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](http://www.northlakeshoredrive.org)
NLSD Phase I Coordination

Next NLSD Public Meeting: July 2017
- 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.


• 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

<table>
<thead>
<tr>
<th>Arterial</th>
<th>ADT Volume (veh/day)</th>
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<tbody>
<tr>
<td></td>
<td>1986 (Edgewater Study)</td>
</tr>
<tr>
<td>Ridge Avenue</td>
<td>41,000</td>
</tr>
<tr>
<td>Broadway</td>
<td>22,000</td>
</tr>
<tr>
<td>Sheridan Road</td>
<td>45,000</td>
</tr>
<tr>
<td>Hollywood Avenue</td>
<td>29,000</td>
</tr>
</tbody>
</table>

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)
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.
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
• 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.
• 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.
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
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
Thank You

www.northlakeshoredrive.org/nt.html