



North Lake Shore Drive Phase I Study Northern Terminus Traffic Study

June 6, 2017

Community Meeting





Meeting Agenda

- NLSD Phase I Study & Coordination
- Northern Terminus History & Context
- Existing Conditions
- NTTS Goals & Objectives
- Input & Needs Assessment
- Next Steps

NLSD Phase I Study

- **Study area**
 - Grand Avenue to Hollywood Avenue
 - 11 neighborhoods, 6 wards
 - 24 bridges and tunnels
 - 12 cross-road junctions
- **Over 80 years old and in need of reconstruction**
- www.northlakeshoredrive.org



NLSD Phase I Coordination



TF = Task Force Meeting
PM = Public Meeting

Next NLSD Public Meeting: July 2017

Project Study Group (PSG)



- Ensure compliance with design & environmental policies.
- Promote partnership with stakeholders.
- Work to achieve general project understanding.
- Make final project recommendations.
- Ultimate decisions are made by IDOT.



Stakeholder Involvement

Corridor Planning Committee (CPC)

- Wards (2, 42, 43, 44, 46,48)
- Historic Stakeholders & Oversight Agencies
- Federal Partners & Oversight Agencies
- Civic & Regional Stakeholders

Task Forces

- Environmental
- Transportation
- Park User
- Business & Institution
- 3 Residential (South, Central & North)

Historical Perspective

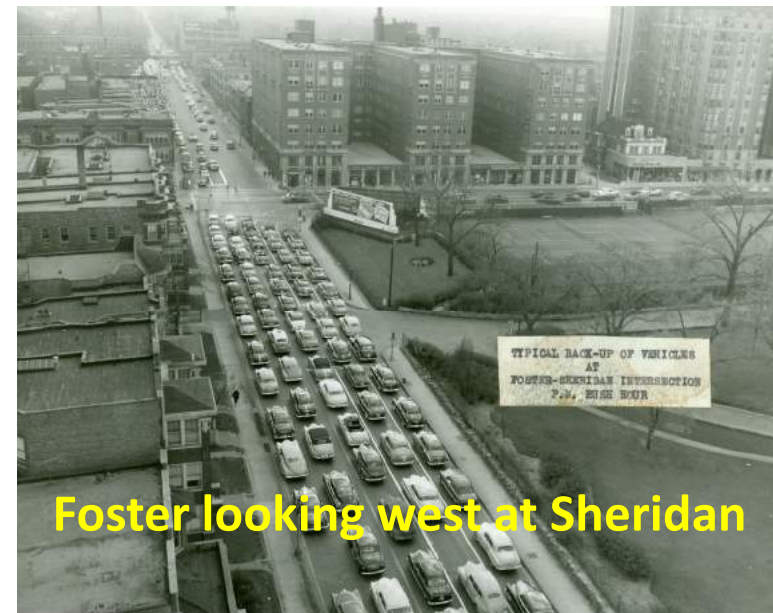
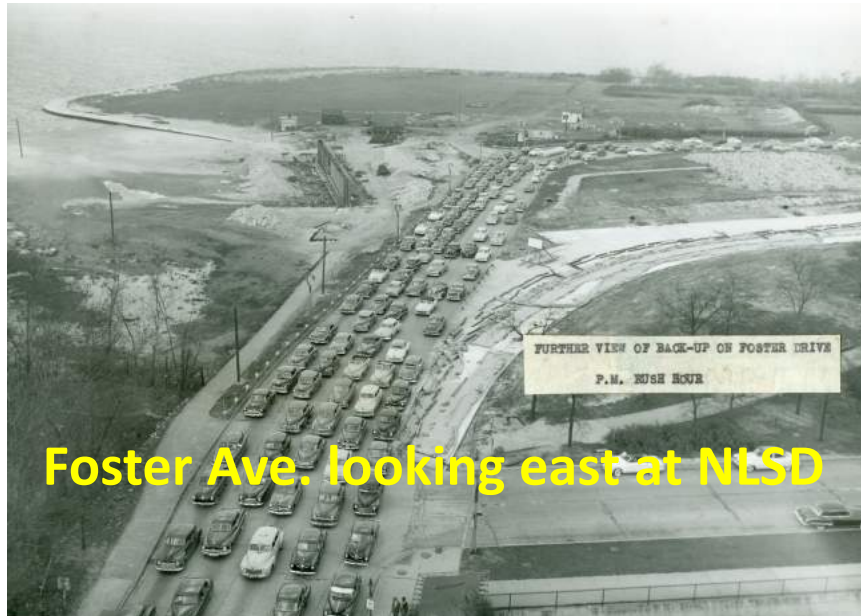
- The 1936 construction of the Outer Drive ended at Foster Avenue.



- Northern terminus extended to Hollywood Avenue in 1954.

Historical Perspective

- The northern termini, first at Foster and then at Hollywood, have suffered from severe traffic congestion since 1936.



Attempts to Mitigate Congestion

- **1936: Reversible lanes implemented on Sheridan Road** (three lanes in peak direction, one lane in non-peak).
- **1958: Reversible lanes implemented on Ridge Avenue and Hollywood Avenue** in concert with Hollywood extension from Broadway to Ridge.
- **1960: Diagonal cut-off roadway installed in NE quadrant at Sheridan Road/Devon Avenue intersection** (one-way/two-lane reversible operation based on peak period).

Measures to Enhance Quality of Life

- 1990s saw multiple efforts to improve safety and quality of life in the Edgewater neighborhood by **discouraging through traffic** on major thoroughfares.
- 1991: Peak period **reversible lanes eliminated on Ridge Avenue and Hollywood Avenue** (in concert with Kennedy Expwy. Reconstruction).
- 1997 (March): Peak period **reversible lanes eliminated on Sheridan Road.**

Measures to Enhance Quality of Life

- 1997 (October): **Manual traffic operation*** instituted in A.M. peak period at Hollywood Avenue/Sheridan Road intersection.



*** 20 years later, manual traffic operation continues to this day.**

Measures to Enhance Quality of Life

- Traffic consequences of eliminating reversible lanes:

Comparison of Average Daily Traffic Volumes 1986-2013

Arterial	ADT Volume (veh/day)		
	1986 (Edgewater Study)	1996 (Edgewater Study)	2013 (NTTS)
Ridge Avenue	41,000	52,700	40,800
Broadway	22,000	27,400	25,300
Sheridan Road	45,000	40,800	40,200
Hollywood Avenue	29,000	36,100	31,300

1986 – All reversible lanes in operation

1996 – Sheridan reversible lanes only

2013 – No reversible lanes

- **Even though one-third of peak direction traffic capacity was eliminated, daily traffic volumes changed very little.**

Measures to Enhance Quality of Life

- 1997: Diagonal cut-off roadway at Sheridan Road/Devon Avenue becomes WB to NB only.
- 2003: All-way stop control installed at Foster Avenue/Kenmore Avenue to discourage through traffic on Foster.
- 2009: Attempts to deter traffic on Ridge Avenue by allowing on-street parking were defeated.
- 2013: *Northern Terminus Traffic Study* initiated to examine safety and mobility issues and reduce user conflicts.

Previous Studies




- Strategic Regional Arterial Study – IDOT (1986)
- Edgewater Traffic Planning Study – Chicago (1986)
- Edgewater Traffic Management Study – CDOT (1996)
- Broadway and Sheridan Balanced Growth Studies – IDOT (2002)
- Ridge Avenue Livable Streets Study – CDOT (2009)

EDGEWATER TRAFFIC PLANNING STUDY

Prepared by the
DEPARTMENT OF PUBLIC WORKS
Paul A. Karas, Commissioner

CITY OF CHICAGO
Harold Washington, Mayor

September, 1986

- Internal Review Copy -

**Traffic Management Study -
Edgewater Area
Lake Shore Drive Termi**

Technical Memorandum No. 2
Analysis of Alternatives


July 1996

DRAFT

Submitted by
**Meridian
Planners,**

In association with
**Veodes &
Associates**
and
UBM Engi

For: **Tf
Chicago
Depart
Transp**



**Ridge Avenue
Livable Streets Study**

CDOT

CASE STUDY 2:

General Description

Metropolitan Chicago has an extensive suburban area to the south, west, and north. However, commuters in the Edgewater area are not directly served by expressways. Lake Shore Drive, a very high-capacity business district, Sheridan Road, each carry more than 40,000 ADT a day.

Sheridan runs parallel to the shore and passes through Chicago's Ridge Avenue and Foster Avenue in the Edgewater area. The current street layout is wide and has two lanes per direction. Lake Shore Drive is by far the most heavily traveled street in the Edgewater area. Lake Shore Drive is by far the most heavily traveled street in the Edgewater area. Lake Shore Drive is by far the most heavily traveled street in the Edgewater area.

The other salient feature of the Edgewater area is the presence of a substantial senior population. Single-family dwellings characterize the western part of the Edgewater community where many of the resident families have children. Finally, there are commercial land uses along Broadway and some of the other larger roads.

Perceived Problems

Most of the previous studies of Edgewater traffic were focused on improving the flow of traffic along the streets and into Lake Shore Drive. These studies covered measures such as reversible lanes, coordinated signals and parking prohibitions. This work has been successful in moving high volumes of traffic through Edgewater at fairly high speeds.

¹ See, for example, Traffic Management Study - Edgewater Area Lake Shore Drive Terminal, Meridian Engineers & Planners for Chicago Department of Transportation, 1996.

F&W & Plans
Perkins & Brinckerhoff

Recent Studies

- ***Loyola University Traffic Study***

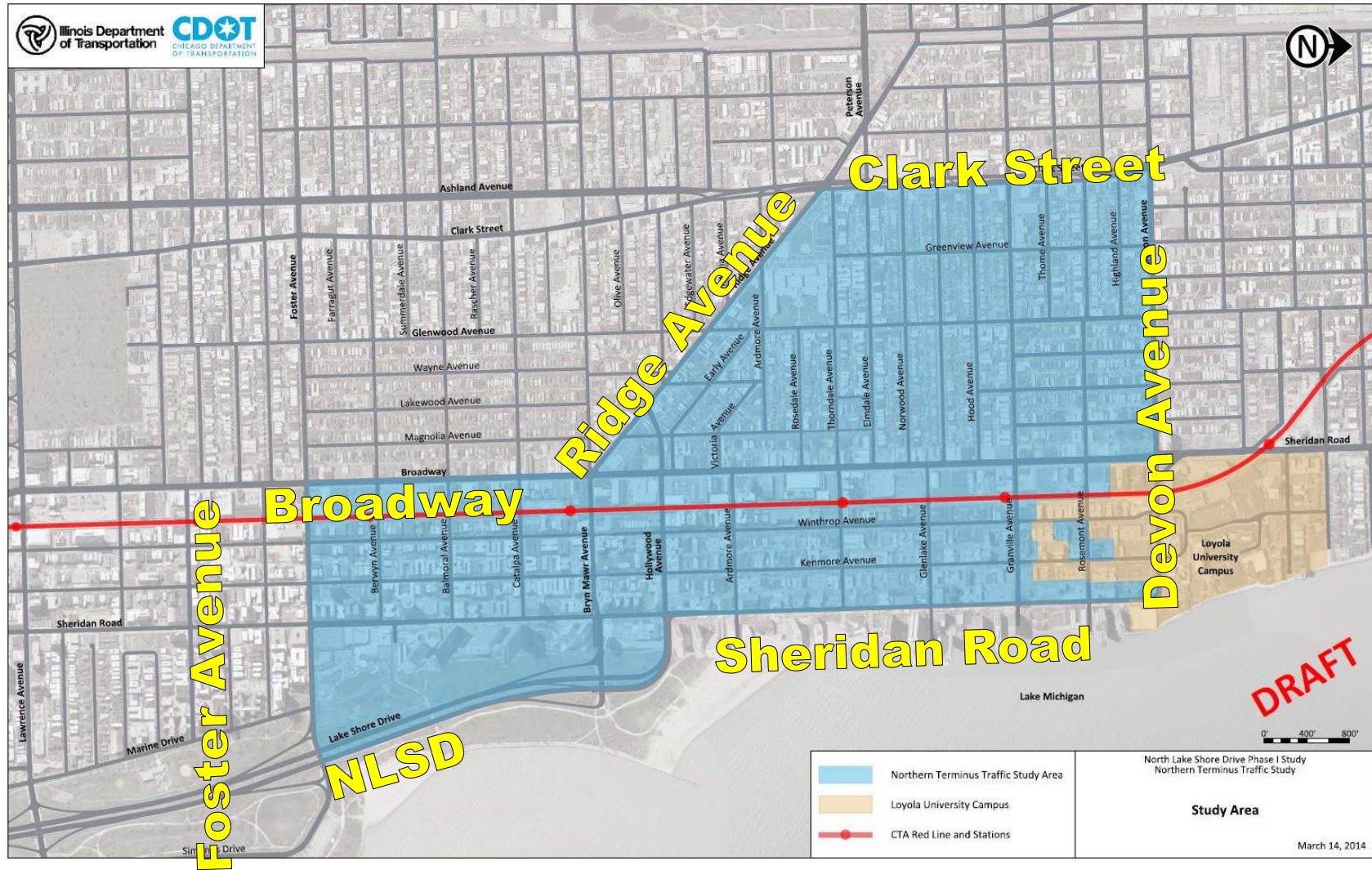
- Goal: Close Sheridan Road at LUC Campus or dramatically reduce traffic volumes.



- ***48th Ward Master Plan/North Broadway Planning Study***

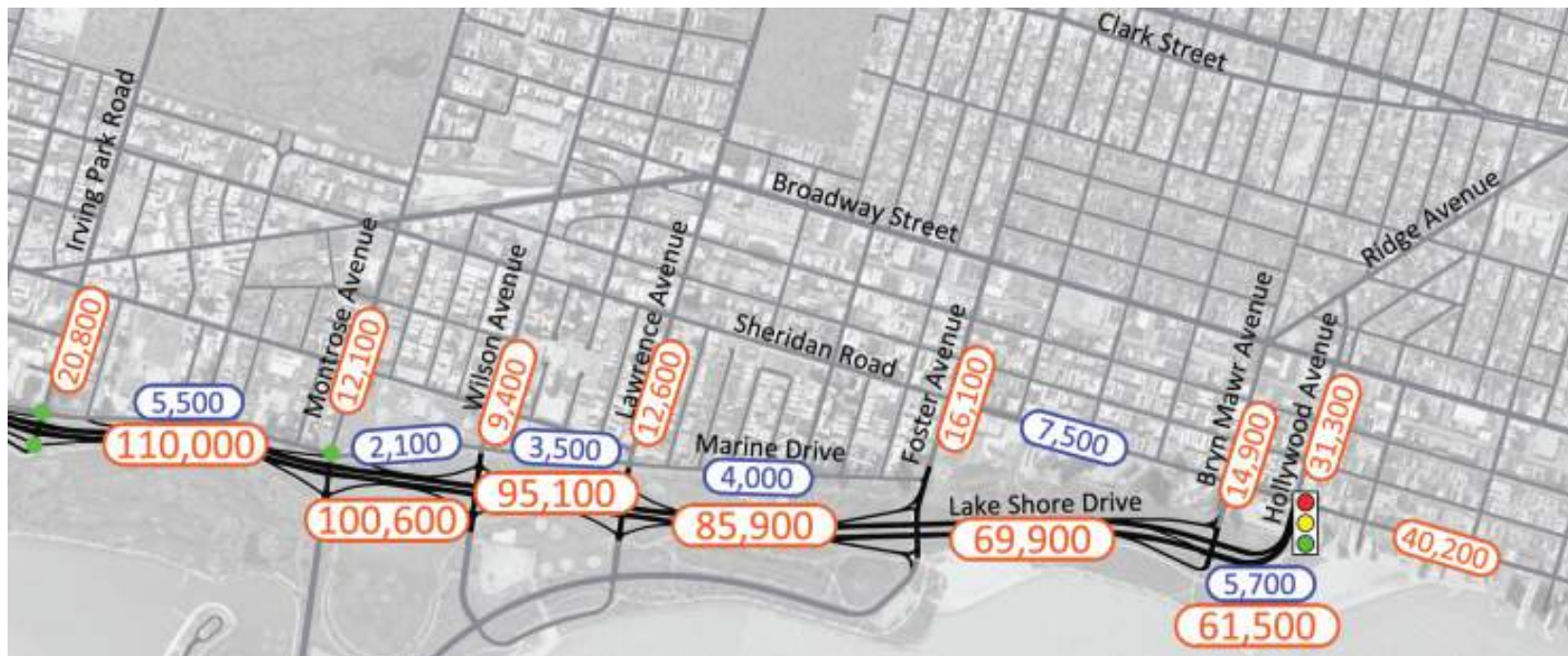
- Goal: Promote economic development and enhance pedestrian environment.

NTTS Study Area



Existing Traffic Conditions

NLSD traffic diminishes on approach to northern terminus, dissipating onto adjacent neighborhood streets.

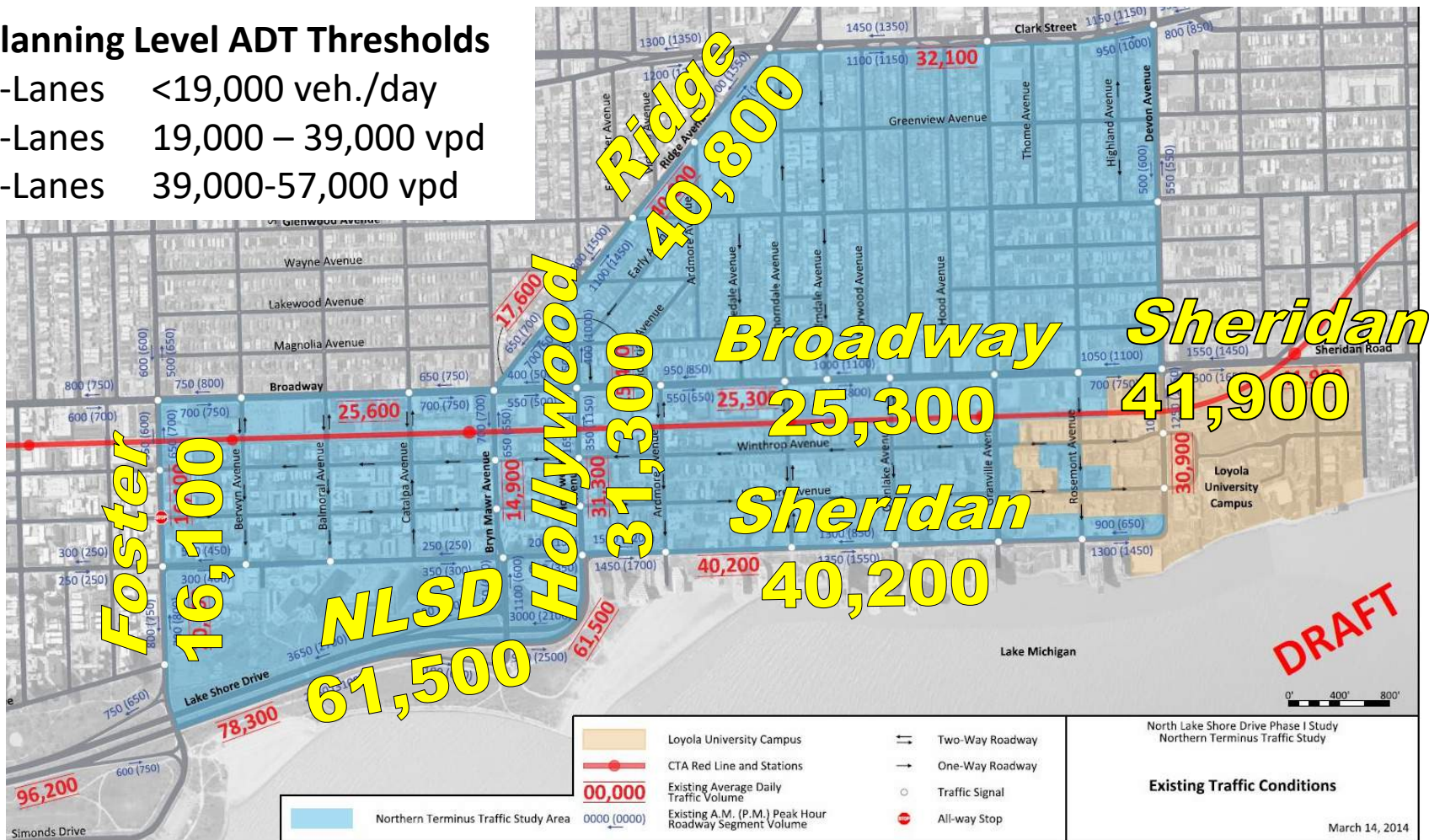


Numbers represent two-way Average Daily Traffic (ADT) volume of vehicles on each roadway segment.

Existing Traffic Conditions

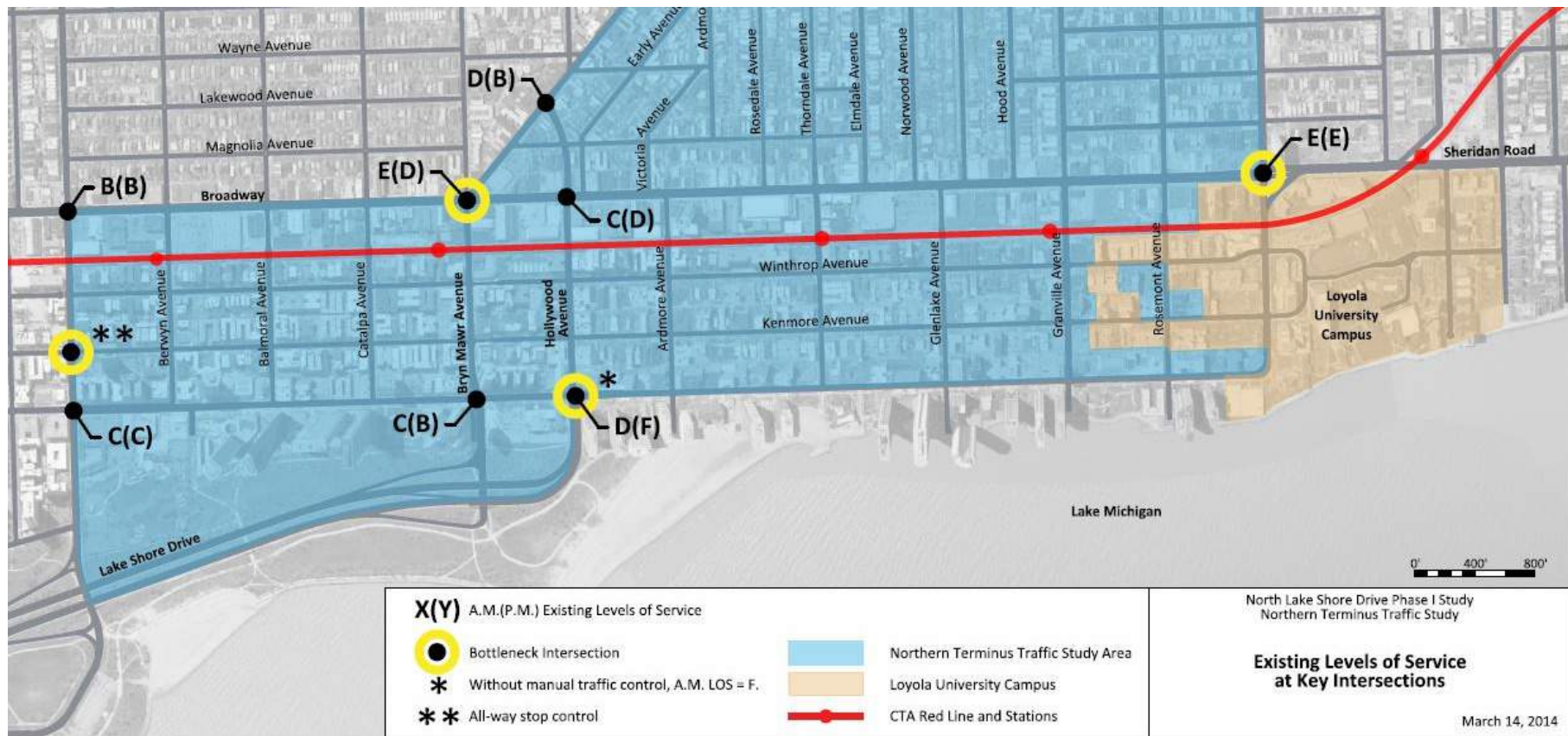
Planning Level ADT Thresholds

2-Lanes	<19,000 veh./day
4-Lanes	19,000 – 39,000 vpd
6-Lanes	39,000-57,000 vpd



Existing Traffic Conditions

Existing Levels of Service at Key Intersections





NTT Study Context

- Edgewater Community, 48th Ward
- 74,000 vehicles per day pass through Hollywood/Sheridan/NLSD intersection.
- Majority of regional traffic is destined to/from north on **Broadway/Sheridan Road** or to/from northwest on **Ridge Avenue**.
- Regional travel demand causes safety, mobility & accessibility issues in neighborhood.

Previous Studies - *Themes*

- Improve and enhance bike & pedestrian safety, mobility and access
- Attempt to move through-commuter trips out of the area or onto mass transit
- Divert traffic from Sheridan Road to Broadway
- Improve or eliminate manual traffic control at Hollywood/Sheridan/NLSD intersection
- Achieve a new balance between regional travel demand and neighborhood quality of life

Northern Terminus Traffic Study

Goals and Objectives:

Goals heard to date as part of NLSD study:

- Promote efficient movement of vehicles to and from North Lake Shore Drive.
- Implement **Complete Streets** objectives where feasible as part of any roadway improvements.
- Reduce potential conflicts between different traffic modes and improve safety for all users.

Northern Terminus Traffic Study

Goals and Objectives (continued):

- Design Improvements in the context of the residential character of Sheridan Road, the historic character of Bryn Mawr Ave, and the commercial character of Broadway.
- Develop a better balance of vehicular traffic between Broadway and Sheridan Road.
- Eliminate the need for the manual traffic operation during the weekday A.M. peak period at the intersection of North Lake Shore Drive/Hollywood Avenue/Sheridan Road.



North Lake Shore Drive Phase I Study

Northern Terminus Traffic Study Update

Community Input



Needs Assessment

Identify problem areas and areas of concern.

Place markers on aerial exhibit:

- Traffic Congestion/Access Problem
- Safety Problem
- Pedestrian/Bicycle Circulation Problem
- Sensitive Social or Economic Resource

Next Steps

- Incorporate feedback, continue analysis and develop possible alternatives:
 - **Community Meeting #2**
Fall 2017

