements will be seen as conveniences for outside commuters with no benefit locally.

* In efforts to protect these residential neighborhoods from traffic noise, local officials would support efforts to require sound barriers and/or baffles along such corridors whether or not additional modifications are to be considered. The methods used on the last McCormack improvements above Touhy are seen as the new minimum standards. Future changes must "exceed" these designs.

* While the McCormack improvements undertaken during the 80's are viewed as positive additions (and done well), further expansion is viewed as counterproductive - potentially causing harm to these neighborhoods and communities at large. Local officials are proud of the innovative improvements made in this road project.

* The East Dempter Avenue Improvements (from McCormack to Keeler) remain a sore point to local residents and businesses. The local officials do not wish to revisit the pain and sacrifices made to effect this last series of expansions. The design and construction problems caused to local businesses (and residents) is still fresh in the minds of these leaders.

* There is a higher priority given by local officials to improve other area intersections where local traffic needs are better served (Pratt-Lincoln-Crawford or Lincoln-Gross Point Road). The SRA route (at least from East Dempster to Lincoln) is perceived as more than adequate for current and future loads. Now efforts need to be directed to other more pressing traffic problems.

* Stormwater management is a key concern and high priority for the suburban leaders. There is the view that state officials do not full appreciate the importance of these needs, especially as they relate to road improvements. The west Dempster Avenue area (west of Keeler) is one such area.

* The SRA standard for non-mountable medians is deemed as counter-productive to local economic development efforts and is thus opposed.

* Better coordination of the corridor's traffic signalization system is desired. Currently there are two separated systems on Dempster which need to be tied together.

* Further removal of on street parking will be difficult at best. On Dempster, removal was

done at great cost and sacrifice. The use of alternative parking lots as incorporated into the East Dempster project may have potential for west Demptser Avenue if outside financial resources are utilized.

* Close coordination of Metra/CTA Commuter parking facilities expansion plans with the SRA study is emphasized. Currently Dempster services the older lot while Gross Point Road connects the new 800 space facility to the north.

* The section of Dempster from Keeler to Rt #41 is more open and free flowing due to the land uses found here (residential, golf course, country club). This trend reverses itself west of Rt #41 making a clear "shot" to I-94 difficult. This area has traditionally been a traffic bottleneck hosting commuter tracks, diagonal intersections, narrow ROW and business curb cuts. This profile continues into Morton Grove with the addition of on street parking. Local leadership view this area as ill suited for consideration as a SRA even with Dempster's full interchange with I-94.

* Morton Grove maintains On Street parking on Dempster. Local businesses here heavily depend on this asset. While off street facilities are possible, the lack of business section depth off Dempster prohibit such facilities from being cost beneficial.

* The at grade rail crossing represents a significant problem to this route being a true SRA West of I-94. The river precludes any meaningful option for a grade separation here with out eliminating much of the commercial business activity on Dempster. Expanded four lanes is difficult while six lane cross section impossible. Without the elimination of the at grade crossing SRA standards nor objectives can be met.

* Given the constraints on Dempster west of I-94 alternative SRA routing north to Golf is strongly suggested. With the needed Metra grade separation already available, the addition of a full interchange at Golf provides a possible alternative. Local leadership in each of the impacted communities have suggested exploring this option.

NEXT STEPS:

As stated earlier, this report will be forwarded to the Illinois Department of Transportation and to the Corridor Design Team for their use in evaluating possible improvements. The results of those efforts will be presented to a "corridor panel" comprised of elected officials from each community in the Summer of 1994. The recommendation of the panel will be used to formulate the design report which will be presented to the panel and eventually in a public meeting. In the interim, should there be any questions concerning this report or the progress of these evaluations, individuals are encouraged to contact us.

MEMORANDUM

TO: Eugene Ryan, CATS
Rich Starr, IDOT

FROM: Daniel E. Drake
Metro Transportation Group, Inc.

DATE: May 30, 1995

RE: Dempster Street/McCormick Boulevard SRA Corridor
SRA Panel I Meeting Minutes of April 5, 1995

ATTENDEES:

Rich Starr, IDOT
Chuck Scheck, Village of Morton Grove
Richard Hohs, Village President, Morton Grove
Larry Arft, Village of Morton Grove
Pete Chepolis, Village of Morton Grove
Carrie LeBeau, Morton Grove Chamber of Commerce
Eddy Nakai, City of Skokie
Fred Schattner, City of Skokie
Bob Bocwinski, Village of Lincolnwood
Robert Pilat, Village of Niles
Dave Seglin, Northwest Municipal Conference
Joe Chiczewski, Midwest/Dames & Moore
Debra Duerr, Midwest/Dames & Moore
David Miller, Metro Transportation Group
Ted Treesh, Metro Transportation Group
Stephen Kehoe, Boyer Engineering
Chris Siefert, Boyer Engineering
Gary Cartweight, Boyer Engineering

I. INTRODUCTION

Joe Chiczewski from Midwest/Dames & Moore briefly explained the purpose of this meeting and then introduced Ted Treesh of Metro, the project manager for this corridor.

II. PRESENTATION

Ted Treesh presented an overview of the proposed plan for the Dempster Street corridor indicating that the corridor traversed the municipalities of Morton Grove, Skokoie, Lincolnwood, and Chicago. The corridor extends from Waukegan Road (IL 43) on the west to McCormick Boulevard on the south, turning southward on Dempster Street on the north to Lincoln Avenue on the south, and finally turning toward the southeast from McCormick Boulevard on the northwest to Peterson Avenue. Ted explained how the corridor was divided into five segments, each with its own distinct characteristics.

Each segment of the corridor was then discussed in more detail.

Segment I - Dempster Street, (Waukegan Road (IL 43) to Ferris Street)

Ted noted that Segment I of the corridor extends from Waukegan Road to Ferris Street. This segment is entirely within the Village of Morton Grove. The right-of-way in this segment varies from 73 ft. to 100 ft.

To improve the movement of traffic through this segment, Ted noted that the six lane cross section near Waukegan Road be extended with a 16 foot barrier median from New Castle Avenue to Ferris Street. The eastbound outside lane would be dropped, and become a separate right turn lane at Ferris Street. The westbound third lane would be added east of Ferris Street. The barrier median is recommended due to limited right-of-way and the limited access that currently exist through the forest preserve. The total right-of-way requirement for this cross-section would be 100 feet through the forest preserve and 100 feet between Lehigh Avenue and Ferris Street.

Chuck Scheck noted that Morton Grove opposes the barrier median in this section, since it would cut off access to residential areas (Naragansett Avenue, etc.). They also opposed widening of the bridge over the river since it is so expensive and impractical. Morton Grove was also concerned about the loss of business parking on the south side of Dempster Street between Lehigh and Ferris.

Chuck Scheck, Richard Hohs, and Larry Arft of Morton Grove commented on the route selection of Dempster Street as an SRA. They inquired why Dempster Street, and not Golf Road, was chosen as an SRA. Ted Treesh of Metro and Rich Starr of IDOT indicated that the SRA system is a secondary network for the expressways and Dempster Street has a full interchange with the Edens Expressway. Rich said that all comments relative to the Dempster/Golf selection process should be forwarded to the CATS SRA subcommittee.

Segment II - Dempster Street (Ferris Street to Skokie Boulevard (IL 50)

Segment II of the corridor extends from Ferris Street to Skokie Boulevard (IL 50). This segment continues through the Village of Morton Grove and into the Village of Skokie. Between Ferris Street and I-94, within the Village of Morton Grove, the right-of-way on

both sides of Dempster Street fluctuates between 33 and 40 feet. East of I-94 to Skokie Boulevard, within the Village of Skokie, the right-of-way is a constant 80 feet.

Ted stated that parking is permitted on both sides of Dempster Streret between Georgiana Avenue and Central Avenue, within the community of Morton Grove. It is recommended to remove all parking along Dempster Street to tpovide two lanes of travel in each direction with a painted median. The painted median is recommended to allow for access to the off-street parking facilities near the businesses that front directly on Dempster Street and to all9ow left turns at the numerous cross stree5ts within this segment. Further analysis will need to be conducted as to theappropriate locations for off-street parking facilities that should be provded prior to eliminating any on-street parking spaces.

Larry Arft of Morton Grove inquired how the Village would replace parking from Dempster. Ted indicated that, as part of the SRA process, there are means to get assistance in studying parking removal and mitigation. Rich Starr also noted that there currently is funding for off-street parking along SRA routes.

Ted noted that from Central Avenue, across I-94, to Skokie Boulevard, the existing cross section is recommended to remain, which is two travel lanes in each direction with a barrier median.

Ted also recommended that the traffic signal at the intersection of Dempster Street and Bronx Avenue be eliminated. The two signals on Dempster Street serving the Skokie-Swift parkingn lot are also being combined into one signal by the Village of Skokie. It is recommended that the eastbound left turn movement on Dempster street at Lockwood Avenue be eliminated due to the significant weaving problem created by traffic exiting I-94 that desires to turn left onto Lockwood Avenue.

Fred Schattner of the Village of Skokie commented on the recommendations as seen by Skokie. The Village of Skokie supports Dempster Street as an SRA, for the same reason as IDOT including the fact that the Skokie Swift Station is on Dempster Street and that all on street parking on Dempster Street within the Village of Skokie has been removed via previous roadway improvement projects. The prohibition of the left turn from eastbound Dempster to northbound Lockwood would impact the residential neighborhood, as Lockwood is classified a collector in the Village of Skokie and it would have to be further evaluated. The Village of Skokie does not support the recommendation to remove the Bronx/Dempster signal, as Bronx is a collector to the north with considerable bus traffic.

Segment III - Dempster Street (Skokie Boulevard to McCormick Boulevard)

Segment III of the corridor continues from Skokie Boulevard to McCormick Boulevard. This segment continues through the Village of Skokie. The existing right-of-way through this segment is 80 feet. The proposed concept for this segment is to keep the existing laneage. Any additional widening to Dempster Street would require acquisition of certain buildings and removal of much needed off-street parking spaces. The Village of Skokie does not support this. There are multiple commercial access drives that could be consolidated to provide for more efficient access to Dempster Street.

Ted noted that a network of local streets intersect Dempster Street, with some intersections creating an offset from the intersection across the street. It is recommended to make Monticello Avenue, Trumbull Avenue, and Forestview Lane on the north and south side one-way into Dempster Street due to the offset and the conflicting left turn movements that occur.

Fred Schattner agrees with the provision of increased access management along Dempster Street (including the one-way suggestions), but needs to get input from various departments within Skokie. Fred emphasized that he did not want the speed limit increased. Rich Starr noted that speed limit changes are not part of the SRA process.

Segment IV - McCormick Boulevard (Dempster Street to Devon Avenue)

At the Dempster Street/McCormick Boulevard intersection, the corridor turns south along McCormick Boulevard. The corridor continues through the Village of Skokie and into the Village of Lincolnwood. The existing right-of-way through this segment varies between 100 and 144 feet. For the entire length of this segment, access to the corridor is very limited.

With the exception of some intersection improvements, the recommended cross section within this segment is to remain as the existing two travel lanes in each direction with a painted median. The only major mainline improvement recommended is that when the structure carrying the Skokie-Swift CTA line over McCormick Boulevard is reconstructed, McCormick Boulevard be widened to provide a painted median consistent with the cross section to the north and south. The Village of Skokie supports this.

Ted also noted that as McCormick Boulevard approaches Devon Avenue, the travel lanes taper to provide no median for separate left turn lanes. It is recommended that a median be provided at Devon Avenue to match the cross section that is recommended for the final segment, to be discussed further below.

Bob Bocwinski of Lincolnwood inquired if any widening of the roadway or installation of noise barriers in vicinity of the Lincolnwood Towne Center (McCormick Boulevard/Touhy Avenue) would be included as a recommendation. Ted stated that neither the widening nor the noise barriers would be included. Ted also reaffirmed that the crosswoalk across McCormick Boulevard at Pratt would remain. Bobv also noted that the lack of separate left-turn phasing at the Devon Avenue/McCormick Boulevard intersection caused congestion.

Segment V - McCormick Boulevard/Lincoln Avenue (Devon to Peterson Avenue)

Ted explained the course Segment V traverses. This segment of the corridor follows McCormick Boulevard south to the intersection of Lincoln Avenue (U.S. 41). At Lincoln Avenue, the corridor follows Lincoln Avenue southwest to the southern terminus of the corridor at Peterson Avenue (U.S. 14). This segment of the corridor isentirely within the City of Chicago.

The rercommended cross section for McCormick Boulevard in this segment will mirror the cross section that is recommended and exists further north, two lanes in each direction with a median. In this section, it is recommended that a barrier median by utilized with on-street parking on McCormick Boulevard prohibited.

Bob Bocwinski of Lincolnwood inquired if the Devon/McCormick intersection would be improved. Ted indicated that as part of the SRA process, specific intersection geometrics will be analyzed at a later date.

Ted noted that the section of Lincoln Avenue between McCormick Boulevard and Peterson Avenue is recommended to remain fairly consistent with what exists today. The recommendation is for two travel lanes southeastbound with parking permitted on the south side and three travel lanes northwestbound, from Peterson to McCormick, with no on-street parking on the north side, separated by a barrier median. The parking on the south side of Lincoln Avenue is recommended to remain to serve the local businesses adjacent to the roadway. It is recommended that two 12 foot lanes and an 8 foot parking lane be provided in the wouthease direction and three 12 foot lanes be provided in the northwest direction, separated by a 16 foot barrier median. The northwest third lane would be dropped at McCormick Boulevard as a right turn lane.

There are two signalized intersections on Lincoln Avenue between McCormick Boulevard and Peterson Avenue: Jersey Avenue and Kedzie Avenue./ The recommendation of this concept is to eliminate these two traffic signals and construct a barrier median through these two intersections, allowing for irght turn ingress and egress only to these streets.

There is one structure within this segment that would require widening to implement the recommended cross section. That structure carries Lincoln Avenue over the MWRD canal.

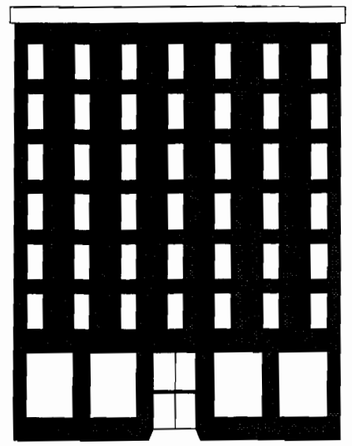
With the elimination of the traffic signal at Kedzie Avenue, the dual left turn lanes on Lincoln Avenue southeastbound at Peterson Avenue can be extended to the north. An additional recommendation would be the addition of lanes at the Peterson Avenue intersection to provide for exclusive dual left turn lanes.

III. CLOSING

In closing, Ted thanked all panel members for their input and requested that any further comments or questions be forwarded. Joe Chiczewski indicated that newsletters will be forthcoming to keep all interested members up to date. He also asked that any development in the community or roadway improvements along this corridor be forwarded to Metro. The Village of Skokie asked to be made aware of any Panel Meetings in which the issue of relocation of the route to Golf Road is discussed. He indicated that Panel II meeting would most likely be held in early 1996 and that the ifnal report to IDOT would be published late spring/early summer of 1996.

(Continued from page 3)
impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is greater for the routes which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



Illinois Department of Transportation

CHICAGO AREA TRANSPORTATION STUDY

SRA SPOTLIGHT

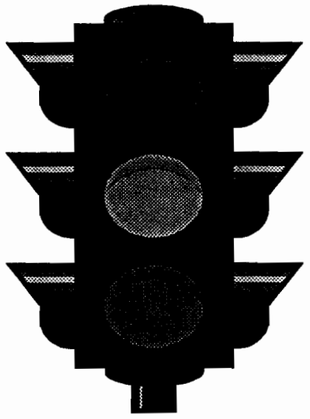
DEMPSTER STREET PROJECT NEWS

SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area, specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation Green Light as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.

SPOTLIGHT ON
DEMPSTER STREET

Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by careful control of the location, type and design of driveways and public intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompability of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

Access management is an important issue for the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor. The corridor is primarily urban in nature and contains a mixture of land uses including

(Continued from page 2)
commercial, residential, and park areas adjacent to McCormick Boulevard. Access management has been enforced along McCormick Boulevard south of Dempster Street to Devon Avenue, where there are frontage roads and local streets have been disconnected from McCormick Boulevard. On Dempster Street, in order to reduce left turning maneuvers to the many local intersecting roadways and private driveways, access management is proposed for various segements. This could include one-way street system enhancements, peak-hour turning restrictions and/or limited or consolidated access to developments. These access management concepts are being considered with development of the SRA plan for the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor.

Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize

(Continued on page 4)

SRA SPOTLIGHT

Under Contract With:

Illinois Department of Transportation

In Coordination With:

Chicago Area Transportation Study

Prepared By:

DAMES & MOORE / MCE

CATS Council of Mayors Planning Liaison:

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Advisory Panel Membership:

City of Chicago Wards 39 and 50
Lincolnwood
Morton Grove
Niles
Skokie
Cook County

SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
PLANNING	PRELIMINARY DESIGN	FINAL DESIGN	CONSTRUCTION	POST CONSTRUCTION
1) Data Collection	1) Preparation of Preliminary Plans	1) Preparation of Contract Plans	1) Implementation	1) Environmental Monitoring
2) Test Alternatives	2) Public Involvement	2) Community Coordination	2) Community Coordination	2) Land Development/ Access
3) Local Coordination	3) Environmental Studies/ Mitigation	3) Environmental Mitigation		
4) Environmental Screening	4) Public Hearing			
5) Recommend Improvements				
6) Public Hearing				

Illinois Department of Transportation

CHICAGO AREA TRANSPORTATION STUDY

SRA SPOTLIGHT

DEMPSTER/McCORMICK/LINCOLN PROJECT NEWS

Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICI's.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.

The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the corridor was gathered at the ICI's. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the corridor.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban,

(See TRAFFIC page 2)

SPOTLIGHT ON
DEMPSTER/McCORMICK/LINCOLN

TRAFFIC

(Continued from page 1)
suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the number of through lanes and turn lanes. In addition, capacity analysis will also indicate sections of roadway, limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses
- Level of Service

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

Traffic patterns for the Dempster street corridor are basically proportional to land use densities. At the west end of the corridor, there tends to be moderate traffic density due to the commercial land use near the western terminus and between Lehigh and Central. The middle part of the corridor has higher traffic volumes due to the proximity of Interstate 94 and commercial development. The traffic density remains level through the McCormick segment of the corridor due to "good" signal spacing and a mix of industrial, commercial, and residential uses. The traffic densities increase dramatically from Touhy Avenue to the southern terminus at Peterson Avenue. Traffic volumes are particularly high in the City of Chicago due to commercial land uses. Future traffic volumes are expected to increase slightly.

Underground Storage Tanks

Picture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

(Continued on page 3)

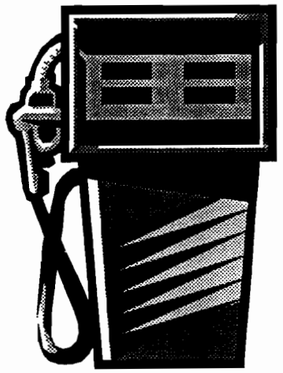
(Continued from page 2)

In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

1) **Notification to the state of the existence of a tank by its owner.**
2) **Compliance with detection prevention, and correction of release standards.**
3) **Compliance with tank performance standards.**
4) **Compliance with financial responsibility standards.**

Planning future road improvements and corridor studies will always deal with the problems of UST's and LUST's. What must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed before these regulations were enacted that will have to be dealt with.



Reference: Journal of Environmental Permitting, Executive Enterprises Publications Co., Inc., New York, New York 10010-6904, Winter 91/92

SRA SPOTLIGHT

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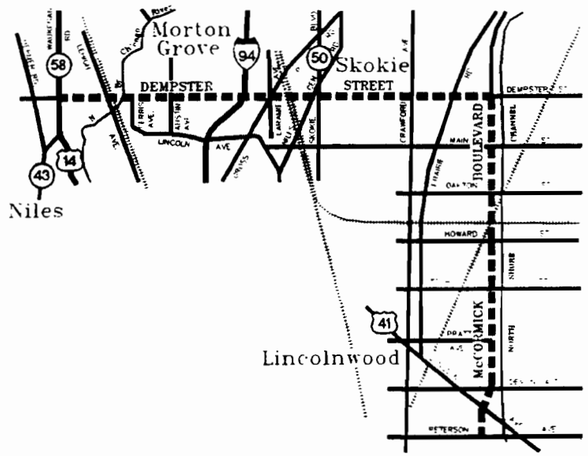
Skokie
Cook County

SRA

DEMPSTER STREET/McCORMICK BOULEVARD/LINCOLN AVENUE

(IL 43 TO PETERSON AVENUE)



Illinois Department of Transportation

CHICAGO AREA TRANSPORTATION STUDY

SRA SPOTLIGHT

DEMPSTER/MCCORMICK/LINCOLN PROJECT NEWS

Corridor Description

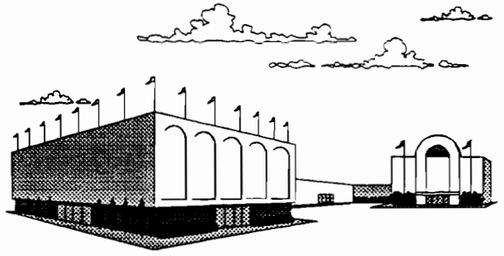
The Dempster Street/McCormick Boulevard/Lincoln Avenue corridor map is shown on page four. The corridor extends east from Waukegan Road (IL 43) to McCormick Boulevard, south to Lincoln Avenue, then southeast to its terminus at Peterson Avenue (U.S. 14). The corridor is urban in nature. Commercial development is prominent along the Dempster Street corridor, with some residential frontage. Open space, commercial and residential land uses exist along the McCormick Boulevard section of the corridor and commercial uses exist along the Lincoln Avenue portion. The entire corridor consists of two travel lanes in each direction with a center median that provides turn lanes at cross streets. Parking on both sides of Dempster Street exist through the community of Morton Grove.

From Waukegan Road to the Edens Expressway, commercial land uses dominate. On-street parking exists within this section. A portion of this segment is also bordered by a forest preserve. There is concern on the limited opportunity for roadway widening of this segment due to the close proximity of the commercial uses to the right-of-way.

East of the Edens Expressway to McCormick Boulevard, commercial and residential frontage exist along the corridor. Concerns within this segment include the area around the Skokie-Swift terminal, the Skokie Boulevard/Niles Center Road/Dempster Street triangle, weaving areas at the Edens Expressway interchange and the residential uses near the Evanston Golf Club.

McCormick Boulevard, from Dempster Street to Devon Avenue, parallels the North Shore Channel. The communities of Skokie and Lincolnwood utilize the land between McCormick Boulevard and the channel as open space and parks. A pedestrian trail extends along the west side of the channel from Lincolnwood to Evanston. A portion of this segment has a frontage road on the west side of McCormick to serve commercial as well as residential properties.

The final segment of the corridor extends McCormick Boulevard south of Devon Avenue to Lincoln Avenue then southeast along Lincoln to Peterson Avenue. This portion of the corridor is within the City of Chicago. South of Devon Avenue, there is no longer a center median to accommodate left turn lanes. Intersection improvements will most likely be analyzed at Devon Avenue and at McCormick and Lincoln. A center median does exist on Lincoln Avenue with SRA substandard lane widths (10 to 11 feet). Multiple bus stop locations also exist along this portion of the route.



SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.

Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control.

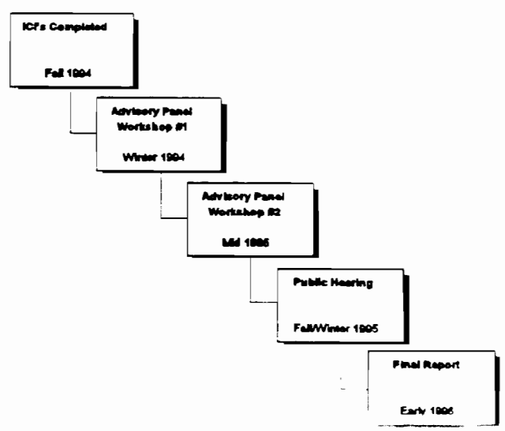
Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species. Also, about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

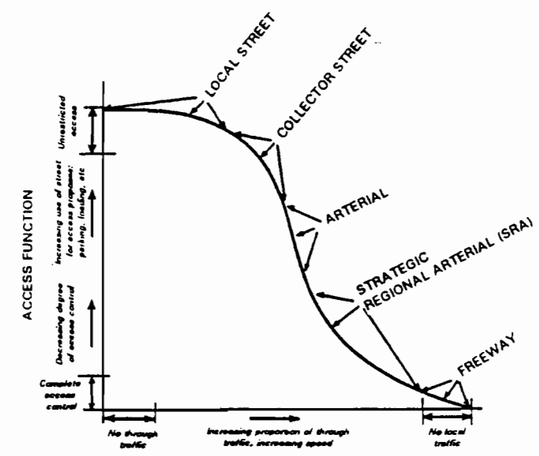
Source: Wetlands, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

Upcoming Schedule



ROADWAY HIERARCHIES

The two main characteristics used to classify roadways into a hierarchy are access and mobility. Access refers to the number of locations a vehicle can enter the road, and mobility is the level of ease in reaching the desired destination. In general, greater numbers of access points result in lower mobility due to conflicting traffic movements.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

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

Functional classification of roadways gives planners the ability to group them according to the character of service they are intended to provide and to plan for future transportation needs. The six levels of roadway hierarchies which are associated with the six stages in a vehicle trip are: long distance movement (few access points and high mobility), transition, distribution (SRA), collector, local access, and end destination. Long distance movements are typically handled by expressways, with uninterrupted and high speed traffic flow. After exiting an expressway, motorists travel on a distributor-type roadway to bring them to the vicinity of their destination. Finally, collector or local access roadways with unlimited access bring the motorist to their destination.

Failure to recognize the different purposes of each roadway type, its hierarchy, will lead to inefficient uses by the motorist and inadequate planning for its future needs.

SRA SPOTLIGHT

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Advisory Panel Membership:

City of Chicago Wards 39 and 50
Lincolnwood
Morton Grove
Niles
Skokie
Cook County

PUBLIC HEARING
DISPOSITION OF COMMENTS

The Public Hearing for the Dempster/McCormick/Lincoln corridor (IL Route 43 to US 14) was held on Tuesday, January 21st, 1997 at the Radisson Hotel in Lincolnwood, Illinois. The Public Hearing was held from 2:00 PM to 7:00 PM and approximately 40 people attended. Comments received were generally in favor of the overall process and need for long range planning. A brief summary of the specific public hearing comments/concerns is listed below.

A. The Village of Skokie has been implementing several SRA concepts along this corridor, in coordination with IDOT for several years, including-barrier median, removal of unwarranted traffic signals, removal of on-street parking in conjunction with development of off street lots, and two-way center left-turn lane.
B. The Village of Skokie supports Dempster Street as the corridor, and not Golf Road as some comments have recommended.
C. The Village of Skokie supports the principles of access management as defined in the SRA Design Concept Report.
D. The Village of Skokie does not support the removal of the eastbound left-turn lane on Dempster Street at Lockwood Avenue, or the removal of the traffic signal at Dempster Street/Bronx Avenue.
E. The Village of Skokie does not support the post 2010 widening of Dempster Street from Skokie Boulevard to McCormick Boulevard.
F. There is some concern about pedestrian safety crossing Dempster Street at Hamlin Avenue due to synagogue traffic on Friday evenings and on Saturday, especially because the orthodox patrons would not use a "walk" button due to the Sabbath prohibition of electricity.
G. Several individuals have expressed concern about access management being too restrictive for the Barth-Wind Furs store at 6740 Dempster Street.
H. The Village of Morton Grove would rather have the SRA route along Golf Road.
I. The Village of Morton Grove does not support the barrier median from New Castle to Lehigh Avenue, nor the elimination of Oak Park Avenue access.
J. The Village of Morton Grove recommends pedestrian/bicycle paths across the Edens (I-94) Expressway bridge.
K. The Village of Morton Grove does not support the barrier median from Lehigh Avenue to Fernald Avenue.

PUBLIC HEARING REGISTER

Project: DEMPSTER/McCORMICK/LINCOLN SRA

Location: RADISSON HOTEL-LINCOLNWOOD **Date:** 1/21/97 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	JOSEPH HEDRICK	8610 SCHOOL MORTON GROVE ILLINOIS Zip 60053	Self X Other
2	SHARON DEEMAR	6527 Albert Morton Grove IL Zip 60053	Self ✓ Other
3	Jack Lochner	6724 Dempster Morton Grove IL Zip 60053	Self X Other
4	Donna Hedrick	8610 School Morton Grove Il Zip 60053	Self ____ Other
5	LAWRENCE STRUBEL	6029 CAROLINA MORTON GROVE Zip	Self X Other ZONING BOARD
6	Mary O'Connor	8713 Georgiana Morton Grove Zip 60053	Self ____ Other
7	Jack Birch	Lochner's Greenhouse 6724 Dempster M.G. Zip	Self X (847) Other 945-1770
8		Zip	Self ____ Other
9		Zip	Self ____ Other
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

PUBLIC HEARING REGISTER

Project: DEMPSTER/McCORMICK/LINCOLN SRA

Location: RADISSON HOTEL-LINCOLNWOOD **Date:** 1/21/97 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

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	Name	Address	Representing
1	Diaine Hoffman	6101 Capulina Morton Grove Chamber in G. IL Zip 60053	Self ____ Other Morton Grove Chamb
2	ED Wilson	5510 N. Sheridan Rd Chgo IL Zip 60640	Self ____ Other IDOT
3	ARNIE OKMIN	8338 N. AUSTIN AVE MORTON GROVE, IL Zip 60053	Self ____ Other VILLAGE OF MORTON GROVE
4	Maria Kotula Chris Beeler	CLTV 2000 York Rd. Oak Brook Zip	Self ____ Other CLTV
5	DAN STACKMAN	8548 GEORGIANA MORTON GROVE Zip 60053	Self ____ Other M.G. PARK DIST
6	steve Silver	6740 W. Dempster st. Morton Grove IL Zip 60053	Self X Other
7	BECKY DAVIS	6800 W. DEMPSTER MORTON GROVE Zip	Self ____ Other X
8	Janet Ostrowski	8418 Mansfield Morton Grove Zip 60053	Self X Other
9	MARK V. MATZ	6411 LINCOLN MORTON GROVE IL Zip 60053	Self ____ Other VILLAGE OF MORTON GROVE
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

PUBLIC HEARING REGISTER

Project: DEMPSTER/McCORMICK/LINCOLN SRA

Location: RADISSON HOTEL-LINCOLNWOOD **Date:** 1/21/97 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Dave Seglin	NWMC 1616 E Golf Rd Des Plaines IL Zip 60016	Self ____ Other N.West Municipal Conf.
2	ROBERT PILAT	6849 TOUHY AVE NILES IL Zip 60714	Self ____ Other VILLAGE OF NILES
3	ROBERT A. NELSON	9023 N. MANGO MORTON GROVE Zip 60053	Self ✓ Other
4	Roberta Silvers	6740 Dempster morton Grove Ill Zip 60053	Self ____ BARTH WIND FURS Other
5	COMMANDER EDWARD MAHNKE	6101 CAPULINA MORTON GRV, IL Zip 60053	Self ____ MORTON GROVE POLICE Other ✓
6	Cheryl Gettes	9000 McVicker Morton Grove IL Zip 60053	Self ✓ Other
7	CHARLES COLLETT	VILLAGE OF MORTON GROVE 6101 CAPULINA AVE MORTON GROVE Zip 60053	Self ____ Other VILLAGE OF M.G.
8	JAN SCANLON	VIL OF MORTON GROVE 6101 CAPULINA AV. MORTON GROVE Zip 60053	Self ____ Other VIL. M.G.
9	Nick Katz	4909 Crain Skokie Zip 60077	Self ____ Other Pioneer Press
10	CEE TAMRAZ	VILLAGE OF MO. GR. 9032 MANGO MO. GR. Zip 60053	Self ____ Other
11	T.J. McELLIGOTT	8135 LOCKWOOD SKOKIE ILL 60077 Zip	Self ____ Other
12	LES BROWNSTEIN	Village of Morton Grove 5500 Lehigh Court Morton Grove Zip 60053	Self ____ Other

PUBLIC COMMENT

PROJECT: Dempster Street

DATE: 1/21/97

On behalf of the people of Niles Township I wish to register our complete opposition to this project. It is not only the people of Norton Grove who are in opposition to it but thousands of people in the West area of Skokie. We do not have much commercial areas for shopping and all of us use Dempster Street for our needs. Making Dempster St. a limited access, high speed street will adversely affect not only our shopping habits but the safety of ourselves and our children who cross Dempster St. quite often for the recreational opportunities afforded us on the North side thereof.

Millions of dollars were spent on Dempster St. within the last 4 or 5 years. Everybody was happy with the result.

We're not sick - we don't need a doctor or a cure.

Illinois Department of Transportation

NAME: THOMAS J. McELLIGOTT

8135 LOCKWOOD SKOKIE, ILL. 60077

ADDRESS: SUPERVISOR NILES TOWNSHIP

PUBLIC COMMENT

PROJECT: MEDIAN ON DEMPSTER
DATE: 1/21/97

My Business, Miami Subs & Grill on the corner of Oak Park & Dempster. Will be greatly effected by this project. We Dont have an easily accessable parking lot as it is. An opening at the Oak Park entrance would help a great deal. The turning lane double yellow on both sides is used a great deal for entrance into our restaurant a median there will not give the customers access. There is a back alley off of Oak Park they can use.

Illinois Department of Transportation

NAME: Becky Davis

ADDRESS: 6800 N. Dempster
Morton Grove.

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
DEMPSTER STREET/McCORMICK)
BOULEVARD/LINCOLN AVENUE)
CORRIDOR)
ILLINOIS ROUTE 43 TO U.S. 14)

LINCOLNWOOD, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Radisson Hotel, 4500 Touhy Avenue, Lincolnwood, Illinois, on Tuesday, the 21st day of January, A. D. 1997, between the hours of 2:00 and 7:00 P. M.

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ROBERTA SILVERS: Roberta Silvers, 6740 Dempster Street in Morton Grove. It is right off of Oak Park.

It is not only my situation but most of the people in that area will go out of business if there is no access to their business. It is going to make a big difference.

Our business is very old and we have customers coming from the Chicago area and customers coming from the suburbs, like Buffalo Grove and such. And, if they have to go a mile out of their way in order to turn into our shopping center, which has happened when we did have the house -- that the store was previously on Skokie Boulevard -- and people had to go through the side street and through the alley in order to get to our parking lot.

And for this to happen a second time seems absolutely ridiculous.

And I think that many of the small businesses, which are having tough times now, anyway, a lot of them are going out of business. The ones that are successful, it is very sad that they should be having this problem.

Our business, like I say, was my

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grandfather's; went to my father; went to my husband, who has previously passed away; and now my son has taken it over.

And I just think that this is going to make a big problem for the whole Morton Grove area. It is a very nice area.

And I do live farther north and I think, if they do want to make some improvements, they should do it in the northern suburbs where all the big houses are being built and all these big developments are being built one on top of the other.

Those people have to all go down towards the lake or towards Edens, and that is where it should be worked at.

I have a horse on Lake-Cook and Milwaukee. They have spent a lot of money to redo that area over there. They spent millions of dollars for an overpass for horses and for bicycles.

I have been by there many times. There are no horses that go on it and there are no bicycles that go on it. If all summer long, maybe, they find ten people to go across there, it is very nice. But they certainly didn't need that for millions and

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millions of dollars.

And, as you make your turn onto Lake-Cook, where they thought they were making an improvement, you still have that tailgate situation, one car after the other, out there. That cost a lot of money. Part of it is still not done after all this time.

And I think they should concentrate more on the northern suburbs, where they are building all new developments. And that is all I have to say.

It is just upsetting because I think all those businesses will have a problem staying in business.

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BOB NELSON: Bob Nelson. I live at 9023 North Mango in Morton Grove.

My main concern about what I have seen today is that it appears as though the small communities are going to be adversely impacted by the changes that are being discussed; that is, to increase the width of the roadway through the heart of towns such as Morton Grove.

The possibility of eliminating on-street parking, I think, will devastate the small businesses

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that are still there.

And, beyond that, I think plans of this sort tend to overlook the possibilities that mass transit might have in relieving the pressures that are on traffic.

It seems that most of my adult life I have heard of all these grandiose plans for mass transit, the monorail systems and this or that.

I am not suggesting monorail, but I am suggesting that mass transit never seems to be a matter that is really given the consideration that it should.

That is pretty much it. Thank you.

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CHERYL GETTES: My name is Cheryl Gettes. I live at 9000 McVickers in Morton Grove.

I am here representing the residency portion of this proposal. As far as being a resident goes, to eliminate on-street parking in the Morton Grove area between Ferris and Central would increase traffic flow. As proposed, in my opinion, it would cause more of a problem with children walking down streets, bicycle riding, plus elimination of all the businesses that are sidewalk-type businesses.

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I know our family enjoys a walk to the ice cream store, which is on Dempster Street there. During the wintertime we wouldn't be able to park there so we wouldn't be able to enjoy it.

I don't understand why this proposal can't include Golf Road being extended from Waukegan Road to McCormick, where there is not a substantial amount of business, more residential, more open area; where this could be a better throughway in their proposal.

I personally don't want to see Dempster become more of a highway. I believe it should stay the way it is.

That is all I have to say.

* * * * *

DAN SCANLON: My name is Dan Scanlon, 6725 Beckwick Road in Morton Grove. I am, also, the Mayor of the village.

Well, I can say ditto to all of that; but I have a big concern with changing the character of Dempster Street in any way.

We have a lot of small businesses all the way from Waukegan Road east that would be completely devastated by any barrier put up and lack of parking and, from what I hear, the change of the speed limit.

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It would just completely dry up the whole area.

I agree with what Cheryl said before about continuing right on from Golf Road. When it comes to Waukegan Road and goes south to Dempster, eliminate that and keep it going east all the way to McCormick Boulevard and then from McCormick Boulevard down -- continue the existing proposed path of the SRA.

They would have to probably put an interchange in at Golf and Edens; but, I think, even though the cost may be more immediately, by putting an interchange in they will definitely save money by not tampering with Dempster Street and it will certainly be a much more favorable financial condition as far as the Village of Morton Grove is concerned.

We definitely have a big traffic problem on Dempster Street; and, especially, at the Metra right-of-way. At night it is backed up four or five blocks in both directions.

So it will be just adding more of a problem when it goes -- what is it? -- four lanes down to three lanes at Ferris Avenue. It would have a terrible effect. We wouldn't be able to leave our

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houses, really, during rush hour. And that is probably not an exaggeration, either.

I have submitted a letter, which I gave to Mr. Rich Starr just now. And our objections are in there.

And we, also, have a resolution where we just don't want this at all that we passed. And it goes back to June of 1995, when then President Richard Hohs, objected to it formally.

And we are just continuing our objection. And we will continue to object to the way it is right now. Thank you.

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CHARLES COLLETT: Charles Collett. The Village of Morton Grove, Community Development Department, Engineer Assistant.

My comment is, as we discussed with Dave Seglin and the representatives over there, if the object of the SRA is to increase the flow of traffic, then it makes more sense -- and to impact less people -- it makes more sense to move the SRA route up to Golf Road, which has only three signals; whereas, Dempster Street has approximately five signals in the same stretch from Waukegan Road to the -- to

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basically the cloverleaf.

And, if your idea is to increase the flow of traffic and impact the least amount of businesses or people, you would only be impacting Forest Preserve property basically up there, as well as a country club which back up to Golf Road.

And, basically, our feelings are that it be more research more in depth to install an interchange up there and see if Orchard Village would be willing to participate since they would directly benefit from an interchange at that location, which would take the people directly into their shopping mall.

* * * * *

ARNIE OKMIN: My name is Arnie Okmin, 8338 Austin Avenue in Morton Grove.

I think it would save the state a lot of money if, instead of using Dempster Street, they use Golf Road. The traffic is faster. There is less traffic signals and I think it would cost the state less money to do it that way.

By going through the town of Morton Grove on Dempster Street, you are taking away all of the parking and there would be no parking for any of the

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businesses.

And I know that this is a long-range plan, but the state would save a lot of money if they used Golf Road and built an interchange or a rump to the Edens Expressway.

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THOMAS J. McELLIGOTT: My name is Thomas J. McElligott. I live at 8135 Lockwood, Skokie, Illinois.

I am the Supervisor of Niles Township. And on behalf, not only of the people of Morton Grove, but also the people of Skokie, I want to register our opposition to this so-called project.

I realize, if I read the article in the Sun-Times correctly, that it is some years away. But, you know, there is an old expression: "You got to slay the dragon while he is young and not wait until he is ten feet high."

We have limited shopping facilities available to us in the western part of Skokie. And our shopping area of choice is by and large Dempster Street, even extended farther west beyond Morton Grove into Niles.

And this kind of an arterial program,

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that is being discussed here, would seriously disrupt our shopping habits, in addition to posing a danger for our children, grandchildren, whatever, in the use of recreational facilities in Morton Grove.

There are recreational facilities located on the north side of Morton Grove -- of Dempster Street. And our children go in there alone and so forth. And crossing an arterial highway, as it is envisioned, would be very unsafe for them.

Some short three, four, five years ago millions of dollars were spent on Dempster Street as it went through Morton Grove, which ended in a result that was favorably received by everybody.

It seemed that it was a good compromise between the rights of the pedestrian, the rights of the motorist and the rights of the commercial owners on that street.

Why a few short years later we are now discussing the possibility of redoing all that, after the expenditure of all those millions of dollars, is an absolute puzzle to me.

We are not sick. We are not ill. We don't need any cure or any doctor. We just want to be left alone.

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I have a daughter, who lives between Dempster and Oakton Street, in Niles. In order to get to her home I have to use either Dempster Street or Oakton Street. I find the traffic on Oakton Street to be far worse than the traffic on Dempster Street.

Now, any of these streets at certain times of the day is going to be heavily traversed. There is nothing that any of us will be able to do to change that.

Any attempt to just speed it up is not going to be that much of an improvement overall and it certainly is going to have a deleterious effect on the people of both Morton Grove, Skokie; and where else, I don't know.

That is it. Thank you.

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MR. LEE TAMRAZ: Lee Tamraz. 9032 Mango, M-a-n-g-o, Morton Grove, Illinois.

I am a Township Trustee. I am also Chairman of Traffic and Safety for the Village of Morton Grove. I am also an engineer with the Cook County Highway Department for thirty-nine years.

I stand here in opposition to the

proposal. I don't think all the facts have been expressed or indicated by the State of Illinois.

I don't understand the need for a so-called junior expressway through Dempster Street, probably the busiest street on the north end of the county with the exception of possibly Lake-Cook Road.

There are no provisions here for individuals who are handicapped. It would seem to me that Dempster, based upon the elevations through Dempster, would have to be totally reconstructed.

The bridge over the north branch of the Chicago River just recently has been built. There is no consideration for the deep tunnel shaft that is now presently adjacent to that structure.

There is no consideration at all for children who cross Dempster to attend St. Martha's Grammar School and Niles West High School.

Farther down into Skokie there is no consideration at all, as stated, for individuals who use the Skokie Swift and need to cross at Dempster Street.

Any consideration for ambulatory, or rather handicapped, people would certainly delay the timing system. And, since the state has been

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inconsiderate as it relates to our request for a consideration for increasing the time span, I would think that in the future they would certainly give the consideration that they needed to give at this time.

I think the money can be well spent somewhere else. I think there should be an alternate plan to this and I think the alternate plan should be presented to the general public, which it has not.

And I stand in opposition to it. That is it.

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DANIEL STAACKMANN: Daniel Staackmann. I live at 8548 Georgiana in Morton Grove.

I am the Vice-President of the Morton Grove Park District.

Looking over this plan, I agree with the relocating of the access of the Forest Preserve oppose Ferris Avenue. I think that would be a very good thing to do. It would eliminate some traffic problems.

I would like to see a development on Golf Road; such as, widening the underpass under the train tracks there, which has created a major bottleneck.

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I mean, there you already have your four 12-foot lanes and you have easy access for expansion all the way down because there is no commercial or real residential on that property from Waukegan all the way down to Cicero -- Skokie Boulevard, anyhow.

And any impact on the parking in Morton Grove -- since we have no control over the parking that you wish to remove, I would certainly like to see some dollars allocated to provide the village to buy off-street parking.

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LESTER BROWNSTEIN: Lester Brownstein. 5900 Warren Court, Morton Grove 60053.

I am a Commissioner of Traffic Safety for the Village of Morton Grove.

My problem is that the state has already wrecked Waukegan Road when they took the parking off of Waukegan Road. They really did a number on the village.

They are going to try and do another number on us by taking the parking off of, according to the map, Dempster Street. There will be no parking on Dempster Street. And they are not saying, well, we will provide additional parking for

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everybody to replace it.

And, also, to my estimation I think that somebody in the state is trying to kill Morton Grove. They are trying to ruin Morton Grove so they have no income from any of the businesses there.

And they want to increase the speed limit from 40 to 45. How are the kids going to cross the street there? The children cross the street there and it is going to cause a big problem.

And, also, it is my recommendation that they move this whole program over to Golf. Put an interchange there and open up Golf wide open. There is nothing but Forest Preserve there. Let them go through Forest Preserve. Let them go through there.

Why continue to badger the Village of Morton Grove with plans that are maybe twenty years off in the future?

I mean, not only that, the people who made up this plan should have come back and said, what can we do to help these villages survive?

All they are doing is destroying the villages by taking away their tax basis because nobody will be able to park there anymore. We can't go with business anymore; there will be no parking.

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The speed limit would be 40 to 50 -- 40 to 45 -- and nobody is going to go that. They are going to go more. And it will be just a horrendous type of deal.

And it is my recommendation that they chuck the whole thing; either that or move it over to Golf and put an interchange at Golf and let them go west on Golf and, like I say, there is nothing in there but Forest Preserves. And I think this is what they should do.

I think they ought to leave Morton Grove alone and leave them try and survive. This will affect the whole Village of Morton Grove, not only the people living in that area; because people in Morton Grove use that street for their own purposes and they won't be able to move in and out of the side streets.

I believe it would be a good thing if they would listen to somebody; call us in and say -- sit down one on one with the people who made this up and say: Here is what we want to do, not what I want you to do.

And you say, what are the alternatives? They have no alternatives. They haven't given us any

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alternatives. I have nothing else to say.

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SHARON DEEMAR: Sharon Deemar. 6527 Albert, Morton Grove, Illinois 60053.

I am a member, school board member, of District 219, Niles Township High Schools.

I wanted to know how this is going to affect our taxing district and, if the federal government -- how much they are going to contribute to this project -- and, also, state government, aside from the local government.

Can we also make a TIF district out of this area?

I just want to know that. Thank you.

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JOHN LOCHNER: John Lochner. Lochner's Greenhouse, 6724 Dempster Street.

This is going to kill my business. People will not be able to get to us. Anybody coming from the west can't get across. They have to go all the way down and come back.

And people coming from the east, they wouldn't -- they can't leave our place. They can't go across the road. They have to go all the way

round to Waukegan Road.

So it will really definitely affect our business. The proposed changes they are going to make will put in three lanes where there are two lanes existing and they are going to cut into the parkway.

It is going to make the street too close to our building and it will be dangerous.

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DONNA HEDRICK: My name is Donna Hedrick. I live at 8610 School Street, Morton Grove.

I am running for Trustee in the Village of Morton Grove. And I have a few comments to make.

On Dempster Street in Morton Grove there is Oriole Park on the north side of the street, which has a lot of traffic with kids going -- it is in the middle of the town and people cross Dempster Street all the time.

There is a railroad crossing underneath at Golf now, where on Dempster Street the railroad crossing is at street level. It would be better to move this over more to Golf Road than to Dempster Street.

There is a bike path crossing at the

corner of Dempster and Lehigh. And it is a very short light and it goes across both ways.

It is in the middle of a school district. District 70 is half on Dempster Street, half south of Dempster, half north of Dempster, with a lot of traffic with kids walking back and forth from school. Making Dempster Street be wider would be very detrimental to them.

It infringes on the neighborhood, residential neighborhood. There is a lot of accidents on Dempster Street now; adding this would just make it more.

It is a bad turn for the businesses, because there is no place to park in Morton Grove, except for the parking on the street -- except some areas have a little bit of parking but it is very hard.

It probably will -- if they do something like this, it will expand the residential -- the commercial area into the residential area, backing into the streets, which infringes on the residential area.

And it divides -- Dempster Street right now divides the middle of Morton Grove. And that is

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basically all I have to say. Thank you.

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STEVE SILVERS: My name is Steve Silvers. I am here concerned about 6740 West Dempster. It is a retail business, Barth-Wind Furs.

We have been located there for about eight years. My concern is that, with the SRA plan, the median that they would be putting in would be blocking my parking lot.

And I understand that there will be ways in from Oak Park and -- I forget the other street. I don't know what the name of the other street is, but there will be openings there; and then my customers will have to come through an alley in the back.

We had that same situation before. We were located on Skokie Boulevard before we were in Morton Grove, at Skokie Boulevard and Church Street. And Skokie did the same thing. They put a median up, which caused harm to our business.

People weren't able to make a left turn and they didn't find it convenient to come to our store anymore, so they found someone more convenient to go to instead of having to drive all the way around the block to get into our parking lot.

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So I disagree with the proposed plan, as stated.

Also, is there any way of being put on some sort of a mailing list or to be informed when any type of hearing is being done on this?

The first I heard about it was reading it in the paper today. So I think the people that it is going to affect should be, you know, made aware of what is happening. Thank you.

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LARRY STRYBEL: Larry Strybel, resident of Morton Grove, business owner in Morton Grove and, also, President of the Zoning Board of Appeals and the Planning Commission.

I am tremendously relieved because of the fact that they decided to remove the concrete barrier east of the railroad tracks, down the center of Dempster Street.

I still have a concern as to the reason why they want to have a concrete barrier west of the tracks through to about a couple hundred feet west of Oak Park Avenue when the speed limit is only 35 miles an hour; if it is a matter of funds or if it is a matter of congestion, traffic congestion, or speed,

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whatever their thoughts were.

I believe the money, instead of placing a barrier, could better be spent by placing reduced speed limit signs, bring the speed limit down.

As it is east of the tracks, the speed limit through Skokie and Morton Grove is 30 miles an hour. At Lehigh, at the railroad and continuing westbound, the speed increases to 35 miles an hour.

And, again, the concern is that they are worried about speed through the area. Again, a reduction of speed from 35 to 30 to Waukegan would certainly be a lot cheaper than a piece of concrete down the center of Dempster.

Also, the concrete barrier, as it was planned initially to continue eastbound to Ferris, would cause an incredible about of frustration and traffic congestion.

The people wanting to turn southbound on Lincoln off of Dempster, going westbound, they would not be able to do that. They would have to turn left at Ferris and continue about five blocks down to Lincoln before they would be able to make a left to be able to continue back up to Lincoln to get up to Dempster.

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There was a proposal that I heard: "Well, if that is the case, the village should look into purchasing some property. I find that shortening the concrete barrier a much easier answer than purchasing property.

Also, for whatever it is worth, if they are worried about the amount of traffic that is coming off of 94, if we look at 94, we have a full cloverleaf exit two mile south at Touhy and three and a half, four miles north at Lake Street.

There is a semi-exit at Old Orchard, but you can continue westbound for about a mile before you have to make a decision to go north or south.

It makes all the sense in the world to approach the Forest Preserve District and do some arm twisting to install a full cloverleaf exchange at Golf Road.

A six and a half mile area with only one full cloverleaf interchange is impractical going into the 21st Century. It makes, again, all the sense in the world to have a second full cloverleaf interchange.

And, as many of the Metro engineers have stated, Golf Road -- with its tendency of flowing

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underneath the railroad at Lehigh, Golf Road would make the perfect second option for a full cloverleaf interchange.

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MARK V. MATZ: Mark V. Matz, M-a-t-z. 6411 Lincoln Avenue, Morton Grove.

I serve as a Traffic and Safety Commissioner for Morton Grove.

My basic comment in reviewing the proposal and reviewing the presentation tonight is it seems to be a very implausible way to alleviate traffic and I feel not enough research as been done to alleviate the problem of the loss of business to the owners of businesses on Dempster Street in Morton Grove.

The concrete barriers and the removal of parking lots not only takes away the actual customer but there is also the possible fear that people will have of renovating their businesses, expanding their businesses, continuing their leases or any further development.

I feel the Committee for Community Development of the Village of Morton Grove has a good working relationship with IDOT. I do feel that more

research has to be looked into for this project as it was present.

As presented, I do not feel it would be a viable alternative for the Village of Morton Grove; and, in fact, would do great harm to the economic basis of our residents and commercial district.

I think that probably covers it.

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(WHICH were all of the comments made at the above-captioned public hearing.)

FORM OSH-LASER REPORTING, INC.

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 21st day of January, A. D. 1997, at the Radisson Hotel, 4500 Touhy Avenue, Lincolnwood, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 29th day of January, A. D. 1997.

Joan M. Kenny
Notary Public

OFFICIAL SEAL
JOAN M. KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 12-9-97

FORM CSR LASER REPORTERS PAPER & MFG CO 800-626-0313

Village of Morton Grove

Office of the Mayor
Daniel D. Scanlon

January 20, 1997

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Attn: Mr. Rick Starr

Re: Strategic Regional Arterial Corridor 11
Dempster Street/McCormick Boulevard/Lincoln Avenue
Draft Report

Gentlemen:

Village of Morton Grove staff and I have reviewed the Draft Report for SRA Corridor 11 and offer these comments:

- The Village of Morton Grove reiterates the position taken earlier (see Resolution 95-25 attached) that this SRA route would better serve regional traffic if routed on Golf Road, from Waukegan Road to McCormick Boulevard, adding a partial interchange at Edens Expressway and Golf Road.

- The designation of the SRA route as a suburban route from Waukegan Road to Devon seems to be a liberal assessment of roadway characteristics, particularly when the limitations of right-of-way through the Village of Morton Grove and the existing 35,000 to 50,000 and the projected 41,000 to 54,000 average daily traffic volumes are taken into account.

- The proposed barrier median from New Castle to Lehigh Avenue (Section 1) seems to be overkill, since only two (2) side streets (Oak Park and Birch) and one (1) driveway (Prairieview Plaza) would be restricted. The elimination of Oak Park Avenue access would be quite detrimental since this street is a collector street between Dempster and Beckwith. The commentary that "each of these streets are minor side streets and each have access to adjoining streets that would enable direct full access to Dempster Street" ignores the neighborhood traffic that would have to filter through a strictly residential neighborhood to access Lehigh Avenue, the only street with "full direct access to Dempster Street".

Richard T. Flickinger Municipal Center
6101 Capulina Avenue • Morton Grove, Illinois 60053-2985
Tel: (847) 965-4100 • TDD (847) 470-5249 • Fax: (847) 965-4162

Mr. D. Carlson, P.E.
Mr. R. Starr
1/20/97

- The taking of additional right-of-way in the Morton Grove section of this SRA route would cause the structures on those parcels from which right-of-way would be taken to be eliminated. This imposes great hardship on the Village through the loss of commercial activity along Dempster Street. If right-of-way is to be acquired, the Village must be involved in determining redevelopment of the remainder of the parcel.

- The Village recognizes the commitment made to identify "appropriate locations for off-street parking facilities that should be provided prior to eliminating any on-street parking spaces". Without replacement parking, the commercial strip along Dempster Street in Morton Grove would not be viable. IDOT financial participation in developing replacement parking is absolutely necessary for this recommendation to become reality.

- An addition should be made to the report which recommends both pedestrian and bicycle paths across the Edens Expressway Bridge. This will provide alternative means of access to the Skokie Swift Station approximately four (4) blocks east of Edens Expressway.

I have refrained from commenting on the recommendations made for the SRA route beyond the Village of Morton Grove boundaries (other than that the SRA route be shifted from Dempster to Golf Road). The Villages of Skokie and Lincolnwood and the City of Chicago should determine the acceptability of the recommendations made as related to the impact on their communities.

If you require additional information or clarification of any of these comments, please contact either Larry N. Arft, Village Administrator, Charles S. Scheck, Director, Community Development or me immediately.

Sincerely,

Daniel D. Scanlon

Daniel D. Scanlon
Village President

c: Village Board of Trustees
L. Arft, Village Administrator
C. Scheck, Director, Community Development
T. Treesh, Metro Transportation Group
D. Seglin, Northwest Municipal Conference

June 26, 1997

Mr. Ted Treesh
Metro Transportation Group
1300 Greenbrook
Hanover Park, Illinois, 60103-5482

Dear Ted:

I spoke with Tim Doron from your office, and he suggested I write to you regarding the plan for the Dempster Street Strategic Regional Arterial (SRA). Professionally, I am a planner with the Village of Morton Grove, but personally I am a member of the Orthodox Jewish community of Skokie, which is primarily concentrated along Dempster Street between McCormick Blvd. and Crawford Avenue.

The largest Orthodox synagogue in the area is on the northwest corner of Dempster Street and Hamlin Avenue, and along with the other synagogues in the area generate approximately 1500 to 2000 pedestrians every Saturday morning. Many of these pedestrians are children. As IDOT prepares their SRA plan, I am wondering how (if at all) the plan can accommodate, and assure the safety of the tremendous number of pedestrians along the street, especially those trying to cross the Dempster/Hamlin intersection from approximately 7:30 am to 1:00 pm on Saturdays, and from one hour before sundown to one hour after sundown on both Friday and Saturday evenings.

I believe it would be difficult to warrant a traffic signal at this intersection due to the intersection's proximity to those traffic signals already in place at Crawford Avenue and East Prairie Road. Further, due to the Orthodox prohibition of using electricity on the Sabbath, the pedestrians would not push the "Walk" signal button anyway. Perhaps a pedestrian median could be installed so people could at least cross half of the street safely and then wait for a signal change to cross the other half of the street?

Please let me know if there is anything that can be done to make the Dempster/ Hamlin intersection safe for pedestrians, especially due to IDOT's desire to make Dempster Street an SRA. I would be happy to meet with you, representatives of the Village of Skokie and IDOT, and representatives of the Orthodox community, and assist whatever way I can in this matter.

Thank you for your time and attention.

Sincerely,

Bonnie Gordon Schwartz

C: Fred Schattner, Village of Skokie Traffic Engineer
Rabbi Well- Or Torah
Rabbi Seigel- Kollel Toras Chesed
Rabbi Posner- Chabad
Rabbi Schaffel- Young Israel
Rabbi Eckstein- Skokie Valley
Rabbi Brody

JOHN MICK

Council-Manager Government

Mayor Jacqueline Gorell
Clerk Marlene Williams
Trustees Manly R. Croft
Robert S. Fritzshall
Frank G. McCabe
Donald P. Perille
Betty A. Petroski
George Van Dusen
Counsel Barbara M. Meyer
Manager Albert J. Rigoni

Village of Skokie

P.O. Box 309 • 5127 Oakton St. • Skokie, Ill. 60077 • (847) 673-0500
Engineering Division FAX 673-0525

January 14, 1997

Mr. David C. Seglin
Panel Coordinator, SRA Corridor #11
Northwest Municipal Conference
1616 Golf Road
Des Plaines, Illinois 60016

Re: **Strategic Regional Arterial System**
Subset #4
Corridor #11 - Dempster Street (Beginning at Waukegan)/
McCormick Boulevard/Lincoln Avenue (Ends at Peterson Avenue)
Review of Draft Report Dated 12-23-96 Being Presented at
Panel Workshop on 1-14-97

Dear Dave,

The Village of Skokie has reviewed the Draft Report prepared for the second meeting (1-14-97) of the Dempster Street/McCormick Boulevard/Lincoln Avenue Corridor of the Strategic Regional Arterial from IL Route 43 to U.S. 14. Following are the Village of Skokie's comments that the Village requests to be officially entered into the minutes of the January 14, 1997 meeting.

Initially I wish to state that the minutes of the Panel #1 Meeting 4-5-95 was reviewed by the Village of Skokie with comments made and were previously submitted to you. Attached is a copy for documentation purposes. Following are further comments on this updated Draft Report dated 12-23-96.

Initially, I wish to review that the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognized that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system. The Village of Skokie is affected as Subset #4 Corridor #11 is within the Village of Skokie. The subject Report is about the Dempster Street/McCormick Boulevard/Lincoln Avenue corridor that has been designated as a suburban SRA corridor from IL 43 (Waukegan Road) in the Village of Morton Grove through the Villages of Skokie and Lincolnwood to Peterson Avenue in the City of Chicago.

The subject Corridor Study Area is divided into five (5) segments. Segments #2, #3 and #4 involve the Village of Skokie. Following is a summary of the major issues:

GENERAL

1. In general, the choice of Dempster Street is logical as the Dempster Street Interchange is along its route and the Skokie Swift Rapid Transit Line Terminal is at Dempster Street. In addition, the Village of Skokie's past roadway improvement projects coincide with/compliment the design standards designated for an SRA route. Specifically, improvements being recommended to be implemented in other Village along the SRA route have already been implemented on Dempster Street within the Village of Skokie and include:

   Barrier Median
   Removal of Unwarranted Traffic Signals
   Removal of On Street Parking and Construction of Off Street Municipal Parking Lots
   Placement of Two Way Center Left Turn Lane

2. However, it was asked that the route be shifted north to Golf Road. The Village of Skokie did state its position that due to the previous mentioned points and that. . .

   a. There are a significant greater number of residences along Golf Road.
   b. The presence of the Old Orchard Shopping Center and the Golf/ Skokie intersection developments will not benefit from increased traffic volumes.
   c. Utilization of Skokie Boulevard as a route to Dempster would unfairly impact Skokie Boulevard and lengthen by one mile an SRA route system in the Village of Skokie.

   . . .the Village of Skokie supports the route as designated.

3. The Draft Report encourages municipalities to implement Access Management along the SRA route. The Village of Skokie already utilizes the guidelines in NCHRP Report 348 in reviewing private developments for implementing access management.

SEGMENT 2 - Dempster Street (Ferris Street to Skokie Boulevard)

1. The Draft report recommends that due to the accident experience, weaving, etc., and that a low left turn volume exists that the eastbound left turn lane on Dempster Street at Lockwood Avenue be removed. Although this is a logical answer to a traffic operational problem, this would impact residential access to the neighborhood. With an opposite left turn movement for westbound at Lockwood Avenue and pushing all these vehicles to Gross Point Road left turn lane, the net benefit is not significant. The Village of Skokie does not support this recommendation and is of the opinion that the safety concerns should be addressed in another method.

2. The Draft Report recommends that the Dempster Street/Bronx Avenue traffic signal be removed. The Village's opposes this.

   a. Bronx Avenue is a collector street with an appropriate ADT of 3,600 vehicles.
   b. A bus route utilizes it.
   c. The OGL Project is already removing a traffic signal in front of the Skokie Swift Terminal Facility.
   d. Bronx Avenue serves that section of Dempster Street Commercial District.
   e. The Report is incorrect where it states that this traffic signal primarily serves the Skokie Swift Commuter Parking Lot. It does not.

3. The Village of Skokie concurs with the statements on Access Management and Public Transit.

SEGMENT 3 - Dempster Street (Skokie Boulevard to McCormick Boulevard)

1. The Draft Report recommended that at a future time when Dempster Street is reconstructed, it be widened approximately 2 feet to 3 feet to accommodate standard lane widths. A Residential Zoned District exists between Kilpatrick Avenue and Kildare Avenue and Harding Avenue to Hamlin Avenue with narrow parkways. The Village has concern that this not be a high priority due to the lower traffic volume in this area, and a higher speed limit is not desired to be an end result. In addition, the recommended future improvement would place the sidewalk at the back of curb, thus creating a concern for pedestrian safety. The Village of Skokie does not support this future recommended widening.

2. The Village of Skokie supports the recommendation to provide for separate eastbound right turn lane on Dempster Street at McCormick Boulevard and dual left turn lanes from northbound McCormick Boulevard to westbound Dempster Street. However, these improvements cannot negatively impact Sculpture Park which is in place on the east side of McCormick Boulevard.

3. It is recommended that certain local streets, i.e. Monticello, Trumbull, Forestview, be made one way due to their offset. The Village's concern is that this is a logical answer to a traffic problem; however, input from residents, Village Departments, etc., would be necessary and it would have to be further evaluated at that point in time. However, the Village supports Access Management.

4. The Village supports the recommendation on Public Transit.

SEGMENT 4 - McCormick Boulevard (Dempster Street to Devon Avenue)

1. The Draft Report recommended that when the structure carrying the CTA Skokie Swift over McCormick Boulevard is reconstructed, McCormick Boulevard be widened to provide a painted median consistent with the cross section to the north and south. The Village supports this long range improvement.

2. The Village of Skokie supports the recommendation of including a separate right turn lane from eastbound Touhy to southbound McCormick and dual left turn lanes in both directions from McCormick to Touhy.

3. The Village supports the recommendation on Public Transit.

Please process these comments and incorporate into the official public involvement section of the Final Report of this SRA and contact me if there are any questions.

Very truly yours,

Frederick G. Schattner
Traffic Engineer

FGS/rme
Attachment
CC: A. J. Rigoni
M. D. Vanderpool
B. M Meyer
R. E. Molumby
P. W. Peyer
W. C. Hanson
D. S. York
E. H. Nakai
S. J. Glab
S. P. Mark
J. J. Folise
W. J. Bablitz
Mr. Rich Starr, IDOT
Mr. Joe Chiczewski, Midwest/Dames & Moore
Mr. Ted Treesh, Metro Transportation Group

1-22-97

Dear Mr. Starr,

I am completely opposed to the use of Dempster Street being used as a highway corridor.

During the season this business has hundreds of cars entering and exiting our premises.

If this customers traffic comes to an end, many of us employees will lose our jobs, further making more problems due to your highway.

How is it possible to sustain a business, for the amount of years, it takes to complete this construction project?

Without a way in and out of the premises, we would have no customers, and surely have to find new employment, since the business could not survive.

Furthermore, the tenant could not exist without having access to the business driveway.

I would appreciate being informed of any hearings or discussions pertaining to this subject, since it impacts my lively-hood.

Thank You,
Ilana Kogan

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

1-22-97

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Thank You, Mira Nevidomsky

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

BUREAU OF
RECEIVED
JAN 28 1997
DISTRICT #1

1-22-97

Dear Mr. Starr,

I am completely opposed to the use of Dempster Street being used as a highway corridor.

During the season my business has hundreds of cars entering and exiting our premises.

If this customers traffic comes to an end, many employees will lose their jobs, further making more problems due to your highway.

How is it possible to sustain a business, for the amount of years, it takes to complete this construction project.

Without a way in and out of our premises, we would have no other choice, but to abandon this one hundred year old business.

Furthermore, our tenant could not exist without having access to the business driveway.

If it came to selling the building it would be almost impossible to find a buyer under your study, made public by the Sun Times Newspaper report, meaning that my property would be worthless.

Please send a letter to the media, stating that the decision made, is strictly a study, and may never be implemented,

I would appreciate being informed of any hearing or discussion that can effect my property.

Thank you for your consideration.

Sincerely,

Roberta J. Silvers

Roberta Silvers
Owner of Barth Wind Furs
6740 Dempster St.
Morton Grove, Ill. 60035
(847) 272-7365

1-22-97

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Thank You,

Rachel Joseph

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

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6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

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Morton Grove, Ill. 60035
(847) 967-8444

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Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

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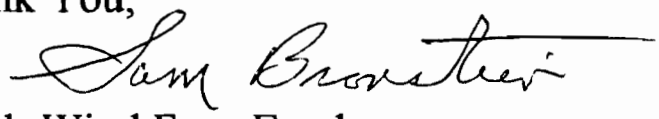
Thank You,



Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

1-22-97

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Thank You,

Shuster

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

1-22-97

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Thank You,

Alfred Lodtt

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

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Thank You,

In trouble.

Barth-Wind Furs, Employee,
6740 Dempster Street
Morton Grove, Ill. 60035
(847) 967-8444

RECEIVED MAY 2 1997

Village of Morton Grove

Office of the Mayor
Daniel D. Scanlon

May 1, 1997

Mr. Kirk Brown
Secretary of Transportation
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Re: Strategic Regional Arterial Corridor 11
Dempster Street/McCormick Boulevard/Lincoln Avenue
Draft Report

Dear Mr. Brown:

I have enclosed petitions signed by over 500 Village residents and business owners opposing a number of recommendations for "improvements" on the Village of Morton Grove portion of Dempster Street as identified in the Strategic Regional Arterial draft report. In particular, the recommendations which are likely to be the most detrimental to the Village are listed below:

- The proposed barrier median from New Castle Avenue to Lehigh Avenue (Section 1 of the SRA Route) seems to be unnecessary, since only two side streets (Oak Park and Birch) and one driveway (Prairieview Plaza) would be affected. The elimination of Oak Park Avenue access would be quite detrimental since this street is a collector street between Dempster and Beckwith. The commentary that "each of these streets are minor side streets and each have access to adjoining streets that would enable direct full access to Dempster Street" ignores the neighborhood traffic that would have to filter through a strictly residential neighborhood to access Lehigh Avenue, the only street in this one-half mile stretch of Dempster Street with "full direct access to Dempster Street".

- The proposed barrier median between Lehigh Avenue and Fernald Avenue would eliminate access to a collector street (Lincoln Avenue) and two side streets (Narragansett and Callie), of which Callie Avenue is a prime emergency run access from Fire Station #4 to Dempster Street. The median would also eliminate direct access to the driveways of existing business (two restaurants, two service stations, a funeral home, and a McDonalds), being extremely detrimental to their businesses and increasing local residential street traffic by requiring people who must access these facilities to circle back through the adjacent residential area.

Richard T. Flickinger Municipal Center
6101 Capulina Avenue • Morton Grove, Illinois 60053-2985
Tel: (847) 965-4100 • TDD (847) 470-5249 • Fax: (847) 965-4162

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