

Federal Actions In and Adjacent to Jackson Park

Year 2040 Travel Patterns Alternative B



Federal Actions In and Adjacent to Jackson Park

2040 Intersection Levels of Service

Alternative B





Federal Actions In and Adjacent to Jackson Park

2040 Intersection Levels of Service

Alternative C



Memorandum

C*NECT, LLC

1 N. LaSalle Street, Suite 325
Chicago, IL 60602

Date: November 21, 2018

To: Jose Rodriguez, PTP, AICP
Senior Planner, Research and Analysis
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

From: CNECT (*On behalf of the Chicago Department of Transportation*)

Re: **Mobility Improvements to Support the South Lakefront Framework Plan
Jackson Park, Chicago, Illinois
Section No. 17-B7203-00-ES
2050 Traffic Projection Request**

Mr. Rodriguez,

The Illinois Department of Transportation (IDOT) and the City of Chicago, in cooperation with the Federal Highway Administration (FHWA), have initiated a Federal-aid Phase I Study for roadway improvements in and adjacent to Jackson Park in Chicago, Illinois. Previous coordination efforts for this project (dated March 20 and March 22, 2018) have been completed for this study in accordance with the *Go To 2040* regional transportation plan. In accordance with the recent adoption of the *On To 2050* regional transportation plan, we request that your office provide 2050 traffic projections for this project based on the alternatives described below.

Alternative A – No-Action Alternative

- Obama Presidential Center is not constructed
- No roadway or signal improvements in Jackson Park

Alternative B – OPC Build Without Roadway Improvements

- Obama Presidential Center is constructed
- Roadway closures within Jackson Park as follows:
 - Cornell Drive between 63rd Street and 57th Drive
 - Northbound section of Cornell Drive between 68th Street and 65th Street
 - Marquette Drive between Stony Island Avenue and Richards Drive

- Eastbound portion of Midway Plaisance between Stony Island Avenue and Cornell Drive
- No additional roadway network or traffic signal improvements in Jackson Park

Alternative C – OPC Build With Roadway Improvements

- All proposed roadway closures in place
- Conversion of the North Midway Plaisance between Stony Island Avenue and Cornell Drive (existing is westbound only) to allow two-way traffic
- Conversion of the southbound portion of Cornell Drive between 65th Place and approximately 64th Street to allow two-way traffic
- Modify traffic signal at Stony Island Avenue/59th Street to allow free-flow northbound traffic and convert 59th Street to right-in/right-out access only
- Remove traffic signal at Stony Island Avenue/60th Street and convert to right-in/right-out access only
- Convert the Stony Island Avenue/62nd Street unsignalized intersection to a signalized intersection with a new east leg of the intersection providing access to the OPC underground parking garage.
- Convert the Stony Island Avenue/64th Street all-way stop-controlled intersection to a signalized intersection
- Convert the Hayes Drive/Richards Drive stop-controlled intersection to a signalized T-intersection
- Provide capacity improvements along Lake Shore Drive by adding a third southbound travel lane from north of 57th Drive to Hayes Drive. Three northbound travel lanes will remain
- Provide two lanes in each direction along Hayes Drive between Lake Shore Drive and Cornell Drive
- Provide two lanes in each direction along Stony Island Avenue between 64th Street and 59th Street
- Provide three northbound lanes and four southbound lanes along Stony Island Avenue between 67th Street to 64th Street
- Provide intersection improvements along Lake Shore Drive to accommodate an additional southbound travel lane at 57th Drive, Science Drive, and Hayes Drive
- Provide intersection improvements along Stony Island Avenue to accommodate additional travel lanes along Stony Island Avenue
- Realign Hayes Drive at Cornell Drive to provide a through movement for westbound-southbound/northbound-eastbound movements

- Channelize Cornell Drive between North Midway and 57th Street to provide one lane in each direction with proposed on-street parking
- Provide signal timing or modernization improvements at remaining signalized intersections within the study area

The following exhibits are attached for your reference:

- Exhibit 1 – Roadway Network Characteristics – Existing Conditions
- Exhibit 2 – 2016 Average Daily Traffic Volumes
- Exhibit 3 – 2040 Average Daily Traffic Volumes – Alternative A
- Exhibit 4 – Roadway Network Characteristics – Alternative B
- Exhibit 5 – 2040 Average Daily Traffic Volumes – Alternative B
- Exhibit 6 – Roadway Network Characteristics – Alternative C
- Exhibit 7 – 2040 Average Daily Traffic Volumes – Alternative C

Please review the enclosed information and provide suggested 2050 ADT volumes based upon CMAP's regional modeling. If you have any questions, please contact Mary Young of CNECT at (630) 735-3943.



Mary L. Young, P.E., PTOE
CNECT



Memorandum

C*NECT, LLC

1 N. LaSalle Street, Suite 325
Chicago, IL 60602

Date: May 6, 2019

To: Jose Rodriguez, PTP, AICP
Senior Planner, Research and Analysis
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

From: CNECT (*On behalf of the Chicago Department of Transportation*)

Re: **Mobility Improvements to Support the South Lakefront Framework Plan**
Jackson Park, Chicago, Illinois
Section No. 17-B7203-00-ES
2050 Traffic Projection Concurrence Request

Mr. Rodriguez,

With the recent adoption of the *ON TO 2050* regional transportation plan, we have coordinated with your office to develop Year 2050 traffic projections for FHWA environmental review and project documentation of the above referenced project.

On March 22, 2019, CMAP provided Year 2050 traffic projections for the following alternatives:

- Alternative A – No-Action Alternative (No OPC, No Roadway Closures)
- Alternative B – No-Build Alternative (OPC and Closures. No Roadway Improvements)
- Alternative C – Build Alternative (Roadway Improvements to Support SLFP)

After review of the 2050 traffic projections by CNECT and CDOT staff, adjustments to the 2050 Average Daily Traffic (ADT) projections provided by CMAP have been proposed as shown in Table 1. These adjustments are proposed in order to balance projected traffic volumes across the roadway network and to reflect anticipated roadway geometrics and traffic control.

Table 1. Existing and Projected Average Daily Traffic Volumes (veh/day) By Roadway Segment

Roadway Segment	2016 Existing	2050 Projected ADT		
		Alt A	Alt B	Alt C
Lake Shore Drive N of 57th Drive	69,600	77,200	82,400	84,200
57th Drive from Hyde Park Blvd to Lake Shore Drive	31,300	32,800	21,500	20,200
Hyde Park Blvd N of 56th St	7,500	7,800	7,100	7,600
56th Street west of Stony Island Ave	11,000	11,300	12,100	12,300
57th Street west of Stony Island Ave	2,100	2,100	2,300	2,300
Cornell Drive from 57th Drive to North Midway Plsc	30,900	33,600	8,600	19,600
Stony Island Ave from 57th St to North Midway Plsc	11,900	13,300	17,900	13,800
North Midway Plaisance west of Stony Island Ave	7,600	8,600	9,800	8,400
South Midway Plaisance west of Stony Island Ave	7,100	7,000	7,200	7,400
Cornell Drive from South Midway Plsc to Hayes Drive	27,000	31,100	Closed	
Stony Island Ave from South Midway Plsc to 63rd St	12,500	13,900	21,800	22,900
Lake Shore Drive from Science Drive to Hayes Drive	43,100	47,500	60,600	64,100
Hayes Drive from Lake Shore Drive to Richards Drive	8,500	10,500	18,200	22,300
Hayes Drive from Richards Drive to Cornell Drive	13,900	18,000	26,300	25,000
63rd St west of Stony Island Ave	11,500	13,200	17,600	11,600
Stony Island Ave from 63rd St to 65th Pl/Cornell Drive	13,700	15,100	23,400	19,800
Cornell Drive from Hayes Dr to 65th Pl/Stony Island	23,400	23,700	7,100	14,700
Stony Island Ave from 65th Pl to 67th St	27,500	29,000	30,500	34,300
Stony Island Ave south of 68th St/NB Cornell Drive	41,100	46,800	36,800	40,500
NB Cornell Drive from 67th St to Marquette Rd	9,500	10,600	Closed	
Richards Drive from Hayes Drive to Marquette Rd	7,500	7,900	8,100	7,600
Lake Shore Drive from Hayes Drive to Marquette Rd	45,400	49,400	47,800	47,700
Marquette Drive from NB Cornell Dr to Richards Dr	3,300	4,500	Closed	
Marquette Drive from Richards Dr to Lake Shore Dr	9,700	11,000	8,100	7,600
South Shore Drive from Jeffery/LSD to 67th St	30,800	32,200	33,100	33,100
Jeffery Blvd from Marquette Drive to 67th St	22,500	25,100	30,700	30,200
67th St west of Stony Island Ave	7,500	7,700	8,300	8,300
67th St west of Jeffery Blvd	6,700	7,600	8,500	9,900
67th St from Jeffery Blvd to South Shore Drive	3,300	4,300	4,900	4,000
Jeffery Blvd south of 67th St	19,000	20,800	23,300	23,000
South Shore Drive south of 67th St	32,100	33,800	34,700	35,200

Note: Volumes adjusted from original CMAP projections are noted with green shading.

At this time, we are requesting formal CMAP concurrence for the Year 2050 Average Daily Traffic (ADT) volumes as amended in Table 1. Supporting calculations and exhibits are also attached for your reference. If you have any questions, please contact Mary Young of CNECT at (630) 735-3943.



Mary L. Young, P.E., PTOE
CNECT

TRAFFIC FORECAST RECORD

Record Number: ck-73-19

Type of Report: Concurrence

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: Civiltech

Contact: Mary L. Young, P.E., PTOE

Phone number: (630)

Sponsor: CNECT On Behalf of Chicago Department of Transportation

Date request was received: May 6, 2019

Date that response was mailed or faxed: May 6, 2019

Facility Location: Mobility Improvements to Support the South Lakefront Framework Plan

Municipality: City of Chicago



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

May 7, 2019

Mary L. Young, P.E., PTOE
CNECT, LLC
1 North LaSalle Street
Suite 325
Chicago, IL 60602

Subject: Mobility Improvements to Support the South Lakefront Framework Plan
CNECT On Behalf of Chicago Department of Transportation

Dear Ms. Young:

In response to a request made on your behalf and dated May 6, 2019, we have reviewed and concur with CNECT and its consultant's 2050 average daily traffic (ADT) projections.

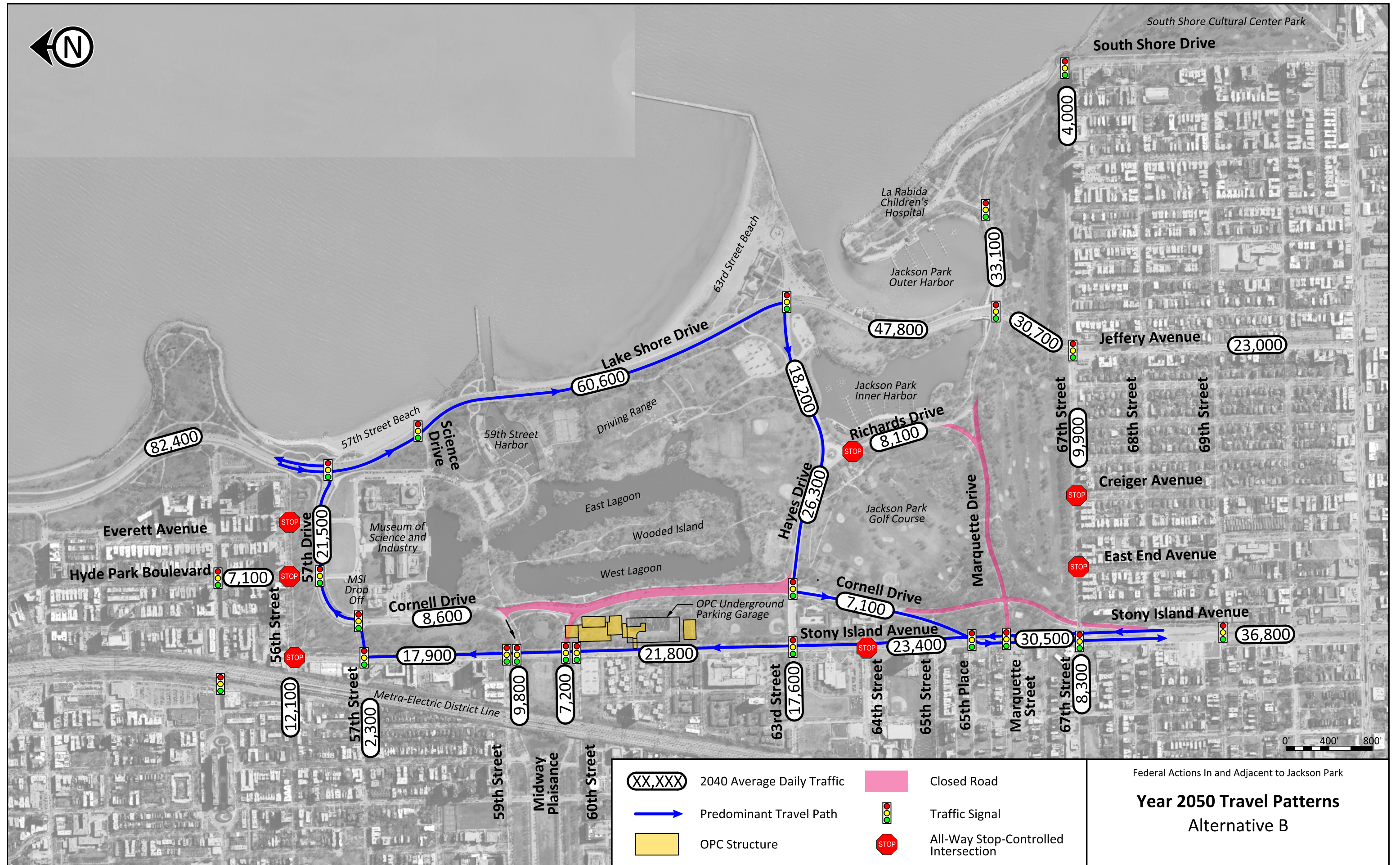
Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Roseberry (CDOT); DeSalle (Civiltech)
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Federal Actions In and Adjacent to Jackson Park



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2050 Intersection Levels of Service

Alternative C