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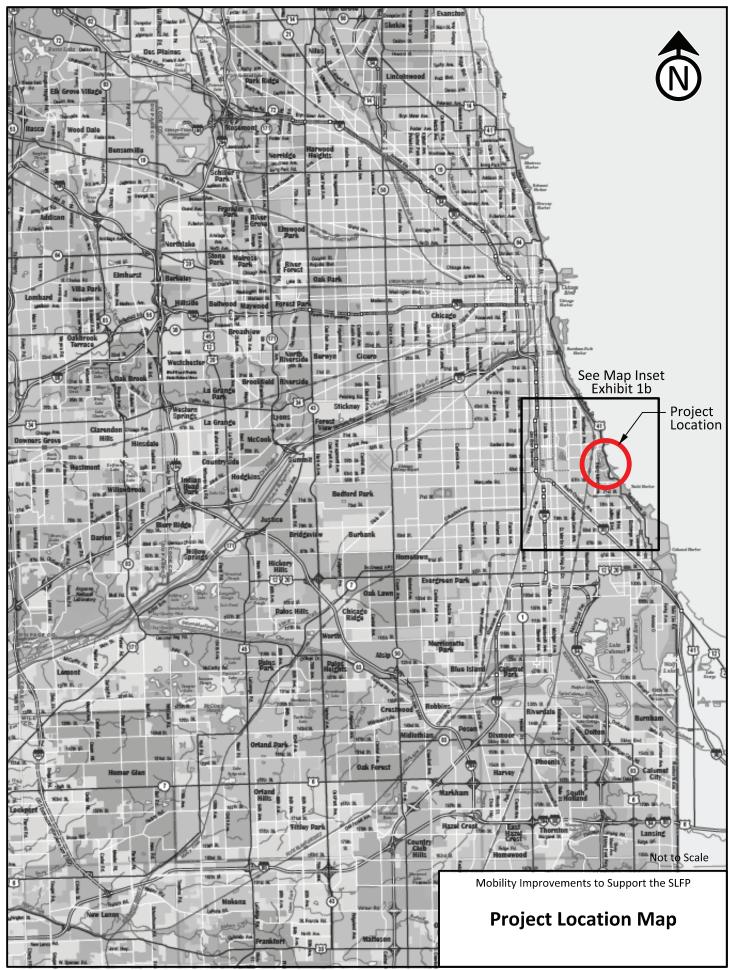


Exhibit A-1a



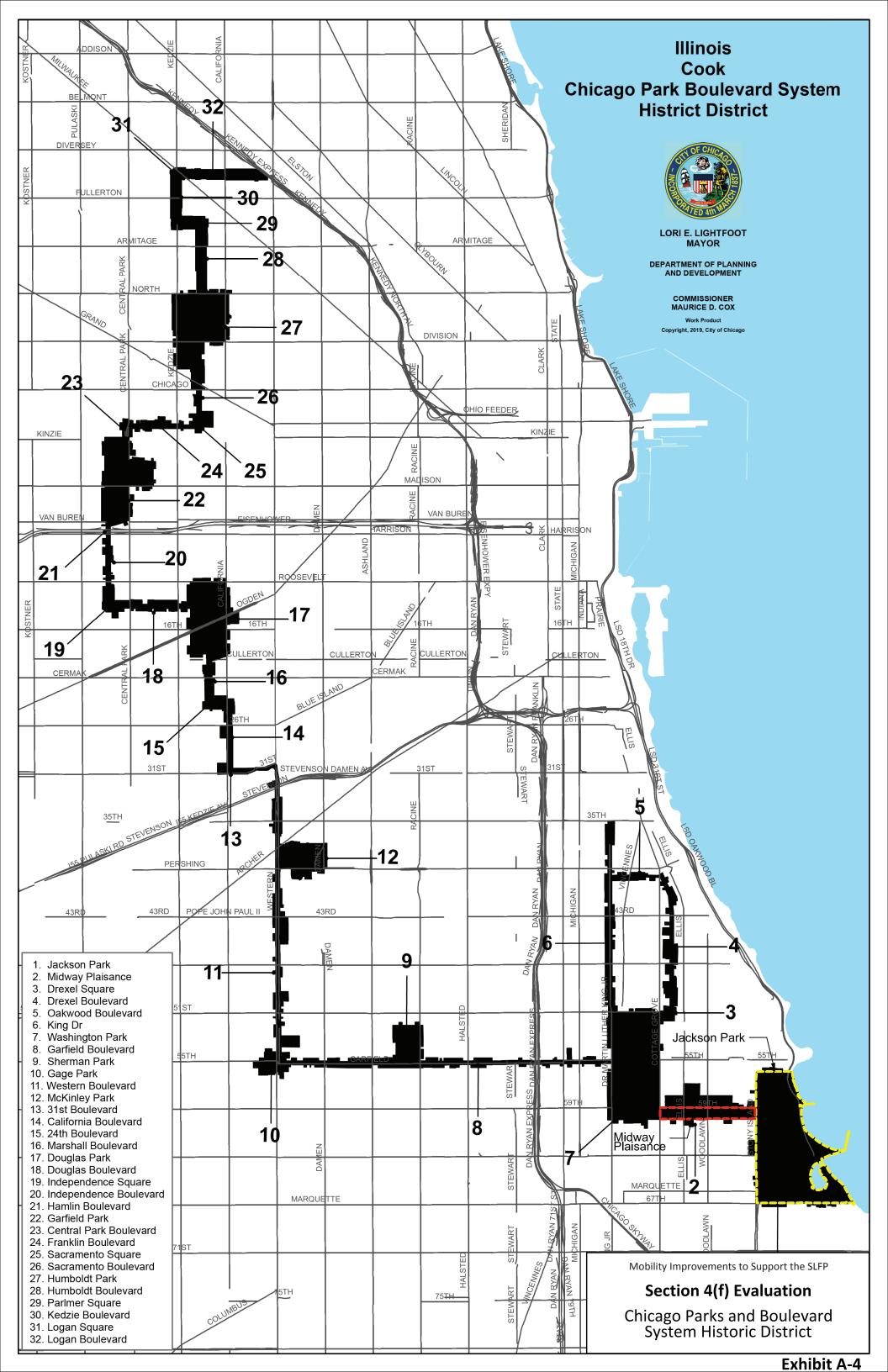
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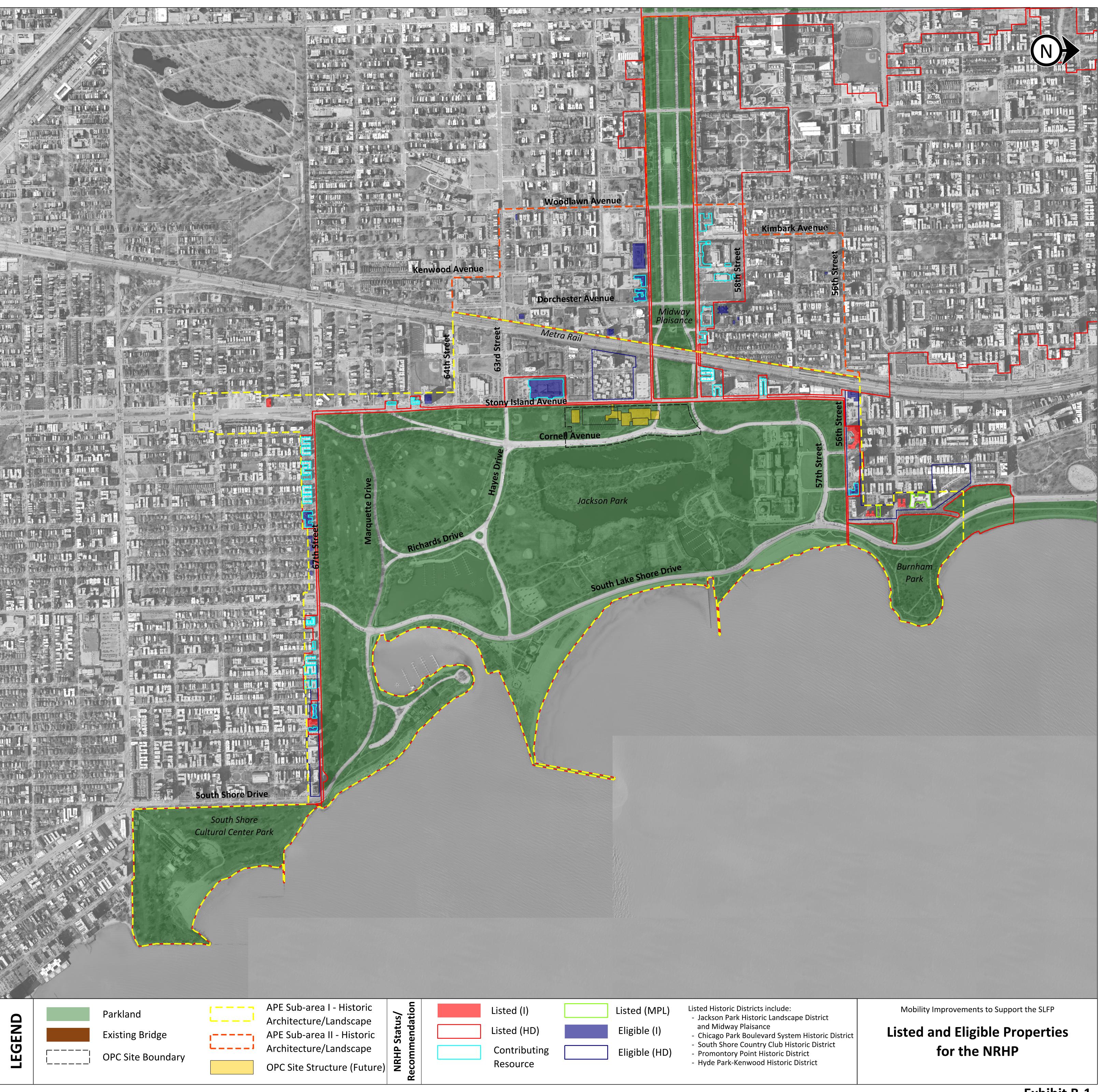


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ACTIVE USES



GOLFING

Graphic provided by the Chicago Park District

# **Jackson Park**

**Active Use Recreation Areas** 







Graphic provided by the Chicago Park District

Mobility Improvements to Support the SLFP

# **Jackson Park**

Water-Based Recreation Areas



**PASSIVE USES** 

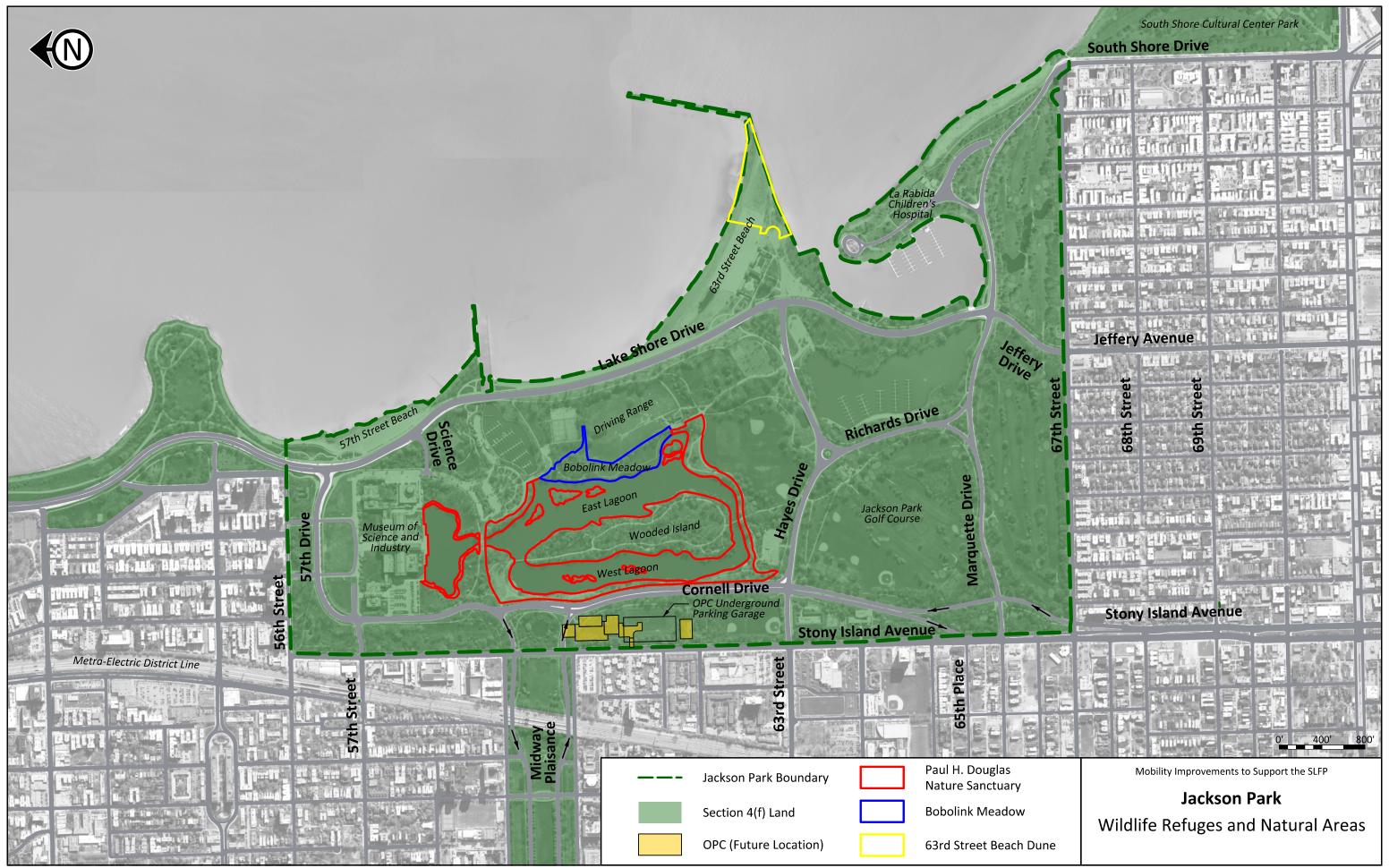
Graphic provided by the Chicago Park District

# **Jackson Park**

Other Recreation Areas



Exhibit B-8



**Exhibit B-9** 



Paul H. Douglas Nature Sanctuary

The Paul H. Douglas Nature Sanctuary was named for the Illinois senator who helped secure the preservation of the Indiana Dunes National Lakeshore and other important natural areas in the 1960s. Also known as "Wooded Isle," the name it was given for the 1893 World Columbian Exposition, the natural area is among the small number of sites in the city sizable enough to give a hint of true wildness.

In recent years, the Chicago Park District has worked with the Jackson Park Advisory Council, a citizen group, to plan for an intensive natural area restoration effort at this location. Much of the plan has been implemented: native trees, shrubs and perennials have been planted to improve the area's natural character and to provide migrating and resident birds a greater food supply and enhanced shelter.

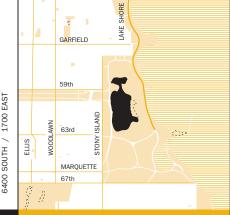
The concept for creating the island was that of Frederick Law Olmsted, the man responsible for designing Central Park in New York and a major figure in the history of landscape architecture. When Olmsted modified his original 1871 site design in prevision of the 1893 World's Fair, he envisioned Wooded Island as a "nature sanctuary,

a place to escape the hustle and bustle of the big event," according to Julia Bachrach, the Chicago Park District's historian. (Chicago Park District web site, 2002.)

Today the lagoon 4 has been improved through shoreline planting 5 as well as the restoration of five habitat islands 3, completed in 2002 and 2003. Two bridges provide access to Wooded Island.

On the island itself are mature oaks, maples, and Kentucky coffee trees. Because the island was originally a sand ridge and marsh, remnant habitat in the form of mature trees is present. In the spring and fall, migrating birds are abundant. The list of birds that have been seen here includes 250 different species. Mammals are here as well; beaver and muskrats can be spotted from the shoreline.

South of the Osaka Japanese Garden, on the west side of the path is the site of an old rose garden planted for the fair. It's fenced, and a grassland restoration is underway within its borders. Indigo buntings and eastern bluebirds are frequent visitors in the spring.



#### Jackson Park—Paul H. Douglas Nature Sanctuary

ADDRESS OWNER ACREAGE

6401 S Stony Island Ave Chicago Park District 57.62

HABITATS



Park—Paul H. Douglas Nature Sanctuary

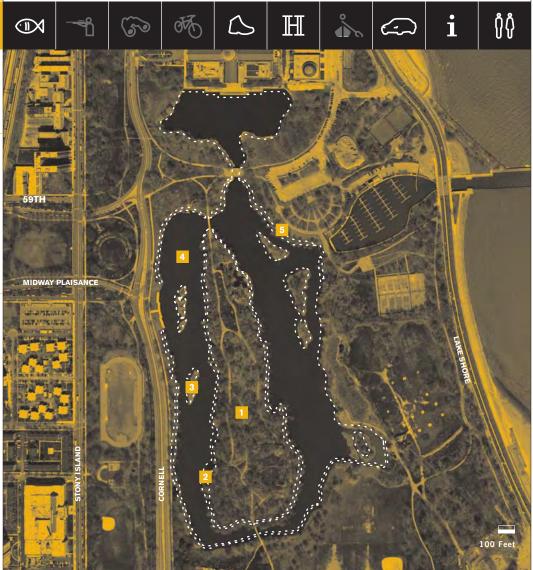
Jackson

Chicago Habitat Directory 2005

Forest / Woodland Riparian / Water Edge Aquatic

DIRECTIONS

Exit Lake Shore Drive at Science Drive (access road to the Museum of Science and Industry's east entrance, directly south of 57th Street); follow Columbia Drive to the left (south) and park at the westernmost point to walk across the Clarence Darrow Bridge and onto Wooded Island.



70

**Bobolink Meadow** 

Bobolink Meadow's prairie restoration 1 has been ongoing since 1989, making it one of the older efforts in Chicago's parks.

It was built on the 1893 World's Fair grounds, in an area which was turned into a public golf course shortly after the exhibition, and then leased by the U.S. Army for its Nike missile base (1956–1971). It lies today along the edge of Jackson Park Lagoon, across from the Paul H. Douglas Nature Sanctuary (site 41, p. 70). Nodding wild onion blooms in early summer, and by July, the delicate pink blossoms

of obedient plant are abundant. In the late summer and fall, various species of goldenrods and asters make a colorful spectacle. Butterflies and dragonflies are common sights.

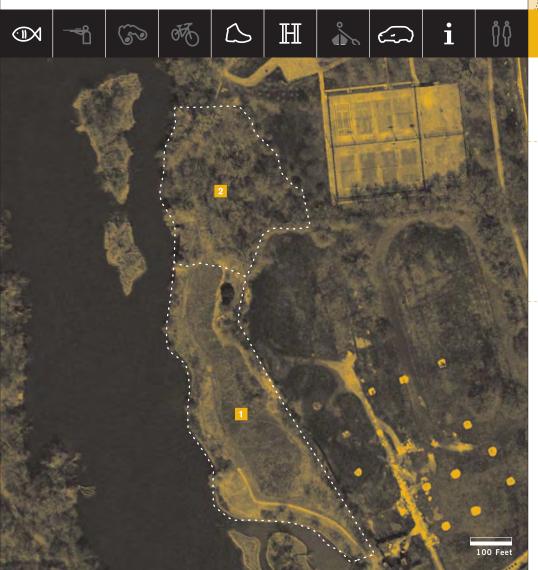
North of Bobolink Meadow is Bobolink Woods 2, a small woodland that provides a shady transition from prairie to parking lot.

JACKSON PARK— BOBOLINK MEADOW

WOODLAWN
WOODLAWN
WOODLAWN
WOODLAWN
WAS STONY ISLAND
WHO SOUTH / 1800 EAST

63

Site No



#### Jackson Park— Bobolink Meadow

ADDRESS OWNER

ACREAGE

6401 S Stony Island Ave Chicago Park District, Private 5.39

HABITATS

2

Prairie / Grassland Forest / Woodland

DIRECTIONS

Exit Lake Shore Drive at Science Drive (access road to the Museum of Science and Industry's east entrance, directly south of 57th Street); Follow Columbia Drive to the left (south) and park at the south end of the lot for quick access to Bobolink Meadow.

Jackson Park—Bobolink Meadow

Chicago Habitat Directory 2005

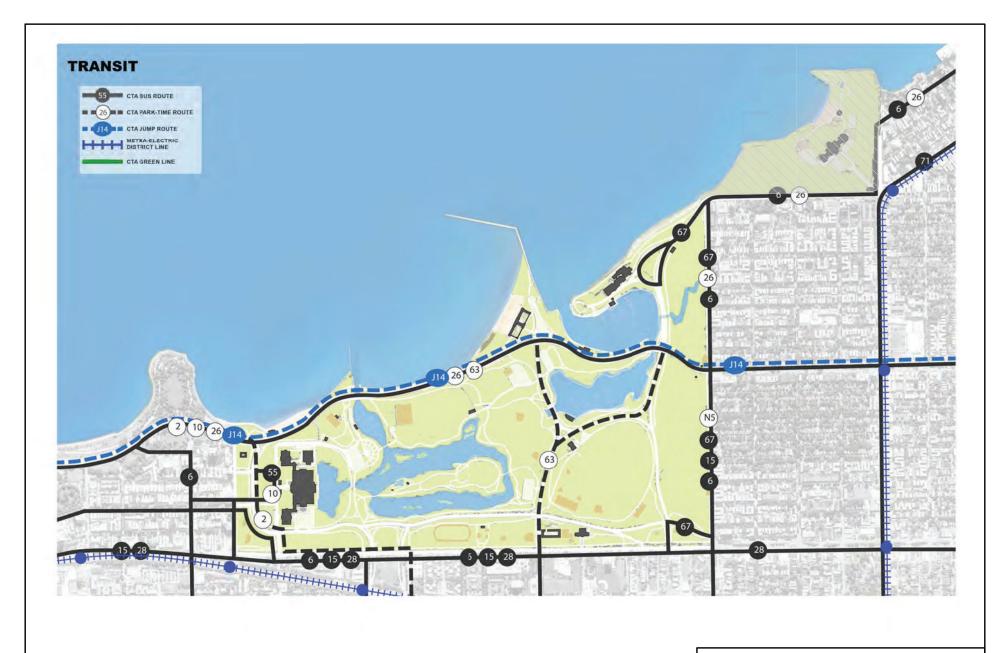
63<sup>rd</sup> Street Beach Dune



Mobility Improvements to Support the SLFP

#### **Jackson Park**

Roadways, Parking and Bridges



Mobility Improvements to Support the SLFP

# **Jackson Park**

**Transit Accommodations** 



Exhibit B-13



**GLOBAL USE** 

Graphic provided by the Chicago Park District

Mobility Improvements to Support the SLFP

# **Jackson Park**

Global Use Areas



**CITY & REGIONAL USE** 

Graphic provided by the Chicago Park District

Mobility Improvements to Support the SLFP

# **Jackson Park**

City and Regional Use Areas

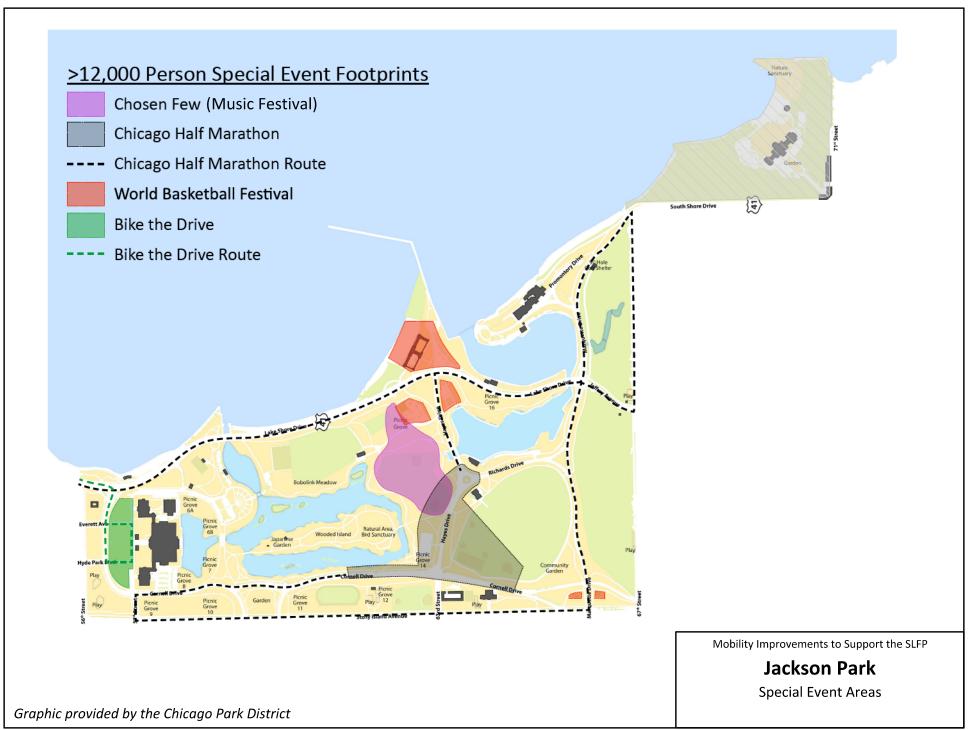


LOCAL USE

Mobility Improvements to Support the SLFP

# **Jackson Park**

Local Use Areas





## Section 4(f) Evaluation Existing Facilities

Jackson Park

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
1	Dickers Playground	Structure	ca. 1992	Playground Equipment	
2	Chrysalais Playground	Structure	ca. 1992	Playground Equipment	
3	lowa Building	Building	1936-40	Picnic Pavilion	

### Section 4(f) Evaluation Existing Facilities

Jackson Park

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
4	Lake Shore Drive Underpass at 57th Drive	Structure	2004		
5	57th Drive Underpass	Structure	2004		
6	57th Street Beach House	Building	1998		

## Section 4(f) Evaluation Existing Facilities

Jackson Park

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
7	Museum of Science and Industry	Building	1893/192 8- 30/1990s- 2000s		
8	Comfort Station (near Music Court)	Building	1888/193 6		
9	Bowling Green	Building	1927	Clubhouse with Shed, Lawn Bowling and Croquet	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
10	Clarence Darrow Bridge	Structure	1880/189 3-95		
11	Music Court	Site	1895		
12	Museum Shores Yacht Clubhouse	Building	ca. 1962		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
13	Lake Shore Drive Underpass at 59th Street	Structure	2004		
14	Perennial Garden (with circular lawn panel)	Site Feature	1936/ 1990s		
15	Wooded Island North Bridge	Structure	ca. 1970		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
16	Music Court Bridge (East Lagoon Bridge)	Structure	1904-07		ACCURATION FRANCISCO
17	Tennis courts (west of Lake Shore Drive, south of 59th Street Harbor)	Structure	ca. 1938	8 Tennis Courts	
18	Dog Park	Site		Fenced area	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
19	Osaka Garden/ Japanese Garden	Site Feature	1933/ 1980s- 2000s	Cultural Gardens featuring the Moon Bridge, Torii Gate, and Japanese Lanterns	
20	Artificial Turf Field and 8-Lane Track	Structure	2011		
21	Wooded Island	Site		Nature Habitat, recreational walking, bird watching	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
22	Bobolink Meadow	Site		Nature area/habitat	
23	Driving Range	Building/ Site	1936	Driving Range, Shelter, Comfort Station	
24	Playground - Western Perimeter	Structure	1895/ca. 1995	Infant Playground Equipment with U-shaped walk	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
25	English Comfort Station	Builing	1936-38		
26	Baseball Diamond	Site		Junior Baseball Playing Field	
27	Baseball Diamond	Site		Senior Baseball Playing Field	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
28	Hayes Fields	Site		Two Senior Baseball Playing Fields, Flexible Recreation (Soccer)	
29	Basketball Court (Hayes Drive Parking Lot)	Structure	ca. 1990	Two Basketball Courts	
30	Lake Shore Drive underpass at Hayes Drive	Structure	ca. 2005		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
31	63rd Street Bathing Pavilion	Building	1919/ 2005	Beach pavilion, spray feature, playground	
32	Maintenance Building	Building	1936		
33	Tennis court- near S. Stony Island and Service Yard	Structure	ca. 1950	Three Tennis Courts	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
34	Jackson Park Field House Playground	Structure	ca. 2000	Playground Equipment	
35	Jackson Park Field House	Building	1957		
36	Tennis courts (near Hayes and Cornell)	Structure	ca. 1938	9 Tennis Courts	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
37	Baseball Fields (near Hayes and Cornell)	Structure	ca. 1938	Three Junior Baseball Fields, flexible space (soccer)	
38	Baseball Fields (near Hayes and Cornell)	Structure	ca. 1938	One Senior Baseball Field	
39	Cecil Partee Golf Shelter	Building	1900		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
40	Jackson Park Golf Course	Structure	1900	18-hole golf course	© 2015 Days Cygramon
41	Statue of the Republic (Golden Lady)	Object	1918		
42	Southern Shores Yacht Club	Building	1934		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
43	Coast Guard Station	Building	1988	Harbor Station & Garage	
44	Basketball Court on S. Stony Island north of Marquette	Structure	ca. 1990	Fenced Basketball Court	
45	Basketball Court on S. Stony Island south of Marquette	Structure	ca. 1991	Fenced Basketball Court	

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
46	Community Garden	Site		Public garden	
47	Lake Shore Drive Underpas at Marquette Drive	Structure	ca. 2004		
48	Jackson Park Yacht Club	Building	ca. 1906- 1930		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
49	La Rabida Children's Hospital	Building	1932- 2000s		
50	Playground near 67th and East End	Structure	ca. 2000	Playground Equipment	
51	Utility Building- West of S. Jeffery Ave.	Building	ca. 1988		

Facility Number	Facility Name	Site Type	Year Built	Additional Description	Photograph
52	Brick Utility Building	Building	ca. 1960		
53	Playground near E. 67th and S. Jeffery Avenue	Structure	ca. 2009	Playground Equipment	
54	Burnham Building (9th Hole Golf Shelter)	Building	1912		









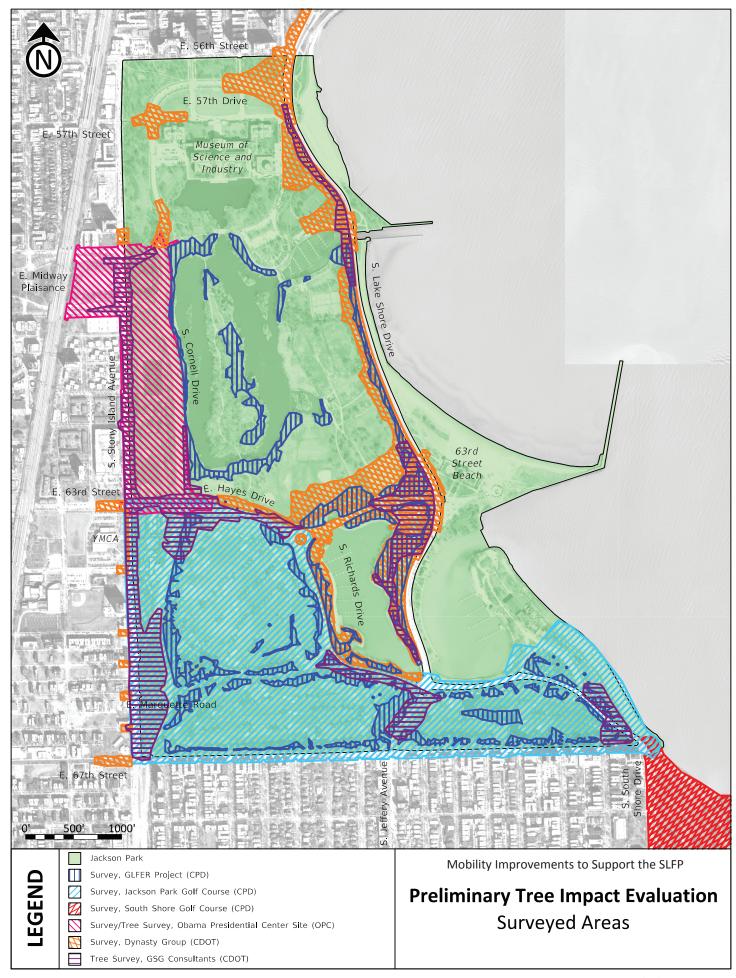




Exhibit B-23

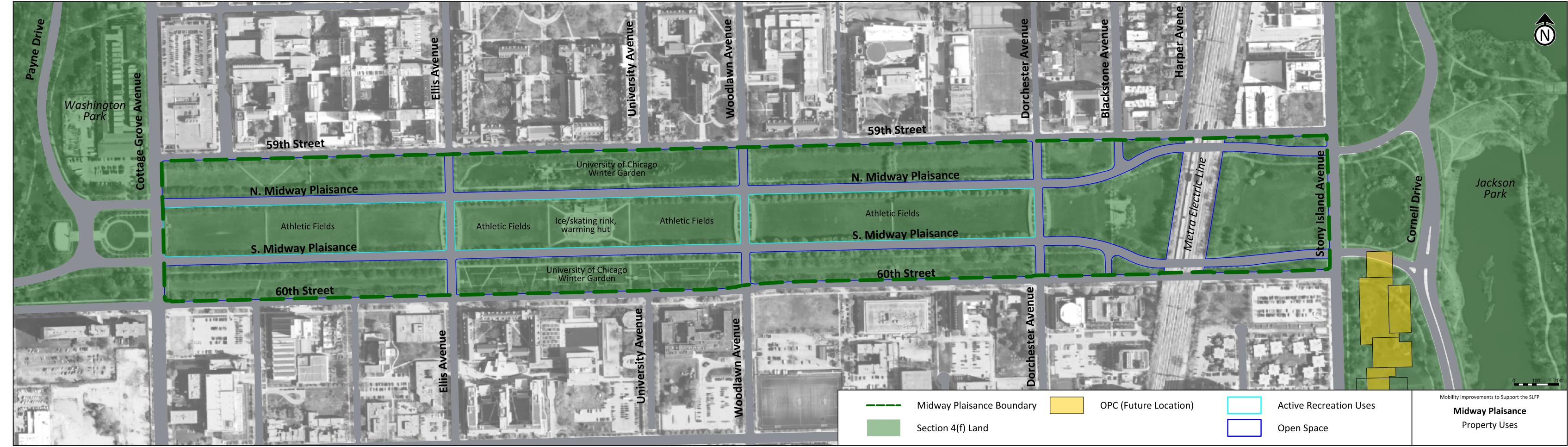


Exhibit B-24



Exhibit B-25

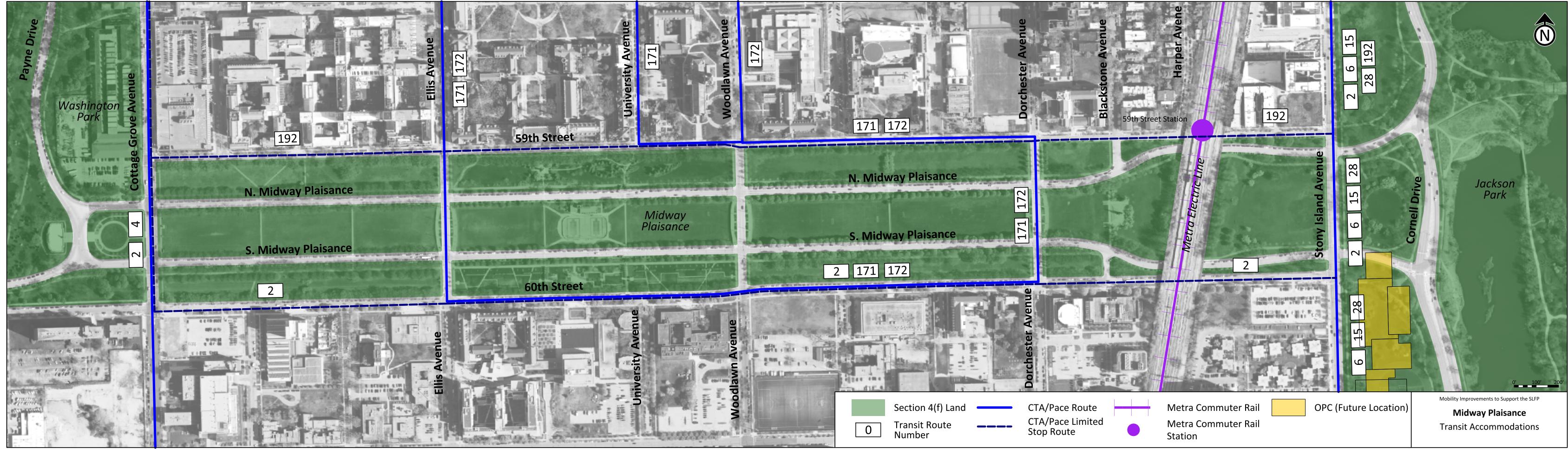


Exhibit B-26

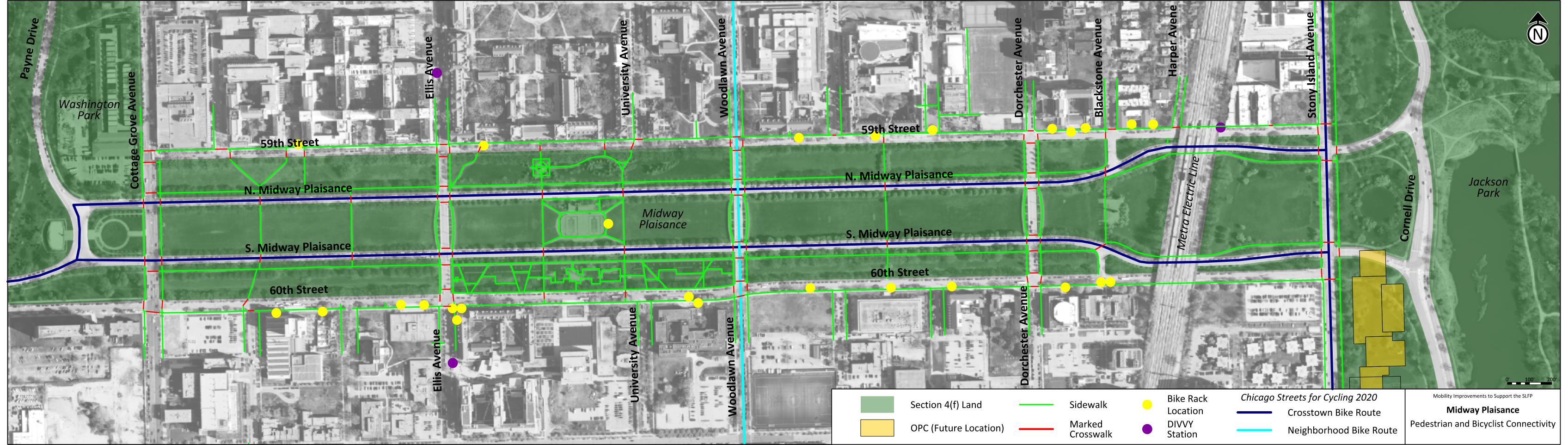


Exhibit B-27



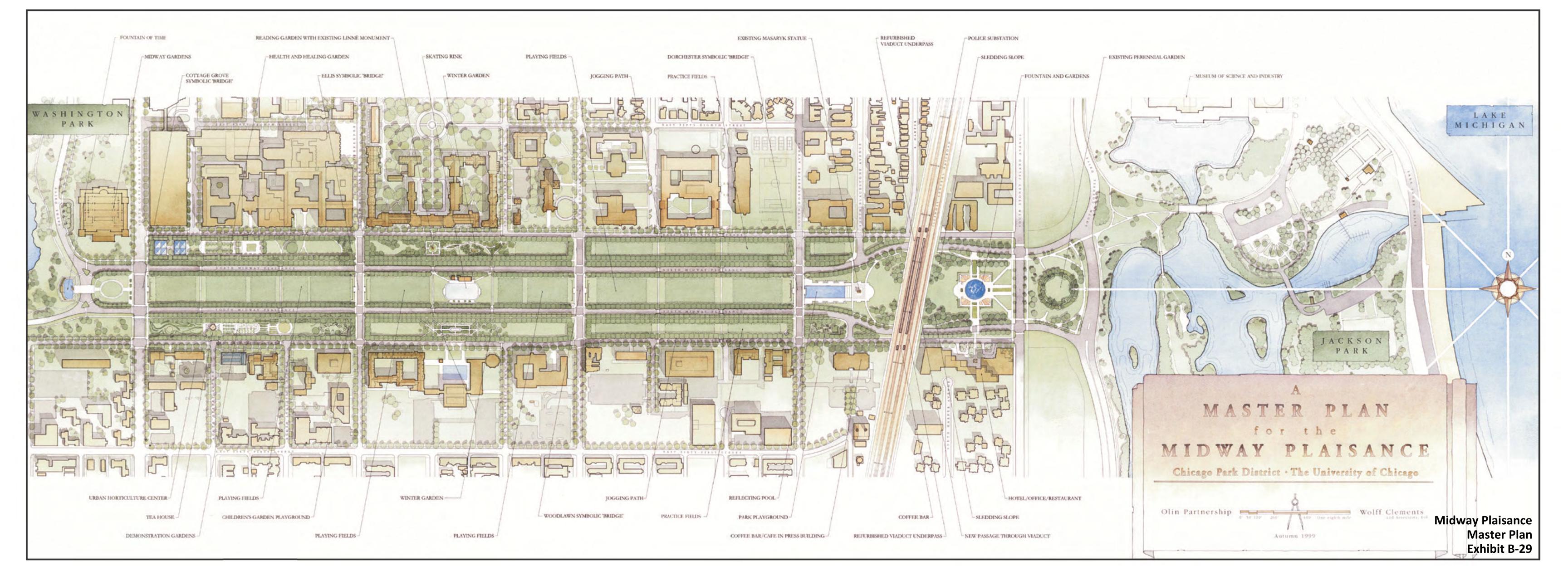
Exhibit B-28a

Facility Number	Facility Name	Site Type	Year Built	Description	Photograph
MD01	Boulevard Kiosk	Object	ca. 1995	Informational sign	
MD02	Cheney Goode Memorial	Object	1932	Bench/ Memorial	
MD03	Metra Electric Line	Structure	1893/ca. 1920- 1930	Railroad viaduct bridge	

Facility Number	Facility Name	Site Type	Year Built	Description	Photograph
MD04	Thomas Masaryk Monument	Object	1952	Statue	
MD05	Midway Plaisance Bridge Crossings - Dorchester Avenue	Structure	2013	Roadway Bridge	
MD06	Athletic Fields	Site		Flexible use, soccer	

Facility Number	Facility Name	Site Type	Year Built	Description	Photograph
MD07	Midway Plaisance Bridge Crossings - Woodlawn Avenue	Structure	2013	Bridge	
MD08	University of Chicago Winter Garden	Site	2009	Garden	
MD09	Carl von Linné Monument	Object	1891/ 1976	Statue	

Facility Number	Facility Name	Site Type	Year Built	Description	Photograph
MD10	Ice/Skating Rink, warming hut	Structure	2000	Ice/ Skating Rink and maintenance facility	
MD11	Midway Plaisance Bridge Crossings - Ellis Avenue	Structure	2013	Bridge	
MD12	Boulevard Kiosk	Object	ca. 1995	Informational sign	







EXISTING LAYOUT

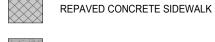
**DRAFT** 

EXISTING TREE

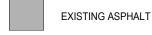
NEW TREE

EXISTING BENCH

NEW CONCRETE PATHWAY















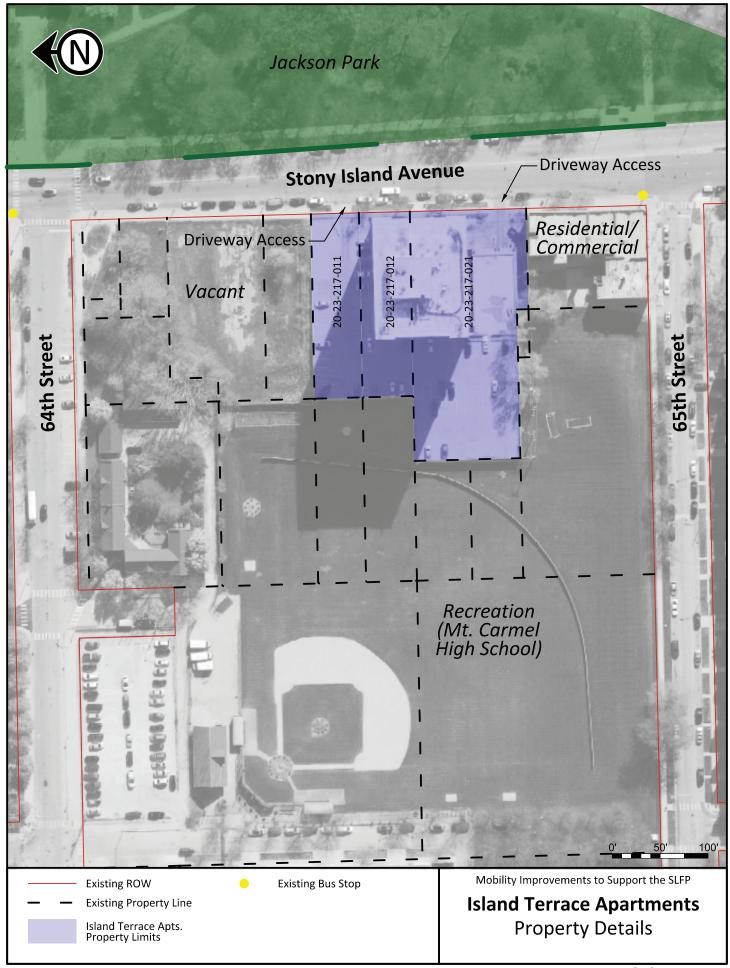












**Exhibit B-30** 



Exhibit B-31

# **Appendix C – Alternatives Analysis**

Alternatives to be Carried Forward Documentation

## ALTERNATIVES TO BE CARRIED FORWARD

## 1. Introduction

This document describes and evaluates a range of alternatives for mobility improvements to support the South Lakefront Framework Plan (SLFP). The evaluation of the range of alternatives will result in a recommendation of alternatives to be carried forward for further refinements and evaluation. The following broad categories of alternatives will be analyzed in this document:

- No-Action Alternative
- Build Alternative Alternative Avoiding Parkland Use and Widen Stony Island Avenue
- Build Alternative Operational Changes to Roadways
- Build Alternative Mobility Improvements

The Alternative Avoiding Parkland Use and Widen Stony Island aims to avoid converting any parkland from a Section 4(f) resource to a transportation use while providing improvements to reduce congestion from the roadway closures. Publicly owned parks, recreational areas, wildlife and waterfowl refuges, and private and public owned historic properties are considered Section 4(f) resources under the U.S. Department of Transportation Act of 1966.

Operational Changes to roadways are intended to improve traffic flow at spot locations such as intersections and would minimize conversions of land from Section 4(f) resources to a transportation use. Operational changes can include pavement restriping, adding turn lanes, traffic signal retiming, and traffic signal modernization to provide pedestrian indications.

Mobility improvements include Operational Changes as well as increases to roadway through lane capacity.

# 1.1. Study Area

The Study Area is located in Chicago, Illinois, and encompasses Jackson Park. See Exhibits 1A, 1B and 2 in Appendix A. Jackson Park is bounded by 67<sup>th</sup> Street, Stony Island Avenue, 56<sup>th</sup> Street and Lake Michigan. See Exhibits 1 and 2 in Appendix A. Jackson Park is served by heavily travelled arterial roadways, including Lake Shore Drive (US Route 41) to the east and Stony Island Avenue to the west. Within Jackson Park, 57<sup>th</sup> Drive carries east-west traffic from Lake Shore Drive to the Museum of Science and

Industry (MSI). South of the Museum, 57<sup>th</sup> Drive becomes Cornell Drive which carries north-south traffic from the Museum toward park recreational facilities and beyond to residential neighborhoods. These roadway facilities provide an important route for westbound morning commuters and eastbound evening commuters between major commuter expressways and the City's Central Business District. Collector roadways within Jackson Park include Hayes Drive and Marquette Drive. Lake Shore Drive north of 57<sup>th</sup> Drive and Stony Island Avenue south of 57<sup>th</sup> Street are on the National Highway System, which consists of roadways that are important to the nation's economy, defense and mobility. The Lakefront Trail is parallel to the east side of Lake Shore Drive and serves recreational users, commuters, and tourists.

2

# 2. Purpose and Need

## 2.1. Proposed Action

The City of Chicago (City) is proposing to close roadways within Jackson Park, Chicago, Illinois to meet the planning and development objectives for Jackson Park as described in the 2018 South Lakefront Framework Plan<sup>1</sup>. The permanent roadway closures include: Cornell Drive between 63<sup>rd</sup> Street (Hayes Drive) and 59th Street, the northbound section of Cornell Drive between 68<sup>th</sup> Street and 65<sup>th</sup> Street, Marquette Drive between Stony Island Avenue and Richards Drive, and South Midway Plaisance (eastbound only) between Stony Island Avenue and Cornell Drive. See Exhibit 3. Closures of South Midway Plaisance and Cornell Drive between 63<sup>rd</sup> Street and 59th Street are necessary to accommodate the development of the Obama Presidential Center. The additional roadway closures will allow for continuous parkland within Jackson Park. The roadway closures are separate independent actions that do not require any Federal approvals and are therefore considered the baseline condition as well as the No-Action alternative.

The roadway closures may require improvements to other roadways to mitigate traffic impacts. The potential roadway improvements may be funded through the Federal Highway Administration (FHWA) Federal-Aid Highway Program, which would require approval from FHWA.

## 2.2. Project Need

The Proposed Action relates to the potential roadway improvements that are necessary to address traffic impacts that will result from roadway closures within Jackson Park. Improvement needs vary within the project area, but fall into two broad categories:

- Accommodate changes in travel patterns.
- Improve bicyclist and pedestrian access and circulation.

A full description and analysis of these identified needs can be found in the Purpose and Need documentation, under separate cover.

# 2.3. Project Purpose

The purpose of the Proposed Action is to (1) address changes in travel patterns resulting from closing roadways in Jackson Park and (2) improve bicycle and pedestrian access and circulation.

<sup>&</sup>lt;sup>1</sup> The 2018 South Lakefront Framework Plan is currently under development and is expected to be finalized and approved by the Chicago Park District in 2018.

## 3. Alternatives Evaluation Criteria

Each of the preliminary alternatives were evaluated to determine if Section 4(f) land would be permanently incorporated into a transportation facility and the alternative's ability to meet the project's Purpose and Need. Alternatives that avoided incorporating Section 4(f) land into a transportation facility (a Section 4(f) "use")were first considered including the No-Action Alternative and Alternative 1 – Alternative Avoiding Parkland Use and Widen Stony Island Avenue<sup>2</sup>.

Before approving a project that uses Section 4(f) property, FHWA must either (1) determine that the impacts are *de minimis*, or (2) undertake a Section 4(f) Evaluation. If the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. If there is no feasible and prudent alternative that avoids all Section 4(f) properties, FHWA has some discretion in selecting the alternative that causes the least overall harm. FHWA must also find that all possible planning to minimize harm to the Section 4(f) property has occurred.

An alternative is feasible if it can be constructed as a matter of sound engineering judgement. An alternative is considered prudent if:

- "it is unreasonable to proceed with the project in light of its stated purpose and need;
- it results in unacceptable safety or operational problems;
- after reasonable mitigation, it still causes:
  - o severe social, economic, or environmental impacts;
  - o severe disruption to established communities;
  - o severe disproportionate impacts to minority or low income populations; or
  - o severe impacts to environmental resources protected under other Federal statues;
- it results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- it causes other unique problems or unusual factors; or
- it involves multiple factors... that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude." (CFR 774.17)

The amount of permanent incorporation of Section 4(f) land into a transportation facility is quantified for each alternative.

The amount of potential temporary occupancy of Section 4(f) land is also quantified for each alternative. A temporary occupancy is not considered a Section 4(f) use when: (1) the duration of the temporary occupancy is less than the time needed for construction of the project and there is no change in ownership of the land; (2) the scope of the work must be minor and the nature and magnitude of the

<sup>&</sup>lt;sup>2</sup> It was later determined that this alternative involved the permanent use of Section 4(f) land into a transportation facility use. Refer to Section 5.2 of this document for additional information.

changes to the Section 4(f) property are minimal; (3) there are no anticipated permanent adverse physical impact, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; (4) the land must be fully restored to a condition which is at least as good as that which existed prior to the project; and (5) there is documented agreement with the official(s) with jurisdiction over the Section 4(f) resource regarding these conditions (23 CFR 774.13(d)). For this project, proposed trails and underpasses within Jackson Park may qualify as a temporary occupancy of Section 4(f).

To determine if an alternative satisfies the goals of the project Purpose and Need, each preliminary alternative will assess the ability to improve pedestrian and bicyclist access and circulation to and within Jackson Park as well as its overall operational performance. Operational performance, or mobility, is evaluated for projected traffic conditions by considering Levels of Service (LOS) and facility capacity. For Northeastern Illinois, projections of future travel demands are provided by the Chicago Metropolitan Agency for Planning (CMAP) using regional travel-demand analyses and comprehensive plans. The most current plan projects traffic to the year 2040 based on the CMAP *GO TO 2040 Comprehensive Plan*. Level of Service (LOS) is a quantitative concept which has been developed to characterize degrees of congestion as perceived by motorists. Letter designations A through F have been correlated to quantitative measures based on the amount of delay experienced. Level A represents the best conditions and Level F the worst. Figure 1 below shows the delay values associated with the Levels of Service for both signalized and unsignalized intersections.

Level of Service	Signalized Intersection	Unsignalized Intersection	
A	≤10 seconds ≤10 seconds		
В	10 – 20 seconds	10 – 15 seconds	
С	20 – 35 seconds	15 – 25 seconds	
D	35 – 55 seconds	25 – 35 seconds	
E	55 – 80 seconds 35 – 50 seconds		
F	> 80 seconds	> 50 seconds	

Figure 1 – Levels of Service and Delays

Per the *Highway Capacity Manual (HCM)*, an intersection is also considered to operate at an LOS F if one or more movements operate over capacity, which is characterized by more vehicles arriving at the intersection that can be served by a specific movement during the analysis period. This is commonly evaluated using the volume-to-capacity (v/c) ratio. By definition, a movement exceeds its available capacity when the v/c ratio exceeds a value of one. The HCM makes this distinction because the methodologies used to determine the delay and Level of Service are not accurate under over-capacity conditions. Therefore, it is possible for the methodologies to provide a low delay and high Level of Service even when the volume of a movement exceeds that movement's capacity.

If an alternative meets the goals of the Purpose and Need, further environmental impacts and their quantifiable impact measure will then be evaluated as described below:

- **Floodplains** Acre-feet impacted by the alternative based upon Flood Insurance Maps published by the Federal Emergency Management Agency (FEMA) and drainage studies.
- **Wetlands** Acres of wetlands impacted by the alternative based upon delineations from field studies.
- Waters of the United States (WOUS) Acres of WOUS impacted by the alternative based upon National Wetland Inventory (NWI) maps, aerial photograph and field studies.
- Parking Loss Number of on-street parking spaces lost.
- Section 4(f) Land Conversion Acres of Section 4(f) land converted to transportation use.
- Residential Displacements Number of residences displaced,
- Commercial Displacements Number of non-residential properties displaced.
- Pedestrian Safety Improvements Number of locations improved.
- Vehicular Safety Number of locations improved.
- Pedestrian & Bicycle Mobility - Number of locations improved.
- Archaeological Sites Impacts to potential archaeological sites.
- **Historic Properties** Impacts to historic properties.
- Noise Number of impacted receptors.
- Trees Number of trees removed by the project.

## 4. No-Action Alternative

The No-Action Alternative would not convert any Section 4(f) land to a transportation use, nor would it involve any potential temporary occupancy of Section 4(f) properties. The No-Action Alternative does not provide sufficient pedestrian and bicyclist accommodations to improve access and circulation to and within Jackson Park. Unacceptable operational performance within the study area results from the No-Action Alternative. Therefore, the No-Action Alternative does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. However, the No-Action Alternative is required to be analyzed in detail and will be carried forward as a benchmark to compare against Build alternatives.

The analysis of the No-Action Alternative is described below.

## 4.1. Objective of Alternative

The No-Action Alternative is a condition in which regional improvements anticipated as part of the 2040 Regional Transportation Plan are implemented, but no project specific improvements are undertaken. It provides a baseline condition by which all other alternatives are measured to determine if the benefits of a particular Build alternative outweigh the impacts that would result from that alternative.

# 4.2. Description of Alternative

The No-Action Alternative is depicted on Exhibit 4. The No-Action Alternative represents future conditions that assume the following:

- The Obama Presidential Center (OPC) site is constructed within Jackson Park as proposed by the City of Chicago. The OPC site can be found on Exhibit 2.
- The City closes roadways within Jackson Park, Chicago, Illinois to implement a portion of their South Lakefront Framework Plan (SLFP), as described in Section 2.1 and depicted on Exhibit 3.
- No roadway improvements are made in response to changing conditions caused by the roadway closures.

# 4.3. Performance Analysis of No-Action Alternative

The road closures contained in the SLFP will alter travel patterns within and around Jackson Park. Using the regional Travel Demand Model, CMAP has modeled traffic volumes and patterns that would be expected for the No-Action Alternative. Exhibit 5 illustrates the No-Action average daily traffic (ADT) volumes within the study area. Based on those volumes, it is possible to identify predominant travel patterns through the study area that are expected for the No-Action Alternative. As illustrated on Exhibit 5, southbound traffic that currently uses Cornell Drive is expected to use Lake Shore Drive to

Hayes Drive to Cornell Drive to Stony Island Avenue. Northbound traffic predominantly will stay on Stony Island Avenue to 57<sup>th</sup> Drive/Cornell Drive.

Diverting traffic from Cornell Drive to these other area roadways will overwhelm their ability to safely and efficiently accommodate peak period traffic flows given existing intersection design and traffic controls. As shown on Exhibit 6 and summarized in Table 1, numerous intersections would operate at Level of Service (LOS) F during A.M. and/or P.M. peak hours, which is an extremely poor level of operation that is characterized by long vehicle delays, excessive queue lengths, low speeds, and potentially several signal cycles to process through the intersection.

Table 1
2040 No-Action Operational Performance Summary

201011071011011	Intersection Level of Service and Delay (sec./veh.)					
	No-Action Alternative					
Intersection	A.M.	P.M.				
	Peak	Peak				
Lake Shore Drive	1 cun	1 Cur				
Marquette Dr	C (22)	C (24)				
Hayes Dr	F (**)	F (**)				
Science Dr	B (19)	F (**)				
• 57 <sup>th</sup> Dr	B (13)	F (**)				
Stony Island Avenue	, -,	( )				
• 67 <sup>th</sup> St	F (**)	F (**)				
Marquette Dr	D (50)	B (15)				
• 65 <sup>th</sup> PI	F (**)	C (30)				
• 64 <sup>th</sup> St	F* (**)	F* (**)				
• 63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)				
• 60 <sup>th</sup> St	C (20)	B (12)				
S Midway Plaisance (EB)	B (13)	C (31)				
N Midway Plaisance (WB)	F (**)	C (32)				
• 59 <sup>th</sup> St	F (**)	C (24)				
• 57 <sup>th</sup> St	F (**)	F (**)				
• 56 <sup>th</sup> St *	D (32)	D (31)				
Cornell Drive/57 <sup>th</sup> Drive						
• 67 <sup>th</sup> St	Close	rd				
Marquette Drive	Close	rd				
Hayes Dr	F (**)	F (**)				
S Midway Plaisance (EB)	Close	rd				
• 57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)				
Hyde Park Blvd	C (23)	B (20)				
67 <sup>th</sup> St						
East End Ave *	B (12)	B (14)				
Cregier Ave *	B (13)	B (13)				
Jeffery Ave	B (20)	B (19)				
South Shore Dr	B (17)	B (19)				
Marquette Dr						
Richards Dr (West)	Close					
Richards Dr (East)	Close	ed .				
La Rabida Entrance	B (14)	A (7)				
Richards Drive						
Marquette Dr (North)	Close					
Hayes Dr	A* (9)	B* (15)				
56 <sup>th</sup> St	· · · · · · · · · · · · · · · · · · ·					
Hyde Park Blvd *	B (12)	B (12)				
Everett Ave *	A (8)	A (7)				

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

## 4.4. Conclusion

Based upon the poor levels of operation and the lack of improvements in bicycle/pedestrian access circulation, the No-Action Alternative does not meet the Purpose and Need for the Proposed Action. While the No-Action Alternative does not address the needs for the project, it is presented with the awareness that any Build Alternative would result in impacts to the surrounding environment. The No-Action Alternative is therefore presented as a benchmark by which all proposed Build Alternatives will be compared to determine if roadway improvement benefits outweigh the impacts.

## 5. Build Alternatives

This section describes the alternatives investigated to address the Purpose and Need of the project. In addition, prior to considering capacity improvements, Congestion Management Process (CMP) strategies must first be evaluated and considered. The following strategies and alternatives will be analyzed:

- Congestion Management Process Strategies
- Alternative 1 Alternative Avoiding Parkland Use and Widen Stony Island
- Alternative 2 Operational Changes to Roadways
- Alternative 3 Mobility Improvement Widen Lake Shore Drive
- Alternative 4 Mobility Improvement Widen Stony Island Avenue
- Alternative 5 Mobility Improvement Reconfigure Hayes Drive
- Alternative 6 Mobility Improvement Widen Lake Shore Drive and Widen Stony Island Avenue
- Alternative 7 Mobility Improvement Widen Lake Shore Drive and Reconfigure Hayes Drive
- Alternative 8 Mobility Improvement Widen Stony Island Avenue Reconfigure Hayes Drive
- Alternative 9 Mobility Improvement Widen Lake Shore Drive/Widen Stony Island Avenue/ Reconfigure Hayes Drive

Common improvement treatments included in the alternatives are described below for reference:

Treatment	Description
Modernize traffic signal installation	Providing new signal equipment, such as LED signal heads, pedestrian countdown timers, signal poles, or a signal controller, as necessary.
Americans with Disability Act (ADA) improvements	Providing ADA compliant facilities, including sidewalk ramps, at widened or modernized intersections.

#### **Treatment**

#### Crosswalk improvements

#### **Curb** extensions

## Refuge Islands

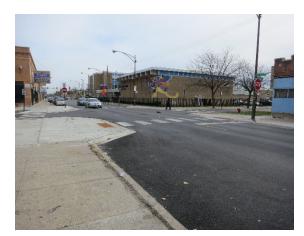


Figure 1: Curb Extension Example

## Description

Upgrade marked and unmarked crossings with high-visibility crosswalk markings at widened or modernized intersections.

An extension of a sidewalk into an on-street parking lane at intersections or mid-block crossings to enhance pedestrian safety and visibility. Curb extensions provide additional pedestrian space at crossing locations while shortening crossing distances. An example of a curb extension is shown in Figure 1.

Pedestrian refuge islands are protected spaces in the middle of a street that facilitate safer pedestrian crossings by providing a protected area where pedestrians can stop before finishing crossing a road. An example of a refuge island is shown in Figure 2.



Figure 2: Pedestrian Refuge Island Example

Other specific improvements and locations are defined within each alternative description as necessary.

## 5.1. Congestion Management Process Strategies

Congestion Management Process (CMP) Strategies does not convert Section 4(f) land to a transportation use, but involves 2.7 acres of potential temporary occupancy of Section 4(f) land to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from implementing only CMP strategies. Therefore, CMP Strategies do not meet the project's Purpose and Need and it would not be reasonable to continue with these strategies alone considering the stated Purpose and Need.

The analysis of CMP Strategies is described below.

## **5.1.1.** Objective of Alternative

Congestion Management Process (CMP) strategies involve ways to reduce congestion in a transportation network that do not involve major construction, and do not provide additional through lane capacity for single-occupancy vehicles (SOVs). Instead they look to optimize the performance and/or manage the demand of the existing system. Typical CMP strategies include eliminating bottlenecks, promoting rideshare programs, transit improvements, adding HOV lanes, and providing shared-use paths.

This project is located within the Chicago Metropolitan area, which is designated a "non-attainment area" for air quality. The provisions of 23 CFR 450.320 place restrictions on the use of Federal funds for projects in Transportation Management Areas (TMAs) designated as non-attainment for carbon monoxide and/or ozone. In these areas, Federal funds may not be programmed for any project that will significantly increase capacity for SOVs unless the project is addressed through a CMP. The IDOT BDE Manual Chapter 22-6.04 requires a CMP analysis within the Chicago area, regardless of air quality status.

## **5.1.2.** Description of Alternative

Reasonable project-specific CMP strategies will be incorporated into the project to the extent practicable. Additional coordination between the Chicago Department of Transportation (CDOT) and the Chicago Park District (CPD) will occur to determine final pedestrian and bicyclist improvements as described in the SLFP. The potential reasonable strategies are shown on Exhibit 7 and include the following:

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.
- At Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

## **Hayes Drive**

• At Cornell Drive, re-time the traffic signal to optimize signal operations.

## **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 65<sup>th</sup> Place/Cornell Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, modernize the traffic signal installation and re-time the signal to optimize operations.

## 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.

• At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

## Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - o Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection

Note: The Cornell Drive/Hayes Drive intersection underpass concept is dependent upon which alternative is implemented. For all underpass locations, underpass design and trail connection concepts will be finalized through continued coordination with the Chicago Park District.

- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
  - o Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue

## 5.1.3. Performance Analysis of Congestions Management Process Strategies

Exhibit 8 depicts expected travel patterns and average daily traffic volumes on study area roadways that would result from the CMP Strategies Alternative. These patterns are similar to the No-Action Alternatives patterns. Exhibit 9 illustrates the expected intersection Levels of Service for this alternative. Table 2 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

As shown in Table 2 below, the CMP Strategies Alternative will do little to improve traffic flows compared to the No-Action Alternative. Eliminating closely spaced traffic signals and access consolidation along Stony Island Avenue will slightly improve traffic operations along that roadway; however, the magnitude of diverted traffic volumes on Stony Island, Lake Shore Drive and Hayes Drive cannot be efficiently accommodated merely by retiming traffic signals.

The CMP Strategies Alternative will, however, improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffery Drive and South Shore Drive/67<sup>th</sup> Street. Pedestrian safety will also be improved along Stony Island Avenue as a result of proposed curb extensions.

Table 2
CMP Alternative Operational Performance Summary (2040)

Intersection Level of Service and Delay (sec./veh.)								
			ction					
	Intersection		native	CMP Strategies				
		A.M.	P.M.	A.M.	P.M.			
		Peak	Peak	Peak	Peak			
Lake Shore Drive								
•	Marquette Dr	C (22)	C (24)	C (35)	C (24)			
•	Hayes Dr	F (**)	F (**)	C (35)	F (**)			
•	Science Dr	B (19)	F (**)	A (3)	F (**)			
•	57 <sup>th</sup> Dr	B (13)	F (**)	B (17)	F (**)			
Stony Is	land Avenue	T		1				
•	67 <sup>th</sup> St	F (**)	F (**)	F (**)	F (**)			
•	Marquette Dr	D (50)	B (15)	F (**)	B (15)			
•	65 <sup>th</sup> PI	F (**)	C (30)	D (46)	C (30)			
•	64 <sup>th</sup> St	F* (**)	F* (**)	F* (**)	F* (**)			
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	F (**)	F (**)			
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/Right-out				
•	S Midway Plaisance (EB)	B (13)	C (31)	C (22)	B (18)			
•	N Midway Plaisance (WB)	F (**)	C (32)	F (**)	C (31)			
•	59 <sup>th</sup> St	F (**)	C (24)	Right-in/Right-out				
•	57 <sup>th</sup> St	F (**)	F (**)	F (**)	F (**)			
•	56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (30)			
Cornell	Drive/57 <sup>th</sup> Drive							
•	67 <sup>th</sup> St		sed	Closed				
•	Marquette Drive		sed	Closed				
•	Hayes Dr	F (**)	F (**)	A (2) F(**)				
•	S Midway Plaisance (EB)		sed	Closed				
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	F (**)	D (53)			
•	Hyde Park Blvd	C (23)	B (20)	C (24)	B (20)			
67 <sup>th</sup> St		D (15)	5/:-:	D /: 5\	5 (1.1)			
•	East End Ave *	B (12)	B (14)	B (12)	B (14)			
•	Cregier Ave *	B (13)	B (13)	B (13)	B (13)			
•	Jeffery Ave	B (20)	B (19)	C (20)	B (19)			
•	South Shore Dr	B (17)	B (19)	B (10)	B (19)			
Marque								
•	Richards Dr (West)	Closed		Closed Closed				
•	Richards Dr (East)	Closed						
Dichard	La Rabida Entrance	B (14)	A (7)	A (6)	A (7)			
Richard		Cl- 1		Classed				
•	Marquette Dr (North)	Closed A* (9) B* (15)		Closed				
56 <sup>th</sup> St	Hayes Dr	A (9)	B* (15)	A* (9)	B* (14)			
	Hyde Park Blvd *	D (12)	D (12)	D (12)	D (12)			
•	•	B (12)	B (12)	B (12)	B (12)			
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)			

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

#### 5.1.4. Conclusion

Even if all of the above reasonable CMP strategies were implemented, they alone will not fully accommodate the changes in travel patterns, even though they would improve bicyclist and pedestrian access and circulation within the study area. Therefore, the remaining alternatives include capacity improvements in addition to a combination of CMP strategies listed above.

# 5.2. Alternative 1 – Alternative Avoiding Parkland Use and Widen Stony Island Avenue

Alternative 1 does not convert any area in Jackson Park or Midway Plaisance to a transportation use, nor does it involve potential temporary occupancy of Section 4(f) land. Alternative 1 does involve the permanent use of historic properties protected under Section 4(f) and results in unacceptable operational performance within the study area. Therefore, Alternative 1 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 1 will not be carried forward for detailed analysis.

The analysis of Alternative 1 is described below.

## 5.2.1. Objective of Alternative

Alternative 1 aims to avoid any permanent or temporary Section 4(f) use of Jackson Park or the Midway Plaisance while providing improvements to reduce congestion from the roadway closures. Jackson Park and the Midway Plaisance are Section 4(f) properties within the study area and are depicted on Exhibit 10. It should be noted that Section 4(f) properties begin at the backs of roadway curbs for all roadways located within and adjacent to Jackson Park and the Midway Plaisance. Any physical changes that require improvements beyond the existing back of curb in these areas would require incorporating Section 4(f) property into a transportation facility, resulting in a Section 4(f) use.

## 5.2.2. Description of Alternative

The improvements included in Alternative 1 can be found on Exhibit 10 and are described below:

## **Capacity Improvements**

## Stony Island Avenue - 60th Street to 65th Street

This existing section of Stony Island Avenue consists of one lane in each direction with on-street
parking on each side. This section would be widened to the west to avoid impacts to Jackson
Park. The widening consists of adding one southbound lane, one northbound lane, a center
raised median with left turn lanes, and space for bus loading lanes. The proposed Stony Island

Avenue section then consists of two lanes in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street. This widening results in the removal of three buildings, including one three-story building of the Jackson Park Terrace housing complex (6 units), the 21-story Island Terrace apartment building (264 units), and a two-story mixed residential/commercial building (24 units). The Jackson Park Terrace building and the Island Terrace apartment building are historic properties protected under Section 4(f). Greater than 90% of residents in the two Census blocks where these properties are located include low-income and minority populations (compared within the state of Illinois, 2012-2016 American Community Survey (ACS) 5-year estimate). The Jackson Park Terrace housing complex and Island Terrace apartment building provide housing for low-income residents in accordance with the Section 8 U.S. Department of Housing Program.

## Stony Island Avenue - 65th Street to 67th Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to the west to avoid impacts to Jackson Park. The widening will add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and onstreet parking on the west side. This widening results in the removal of one three story apartment building (16 units). Greater than 90% of residents in the two Census blocks where these properties are located include low-income and minority populations (compared within the state of Illinois, 2012-2016 American Community Survey (ACS) 5-year estimate).

## **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.
- At Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations. Signal improvements would be completed without impacting adjacent parkland.

## **Hayes Drive**

• At Cornell Drive, re-time the traffic signal to optimize signal operations.

## **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), convert North Midway Plaisance east of Stony Island
  Avenue to two-way without widening and provide one lane in each direction. Re-time the traffic
  signal to optimize signal operations.

- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection west to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations. Signal improvements would be completed without impacting adjacent parkland.
- At 64<sup>th</sup> Street, widen the intersection west to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection west to accommodate the additional lanes on Stony Island Avenue and Cornell Drive. Convert Cornell Drive east of Stony Island Avenue to two-way without widening. Modernize the traffic signal installation and re-time the signal to optimize operations. Signal improvements would be completed without impacting adjacent parkland.
- At Marquette Street, widen the intersection west to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
   Signal improvements would be completed without impacting adjacent parkland.
- At 67<sup>th</sup> Street, widen the intersection west to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations. Signal improvements would be completed without impacting adjacent parkland.

#### 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

## **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations. Signal improvements would be completed without impacting adjacent parkland.

## **Other Capacity Modifications**

#### **Cornell Drive**

Remove excess capacity ("road diet") from existing Cornell Drive between 57<sup>th</sup> Street/MSI Dropoff and Stony Island Avenue by reducing from two lanes in each direction to one lane in each direction with a center median and 80 new on-street parking spaces.

## Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
  - o Mid-Block Crossing of Cornell Drive between 57th Street and Stony Island Avenue
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marguette Street
  - o Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue

#### 5.2.3. Performance Analysis of Alternative 1

Alternative 1 attempts to accommodate diverted traffic flows through capacity improvements along Stony Island Avenue between 67<sup>th</sup> Street and 60<sup>th</sup> Street (see Exhibit 10). Stony Island Avenue cannot be widened between South and North Midway Plaisance without converting Section 4(f) lands to a transportation use because Section 4(f) land is adjacent to the east and west backs of roadway curbs in that area.

Exhibit 11 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 1. Exhibit 12 depicts intersection Levels of Service at key locations

within the project area. Table 3 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 3
Alternative 1 Operational Performance Summary (2040)

Alternative 1 Operational Performance Summary (2040)  Intersection Level of Service and Delay (sec./veh.)							
	Intersection	No-Action Alternative		Alternative 1 Alternative Avoiding Parkland Use and Widen Stony Island			
		A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak		
Lake Shore Drive							
•	Marquette Dr	C (22)	C (24)	D (39)	C (25)		
•	Hayes Dr	F (**)	F (**)	C (29)	F (**)		
•	Science Dr	B (19)	F (**)	A (3)	F (**)		
•	57 <sup>th</sup> Dr	B (13)	F (**)	B (17)	F (**)		
Stony Is	land Avenue						
•	67 <sup>th</sup> St	F (**)	F (**)	C (34)	C (21)		
•	Marquette Dr	D (50)	B (15)	C (23)	C (22)		
•	65 <sup>th</sup> Pl	F (**)	C (30)	B (14)	C (22)		
•	64 <sup>th</sup> St	F* (**)	F* (**)	A (5)	A (8)		
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (21)	C (25)		
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/	/Right-out		
•	S Midway Plaisance (EB)	B (13)	C (31)	B (20)	C (27)		
•	N Midway Plaisance (WB)	F (**)	C (32)	F (**)	C (26)		
•	59 <sup>th</sup> St	F (**)	C (24)	Right-in,	/Right-out		
•	57 <sup>th</sup> St	F (**)	F (**)	C (23)	C (28)		
•	56 <sup>th</sup> St *	D (32)	D (31)	F (**)	F (**)		
Cornell	Drive/57 <sup>th</sup> Drive						
•	67 <sup>th</sup> St	Clo	sed	Clo	osed		
•	Marquette Drive	Clo	sed	Clo	osed		
•	Hayes Dr	F (**)	F (**)	C (27)	B (12)		
•	S Midway Plaisance (EB)	Clo	sed				
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	B (14)	C (23)		
•	Hyde Park Blvd	C (23)	B (20)	C (24)	B (17)		
67 <sup>th</sup> St					•		
•	East End Ave *	B (12)	B (14)	B (14)	B (15)		
•	Cregier Ave *	B (13)	B (13)	B (14)	B (14)		
•	Jeffery Ave	B (20)	B (19)	C (22)	B (18)		
•	South Shore Dr	B (17)	B (19)	A (9)	A (8)		
Marque					•		
•	Richards Dr (West)	Clo	sed	Clo	osed		
•	Richards Dr (East)	Closed Closed		osed			
•	La Rabida Entrance	B (14)	A (7)	A (8)	A (7)		
Richard		•					
•	Marquette Dr (North)	Clo	sed	Closed			
•	Hayes Dr	A* (9)	B* (15)	A* (9)	B* (15)		
56 <sup>th</sup> St		•			•		
•	Hyde Park Blvd *	B (12)	B (12)	B (12)	B (13)		
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)		

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

#### 5.2.4. Conclusion

As shown in Table 3, improving roadway capacity along Stony Island Avenue alone will not fully address the operational needs in the project area, as Alternative 1 results in multiple failing intersection levels of service.

Though pedestrian access and circulation would be improved along Stony Island Avenue, Alternative 1 would not improve pedestrian and bicycle access and circulation within Jackson Park, and park users would be subject to heavy traffic flows along Hayes Drive, Jeffrey Drive, South Shore Drive/67<sup>th</sup> Street. Also, in order to avoid impacts to parkland, improvements to the trail network that would improve connectivity would not be constructed.

The widening to the west along Stony Island Avenue would involve the permanent use of two historic properties that are protected under Section 4(f) which would result in diminishing the properties historic integrity.

Therefore, Alternative 1 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park and improving pedestrian access and circulation. It is recommended that Alternative 1 be dropped from further consideration.

## **5.3.** Alternative 2 – Operational Changes to Roadways

Alternative 2 converts 0.6 acres of Section 4(f) land to a transportation use to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation, and to reconfigure the Hayes Drive/Richards Drive intersection. This alternative also involves 2.7 acres of potential temporary occupancy of Section 4(f) land to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 2. Therefore, Alternative 2 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 2 will not be carried forward for detailed analysis, however, components of this alternative will be considered in subsequent build alternatives that expand upon these improvements to attempt to address operational problems within the study area.

The analysis of Alternative 2 is described below.

## **5.3.1.** Objective of Alternative

The objective of Alternative 2 is to implement a combination of CMP strategies and traffic operational changes at intersections and on area roadways that would improve the efficiency of existing facilities to better respond to traffic pattern and volume changes resulting from the roadway closures. These operational changes could involve measures such as peak period/peak direction parking restrictions, restriping/reconfiguring lanes, converting stop-controlled intersections to signal control, or spot intersection improvements that add turn lane channelization and signal phasing.

## 5.3.2. Description of Alternative

The improvements included in Alternative 2 can be found on Exhibit 13 and are described below:

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.
- At Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on across south leg.

## **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, re-time the traffic signal to optimize signal operations.

#### **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), convert North Midway Plaisance east of Stony Island Avenue to two-way by widening to provide two lanes in each direction. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.

- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to convert Cornell Drive east of Stony Island Avenue to two-way and to provide additional turn lanes. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57<sup>th</sup> Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

## **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

## 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

## Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street

## 5.3.3. Performance Analysis of Alternative 2

Alternative 2 attempts to accommodate diverted traffic flows through intersection improvements along Stony Island Avenue between 67<sup>th</sup> Street and 65<sup>th</sup> Street and at the Hayes Drive/Richards Drive intersection (see Exhibit 13). Also included are retiming of existing traffic signals along Stony Island and Hayes.

Exhibit 14 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 2. The majority of diverted traffic is expected to utilize Lake Shore Drive, Hayes, Cornell and Stony Island Avenue with the Alternative 2 roadway improvements. Exhibit 15 depicts intersection Levels of Service at key locations within the project area. Table 4 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 4
Alternative 2 Operational Performance Summary (2040)

	Intersection Level of Service and Delay (sec./veh.)					
	No-Action		Alternative 2			
Intersection	Alternative		Operational Changes to Roadways			
	A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak		
Lake Shore Drive	1		7			
Marquette Dr	C (22)	C (24)	C (34)	B (16)		
Hayes Dr	F (**)	F (**)	F (**)	F (**)		
Science Dr	B (19)	F (**)	A (4)	F (**)		
• 57 <sup>th</sup> Dr	B (13)	F (**)	B (17)	F (**)		
Stony Island Avenue	_ (,	. ( )	_ (,	- ( )		
• 67 <sup>th</sup> St	F (**)	F (**)	F (**)	C (24)		
Marquette Dr	D (50)	B (15)	F (**)	B (12)		
• 65 <sup>th</sup> Pl	F (**)	C (30)	A (7)	B (16)		
• 64 <sup>th</sup> St	F* (**)	F* (**)	B (13)	B (15)		
63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (26)	C (23)		
• 60 <sup>th</sup> St	C (20)	B (12)		Right-out		
S Midway Plaisance (EB)	B (13)	C (31)	B (17)	C (24)		
N Midway Plaisance (WB)	F (**)	C (32)	C (22)	B (13)		
• 59 <sup>th</sup> St	F (**)	C (24)	, ,	Right-out		
• 57 <sup>th</sup> St	F (**)	F (**)	C (23)	B (18)		
• 56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)		
Cornell Drive/57 <sup>th</sup> Drive			. ,	· ·		
• 67 <sup>th</sup> St	Clos	sed	Clo	osed		
Marquette Drive	Clos	sed	Closed			
Hayes Dr	F (**)	F (**)	B (14)	F (**)		
S Midway Plaisance (EB)	Clos	sed	Clo	osed		
57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	C (21)	B (19)		
Hyde Park Blvd	C (23)	B (20)	C (22)	B (14)		
67 <sup>th</sup> St						
East End Ave *	B (12)	B (14)	B (12)	B (14)		
Cregier Ave *	B (13)	B (13)	B (13)	B (13)		
Jeffery Ave	B (20)	B (19)	C (20)	C (21)		
South Shore Dr	B (17)	B (19)	A (9)	B (16)		
Marquette Dr						
Richards Dr (West)	Clos	Closed Closed				
Richards Dr (East)	Closed		Closed			
La Rabida Entrance	B (14)	A (7)	A (8)	A (8)		
Richards Drive						
<ul> <li>Marquette Dr (North)</li> </ul>	Closed		Closed			
Hayes Dr	A* (9)	B* (15)	B (13)	A (8)		
56 <sup>th</sup> St	1	<u> </u>	T	T		
Hyde Park Blvd *	B (12)	B (12)	B (12)	B (12)		
Everett Ave *	A (8)	A (7)	A (8)	A (7)		

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 2 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.3.4. Conclusion

As shown in Table 4, modernizing or re-timing signals and signalizing the Hayes/Richards Drive intersection alone will not address the operational needs in the project area, as Alternative 2 results in multiple failing intersection levels of service. Therefore, Alternative 2 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 2 be dropped from further consideration.

## 5.4. Alternative 3 – Mobility Improvement: Widen Lake Shore Drive

Alternative 3 converts 2.0 acres of Section 4(f) land to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation, and to reconfigure the Hayes Drive/Richards Drive intersection. This alternative also involves 2.6 acres of potential temporary occupancy of Section 4(f) land to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 3. Therefore, Alternative 3 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 3 will not be carried forward for detailed analysis, however, components of this alternative will be considered in combination with other Build alternatives to attempt to address operational problems within the study area.

The analysis of Alternative 3 is described below.

## 5.4.1. Objective of Alternative

The objective of Alternative 3 is to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures by improving Lake Shore Drive between 57<sup>th</sup> Drive and Hayes Drive. Considerable volumes of traffic turn between the north and west intersection legs at the 57<sup>th</sup> Drive/Lake Shore Drive intersection with the majority of that traffic destined to and from Cornell Drive and Stony Island Avenue. The primary objective of Alternative 3 is to redirect those traffic flows onto Lake Shore Drive along the east side of Jackson Park before distributing them to and from arterial roadways south of the park. Alternative 3 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

## **5.4.2.** Description of Alternative

The improvements included in Alternative 3 can be found on Exhibit 16 and are described below:

## Capacity Improvements

## Lake Shore Drive – 57<sup>th</sup> Drive to Hayes Drive

 This existing section of Lake Shore Drive consists of three northbound and two southbound travel lanes. This section would be widened to the west to add an additional southbound travel lane, resulting in a proposed section that consists of three northbound and three southbound travel lanes. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

## **Bridge Modifications**

#### **Lake Shore Drive**

Widen the 59<sup>th</sup> Street underpass, the 59<sup>th</sup> Street Lagoon Inlet Bridge, and the 63<sup>rd</sup> Street underpass to accommodate the additional southbound lane proposed along the west side of Lake Shore Drive. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and re-time the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive and new turn lanes. Also, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on across south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, re-time the traffic signal to optimize signal operations.

## **Stony Island Avenue**

• At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.

- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), convert North Midway Plaisance east of Stony Island Avenue to two-way by widening to provide two lanes in each direction. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to convert Cornell Drive east of Stony Island Avenue to two-way and to provide additional turn lanes. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57<sup>th</sup> Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

## **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

## Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive

- Pedestrian underpasses at the following locations:
  - Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street

## 5.4.3. Performance Analysis of Alternative 3

The mobility improvement that widens Lake Shore Drive (Alternative 3) attempts to accommodate diverted traffic flows on portions of Lake Shore Drive, Hayes Drive, Cornell Drive and Stony Island Avenue (see Exhibit 16). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive.

Exhibit 17 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 3. The majority of diverted traffic is expected to utilize Lake Shore Drive, Hayes, Cornell and Stony Island Avenue with the Alternative 3 roadway improvements. Exhibit 18 depicts intersection Levels of Service at key locations within the project area. Table 5 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 5
Alternative 3 Operational Performance Summary (2040)

Alternative 3 Operational Performance Summary (2040)							
Intersection Level of Service and Delay (sec./veh.)							
		No-Action		Alterna			
	Intersection		Alternative		Mobility Improvement		
		A.M.	P.M.	A.M.	P.M.		
		Peak	Peak	Peak	Peak		
	ore Drive	- (aa)			T = (1.5)		
•	Marquette Dr	C (22)	C (24)	C (31)	B (16)		
•	Hayes Dr	F (**)	F (**)	F (**)	F (**)		
•	Science Dr	B (19)	F (**)	A (4)	A (2)		
•	57 <sup>th</sup> Dr	B (13)	F (**)	B (12)	B (15)		
Stony Is	sland Avenue						
•	67 <sup>th</sup> St	F (**)	F (**)	F (**)	C (24)		
•	Marquette Dr	D (50)	B (15)	F (**)	B (11)		
•	65 <sup>th</sup> PI	F (**)	C (30)	D (40)	B (16)		
•	64 <sup>th</sup> St	F* (**)	F* (**)	B (19)	B (15)		
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (25)	C (23)		
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/F	light-out		
•	S Midway Plaisance (EB)	B (13)	C (31)	C (20)	C (24)		
•	N Midway Plaisance (WB)	F (**)	C (32)	C (25)	B (12)		
•	59 <sup>th</sup> St	F (**)	C (24)	Right-in/R	light-out		
•	57 <sup>th</sup> St	F (**)	F (**)	C (21)	B (18)		
•	56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)		
Cornell	Drive/57 <sup>th</sup> Drive						
•	67 <sup>th</sup> St	Clo	sed	Clos	ed		
•	Marquette Drive	Clo	sed	Clos	ed		
•	Hayes Dr	F (**)	F (**)	B (17)	F (**)		
•	S Midway Plaisance (EB)	Clo	sed	Clos	ed		
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	A (7)	B (19)		
•	Hyde Park Blvd	C (23)	B (20)	C (22)	B (14)		
67 <sup>th</sup> St	,	. ,	. ,	` '	` '		
•	East End Ave *	B (12)	B (14)	B (12)	B (14)		
•	Cregier Ave *	B (13)	B (13)	B (13)	B (13)		
•	Jeffery Ave	B (20)	B (19)	B (19)	C (23)		
•	South Shore Dr	B (17)	B (19)	A (9)	B (11)		
Marque		= (=-)	- ()	1 . (5)	_ (/		
•	Richards Dr (West)	Clo	sed	Closed			
•	Richards Dr (East)	Closed		Closed			
•	La Rabida Entrance	B (14)	A (7)	A (7)	A (8)		
Richards Drive							
•	Marquette Dr (North)	Closed Closed		ed			
•	Hayes Dr	A* (9)	B* (15)	B (12)	B (10)		
56 <sup>th</sup> St	114700 01	,, (5)	5 (10)	5 (±2)	2 (10)		
•	Hyde Park Blvd *	B (12)	B (12)	B (12)	B (12)		
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)		
	EVELETT VAC	7 (0)	$\Gamma(I)$	7 (0)	$\Gamma$ (7)		

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 3 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.4.4. Conclusion

As shown in Table 5, improving intersection capacity along Lake Shore Drive and signalizing the Hayes/Richards Drive intersection alone will not address the operational needs in the project area, as Alternative 3 results in multiple failing intersection levels of service. Therefore, Alternative 3 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 3 be dropped from further consideration.

## 5.5. Alternative 4 – Mobility Improvement: Widen Stony Island Avenue

Alternative 4 converts 3.1 acres of Section 4(f) land to a transportation use to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street, to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation, and to reconfigure the Hayes Drive/Richards Drive intersection. This alternative also involves 2.7 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 4. Therefore, Alternative 4 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 4 will not be carried forward for detailed analysis, however, components of this alternative will be considered in combination with other Build alternatives to attempt to address mobility problems within the study area.

The analysis of Alternative 4 is described below.

#### 5.5.1. Objective of Alternative

The objective of Alternative 4 is to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures by redistributing traffic that currently uses Cornell Drive onto Stony Island Avenue. Alternative 4 would involve capacity improvements along Stony Island Avenue and its connector roadways to 57<sup>th</sup>/Cornell Drive that are needed to accommodate the diverted traffic volumes. Under this alternative, Stony Island would be widened to the east to avoid impacts to residences and commercial buildings that were affected by widening to the west under Alternative 1. Alternative 4 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

## 5.5.2. Description of Alternative

The improvements included in Alternative 4 can be found on Exhibit 19 and are described below:

#### **Capacity Improvements**

## Stony Island Avenue - Midway Plaisance to 65th Street

• This existing section of Stony Island Avenue consists of one lane each direction with on-street parking on each side. This section would be widened to the east to avoid impacts to residential properties on the west side of Stony Island Avenue. The widening consists of adding one southbound lane, one northbound lane, a center raised median with left turn lanes, and space for bus loading lanes. The proposed Stony Island Avenue section then consists of two lanes in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

## Stony Island Avenue – 65<sup>th</sup> Street to 67<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to the east to avoid impacts to residential and commercial properties on the west side of Stony Island Avenue. The widening will add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.
- At Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, re-time the traffic signal to optimize signal operations.

## **Stony Island Avenue**

• At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.

- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and turning lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), widen the intersection to accommodate additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound to northbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and shift the east leg to the north to provide better alignment for the westbound through movement across the intersection. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide additional turn lanes. Modernize the traffic signal installation and retime the signal to optimize operations.
- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

## 57<sup>th</sup> Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

## 67<sup>th</sup> Drive

At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.

• At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

## Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - o Along Jeffery Drive between Marquette Drive and 67th Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - o Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - o Stony Island Avenue at North Midway Plaisance
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street

## 5.5.3. Performance Analysis of Alternative 4

The mobility improvement that widens Stony Island Avenue between 67<sup>th</sup> and 59<sup>th</sup> Streets (Alternative 4) attempts to accommodate diverted traffic flows primarily on Stony Island Avenue (see Exhibit 19). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive.

Exhibit 20 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 4. The majority of diverted traffic is expected to utilize Stony Island

Avenue and Cornell Drive with the Alternative 4 roadway improvements. Exhibit 21 depicts intersection Levels of Service at key locations within the project area. Table 6 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 6
Alternative 4 Operational Performance Summary (2040)

·	/e 4 Operational Performance Summary (2040) Intersection Level of Service and Delay (sec./veh.)				
	No-Action Alternative 4				
Intersection	Alternative		Mobility Improvement		
	A.M.	P.M.	A.M.	P.M.	
	Peak	Peak	Peak	Peak	
Lake Shore Drive					
Marquette Dr	C (22)	C (24)	C (31)	C (22)	
Hayes Dr	F (**)	F (**)	F (**)	F (**)	
Science Dr	B (19)	F (**)	A (3)	F (**)	
• 57 <sup>th</sup> Dr	B (13)	F (**)	B (15)	F (**)	
Stony Island Avenue					
• 67 <sup>th</sup> St	F (**)	F (**)	C (31)	C (28)	
Marquette Dr	D (50)	B (15)	C (21)	B (12)	
• 65 <sup>th</sup> PI	F (**)	C (30)	A (6)	B (11)	
• 64 <sup>th</sup> St	F* (**)	F* (**)	A (6)	A (7)	
• 63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (24)	B (19)	
• 60 <sup>th</sup> St	C (20)	B (12)	Right-in/	Right-out	
S Midway Plaisance (EB)	B (13)	C (31)	B (14)	B (18)	
N Midway Plaisance (WB)	F (**)	C (32)	C (23)	B (19)	
• 59 <sup>th</sup> St	F (**)	C (24)	Right-in/	Right-out	
• 57 <sup>th</sup> St	F (**)	F (**)	C (23)	C (23)	
• 56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)	
Cornell Drive/57 <sup>th</sup> Drive					
• 67 <sup>th</sup> St	Closed		Closed		
Marquette Drive	Clo	sed	Clo	sed	
Hayes Dr	F (**)	F (**)	B (13)	F (**)	
<ul> <li>S Midway Plaisance (EB)</li> </ul>	Clo	sed	Clo	sed	
• 57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	C (22)	C (23)	
<ul> <li>Hyde Park Blvd</li> </ul>	C (23)	B (20)	C (23)	B (15)	
67 <sup>th</sup> St					
East End Ave *	B (12)	B (14)	B (12)	B (14)	
Cregier Ave *	B (13)	B (13)	B (13)	B (13)	
Jeffery Ave	B (20)	B (19)	B (19)	C (21)	
South Shore Dr	B (17)	B (19)	A (9)	B (17)	
Marquette Dr					
Richards Dr (West)		sed		sed	
Richards Dr (East)	Clo	sed	Clo	sed	
La Rabida Entrance	B (14)	A (7)	A (8)	A (8)	
Richards Drive					
		cod	Clo	sed	
Marquette Dr (North)	Clo	1			
Marquette Dr (North)     Hayes Dr	A* (9)	B* (15)	B (11)	A (8)	
Marquette Dr (North)     Hayes Dr  56 <sup>th</sup> St	A* (9)	B* (15)	B (11)	A (8)	
Marquette Dr (North)     Hayes Dr		1			

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 4 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.5.4. Conclusion

As shown in Table 6, improving intersection capacity along Stony Island Avenue and signalizing the Hayes/Richards Drive intersection alone will not address the operational needs in the project area, as Alternative 4 results in multiple failing intersection levels of service. Therefore, Alternative 4 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 4 be dropped from further consideration.

# 5.6. Alternative 5 – Mobility Improvement: Reconfigure Hayes Drive

Alternative 5 converts 1.5 acres of Section 4(f) land to a transportation use to reconfigure Hayes Drive at the Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. This alternative also involves 3.7 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 5. Therefore, Alternative 5 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 5 will not be carried forward for detailed analysis, however, components of this alternative will be considered in combination with other Build alternatives to attempt to address mobility problems within the study area.

The analysis of Alternative 5 is described below.

# 5.6.1. Objective of Alternative

The primary objective of Alternative 5 is to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures by reconfiguring Hayes Drive between Stony Island Avenue and Lake Shore Drive. The goal of Alternative 5 is to enhance mobility solely by improving Hayes Drive and portions of Cornell Drive and Stony Island Avenue south of 63<sup>rd</sup> Street without improvements to other area arterial roadways. Alternative 5 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

# 5.6.2. Description of Alternative

The improvements included in Alternative 5 can be found on Exhibit 22 and are described below:

# **Capacity Improvements**

#### Hayes Drive - Cornell Drive to Lake Shore Drive

• This existing section of Hayes Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

# Cornell Drive - Hayes Drive to Stony Island Avenue

This existing section of Cornell Drive consists of three southbound-only travel lanes. This section
would be widened to the east to accommodate an additional lane and converted to two-way
traffic, resulting in the proposed section that consists of two southbound and two northbound
lanes.

#### Intersection Modifications

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.
- At Hayes Drive, reconfigure the intersection to accommodate two new through lanes on Hayes
  Drive. Also, modernize the traffic signal installation and re-time the signal to optimize
  operations. Provide a new pedestrian crossing on across south leg.

# **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection (reference Exhibit 23). Realign the existing section
  of Hayes Drive between Stony Island Avenue and Cornell Drive to create a signalized Tintersection with the realigned Hayes Drive-Cornell Drive through movement.

# **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.

- At North Midway Plaisance (westbound), convert North Midway Plaisance east of Stony Island Avenue to two-way by widening to provide two lanes in each direction. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to convert Cornell Drive east of Stony Island Avenue to two-way and to provide additional turn lanes. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, modernize the traffic signal installation and re-time the signal to optimize operations.

# 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

# 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

# Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - o Two legs of the Cornell Drive/Hayes Drive intersection

- o Along Hayes Drive between Richards Drive and Lake Shore Drive
- o Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
- South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Hayes Drive at Richards Drive

# 5.6.3. Performance Analysis of Alternative 5

The mobility improvement that converts Hayes Drive to a 4-lane roadway (Alternative 5) attempts to accommodate diverted traffic flows primarily on Hayes Drive as well as on portions of Cornell Drive and Stony Island Avenue south of 63<sup>rd</sup> Street (see Exhibit 22). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive as well as reconfiguring the Hayes Drive/Cornell Drive/63<sup>rd</sup> Street intersection to accommodate predominant travel patterns as a through movement.

Exhibit 23 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 5. The majority of diverted traffic is expected to utilize Lake Shore Drive, Hayes, Cornell and Stony Island Avenue with the Alternative 5 roadway improvements. Exhibit 24 depicts intersection Levels of Service at key locations within the project area. Table 7 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 7
Alternative 5 Operational Performance Summary (2040)

No-Action Alte	Alternative 5 Operational Performance Summary (2040) Intersection Level of Service and Delay (sec./veh.)				
Intersection Alternative Mobility					
	Mobility Improvement				
	P.M.				
Peak Peak Peak	Peak				
Lake Shore Drive					
• Marquette Dr C (22) C (24) C (32)	C (28)				
• Hayes Dr F (**) F (**) C (31)	F (**)				
• Science Dr B (19) F (**) A (4)	F (**)				
• 57 <sup>th</sup> Dr B (13) F (**) A (10)	F (**)				
Stony Island Avenue	•				
• 67 <sup>th</sup> St	C (20)				
<ul> <li>Marquette Dr</li> <li>D (50)</li> <li>B (15)</li> <li>F (**)</li> </ul>	B (10)				
• 65 <sup>th</sup> PI	B (13)				
• 64 <sup>th</sup> St F* (**) F* (**) A (8)	B (16)				
• 63 <sup>rd</sup> St/Hayes Dr F (**) F (**) C (23)	B (18)				
	in/Right-out				
S Midway Plaisance (EB) B (13) C (31) B (18)	C (22)				
N Midway Plaisance (WB)	A (10)				
• 59 <sup>th</sup> St	in/Right-out				
• 57 <sup>th</sup> St	C (23)				
• 56 <sup>th</sup> St * D (32) D (31) D (32)	D (29)				
Cornell Drive/57 <sup>th</sup> Drive					
• 67 <sup>th</sup> St Closed	Closed				
Marquette Drive     Closed	Closed				
• Hayes Dr F (**) F (**) B (12)	B (14)				
S Midway Plaisance (EB)     Closed	Closed				
• 57 <sup>th</sup> St/MSI Drop off F (**) D (54) A (7)	C (22)				
Hyde Park Blvd C (23) B (20) C (22)	B (14)				
67 <sup>th</sup> St					
• East End Ave * B (12) B (14) B (12)	B (14)				
• Cregier Ave * B (13) B (13) B (13)	B (13)				
• Jeffery Ave B (20) B (19) B (19)	C (21)				
D (17) D (10)	B (18)				
• South Shore Dr B (17) B (19) A (9)	Marquette Dr				
Marquette Dr	Closed				
Marquette Dr  ■ Richards Dr (West) Closed					
Marquette Dr  ● Richards Dr (West) Closed	Closed				
Marquette Dr  ● Richards Dr (West) Closed	Closed A (7)				
Marquette Dr  Richards Dr (West) Richards Dr (East) La Rabida Entrance Richards Drive  Marquette Dr  Closed  A (7) A (7)  A (7)	A (7)				
Marquette Dr  Richards Dr (West) Richards Dr (East) La Rabida Entrance Richards Drive Marquette Dr (North) Closed Closed A (7) A (7) Closed					
Marquette Dr  Richards Dr (West) Richards Dr (East) La Rabida Entrance Richards Drive Marquette Dr (North) Hayes Dr  Richards Drive A* (9) R* (15) A (8)	A (7)				
Marquette Dr  Richards Dr (West) Richards Dr (East) La Rabida Entrance Richards Drive Marquette Dr (North) Hayes Dr  A* (9)  B* (15) A (8)	A (7)  Closed  B (10)				
Marquette DrClosed● Richards Dr (West)Closed● Richards Dr (East)Closed● La Rabida EntranceB (14)A (7)A (7)Richards DriveMarquette Dr (North)Closed● Hayes DrA* (9)B* (15)A (8)	A (7)				

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 5 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.6.4. Conclusion

As shown in Table 7, reconfiguring Hayes Drive and signalizing the Hayes/Richards Drive intersection alone will not address the operational needs in the project area, as Alternative 5 results in multiple failing intersection levels of service. Therefore, Alternative 5 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 5 be dropped from further consideration.

# 5.7. Alternative 6 – Mobility Improvement: Widen Lake Shore Drive/Widen Stony Island Avenue

Alternative 6 converts 4.5 acres of Section 4(f) land to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street, to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation, and to reconfigure the Hayes Drive/Richards Drive intersection. This alternative also involves 2.6 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 6. Therefore, Alternative 6 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 6 will not be carried forward for detailed analysis, however, additional improvements from other Build alternatives will be considered to attempt to address the remaining mobility problems within the study area.

The analysis of Alternative 6 is described below.

# 5.7.1. Objective of Alternative

Alternative 6 combines the features of Alternatives 3 (Widen Lake Shore Drive) and 4 (Widen Stony Island Avenue) to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures. The primary objective of Alternative 6 is to redistribute traffic that currently uses Cornell Drive onto Stony Island Avenue and Lake Shore Drive without affecting other roadways located within Jackson Park. Alternative 6 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

# 5.7.2. Description of Alternative

The improvements included in Alternative 6 can be found on Exhibit 25 and are described below:

#### **Capacity Improvements**

# Lake Shore Drive - 57th Drive to Hayes Drive

 This existing section of Lake Shore Drive consists of three northbound and two southbound travel lanes. This section would be widened to the west to add an additional southbound travel lane, resulting in a proposed section that consists of three northbound and three southbound travel lanes. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

# Stony Island Avenue - Midway Plaisance to 65<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of one lane each direction with on-street parking on each side. This section would be widened to the east to avoid impacts to residential properties on the west side of Stony Island Avenue. The widening consists of adding one southbound lane, one northbound lane, a center raised median with left turn lanes, and space for bus loading lanes. The proposed Stony Island Avenue section then consists of two lanes in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

# Stony Island Avenue - 65th Street to 67th Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to the east to avoid impacts to residential and commercial properties on the west side of Stony Island Avenue. The widening will add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

# **Bridge Modifications**

#### **Lake Shore Drive**

Widen the 59<sup>th</sup> Street underpass, the 59<sup>th</sup> Street Lagoon Inlet Bridge, and the 63<sup>rd</sup> Street underpass to accommodate the additional southbound lane proposed along the west side of Lake Shore Drive. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and re-time the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive and new turn lanes. Also, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on across south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, re-time the traffic signal to optimize signal operations.

#### **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and turning lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), widen the intersection to accommodate the additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and shift the east leg to the north to provide better alignment for the westbound through movement across the intersection. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide additional turn lanes. Modernize the traffic signal installation and retime the signal to optimize operations.

- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

# 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

#### Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street

- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Stony Island Avenue at North Midway Plaisance
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street

# 5.7.3. Performance Analysis of Alternative 6

The mobility improvement that widens Lake Shore Drive between 57<sup>th</sup> and Hayes Drives and which widens Stony Island Avenue between 59<sup>th</sup> and 67<sup>th</sup> Streets (Alternative 6) attempts to accommodate diverted traffic flows on portions of Lake Shore Drive and Stony Island Avenue (see Exhibit 25). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive.

Exhibit 26 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 6. The majority of diverted traffic is expected to utilize Lake Shore Drive, Hayes, Cornell and Stony Island Avenue with the Alternative 6 roadway improvements. Exhibit 27 depicts intersection Levels of Service at key locations within the project area. Table 8 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 8
Alternative 6 Operational Performance Summary (2040)

Alternative 6 Operational Performance Summary (2040)					
	Intersection Level of Service and Delay (sec./veh				
Intersection		No-Action		Alterna	
		Altern		Mobility Improvement	
		A.M.	P.M.	A.M.	P.M.
		Peak	Peak	Peak	Peak
Lake Sh	nore Drive	Г	Γ	T	
•	Marquette Dr	C (22)	C (24)	C (35)	B (20)
•	Hayes Dr	F (**)	F (**)	F (**)	B (16)
•	Science Dr	B (19)	F (**)	A (4)	A (3)
•	57 <sup>th</sup> Dr	B (13)	F (**)	B (13)	B (13)
Stony Is	sland Avenue				
•	67 <sup>th</sup> St	F (**)	F (**)	C (31)	C (29)
•	Marquette Dr	D (50)	B (15)	C (21)	B (12)
•	65 <sup>th</sup> Pl	F (**)	C (30)	A (7)	B (11)
•	64 <sup>th</sup> St	F* (**)	F* (**)	A (6)	A (7)
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (25)	B (19)
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/I	Right-out
•	S Midway Plaisance (EB)	B (13)	C (31)	B (15)	B (18)
•	N Midway Plaisance (WB)	F (**)	C (32)	C (24)	B (19)
•	59 <sup>th</sup> St	F (**)	C (24)	Right-in/l	Right-out
•	57 <sup>th</sup> St	F (**)	F (**)	C (22)	B (19)
•	56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)
Cornell	Drive/57 <sup>th</sup> Drive				
•	67 <sup>th</sup> St	Clos	sed	Clo.	sed
•	Marquette Drive	Clos	sed	Clo.	sed
•	Hayes Dr	F (**)	F (**)	B (13)	F (**)
•	S Midway Plaisance (EB)	Clos	sed	Clos	sed
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	A (7)	C (20)
•	Hyde Park Blvd	C (23)	B (20)	C (22)	B (13)
67 <sup>th</sup> St	•				
•	East End Ave *	B (12)	B (14)	B (12)	B (14)
•	Cregier Ave *	B (13)	B (13)	B (13)	B (13)
•	Jeffery Ave	B (20)	B (19)	C (20)	C (22)
•	South Shore Dr	B (17)	B (19)	A (9)	B (17)
Marque					. ,
•	Richards Dr (West)	Clos	sed	Clo.	sed
•	Richards Dr (East)	Clos			sed
•	La Rabida Entrance	B (14)	A (7)	A (5)	A (8)
Richard		, ,	, , ,	, ,	. ,
•	Marquette Dr (North)	Clos	sed	Clos	sed
•	Hayes Dr	A* (9)	B* (15)	A (9)	A (9)
56 <sup>th</sup> St	·	` '	. ,	. ,	. ,
•	Hyde Park Blvd *	B (12)	B (12)	B (12)	B (12)
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)
		1 1-7	. ,	ι - ,	٠,

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 6 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.7.4. Conclusion

As shown in Table 8, improving capacity along Lake Shore Drive and Stony Island Avenue without improving Hayes Drive between them will not fully address the operational needs in the project area, as Alternative 6 results in multiple failing intersection levels of service. Therefore, Alternative 6 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 6 be dropped from further consideration.

# 5.8. Alternative 7 – Mobility Improvement: Widen Lake Shore Drive/Reconfigure Hayes Drive

Alternative 7 converts 3.2 acres of Section 4(f) land to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to reconfigure Hayes Drive at the Lake Shore Drive, Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. This alternative also involves 3.6 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 7. Therefore, Alternative 7 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 7 will not be carried forward for detailed analysis, however, additional improvements from other Build alternatives will be considered to attempt to address the remaining mobility problems within the study area.

The analysis of Alternative 7 is described below.

#### 5.8.1. Objective of Alternative

Alternative 7 combines the features of Alternatives 3 and 5 to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures. The primary objective of Alternative 7 is to redistribute traffic that currently uses Cornell Drive onto and Lake Shore Drive and Hayes Drive without affecting other roadways located within Jackson Park. Alternative 7 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

# **5.8.2.** Description of Alternative

The improvements included in Alternative 7 can be found on Exhibit 28 and are described below:

# **Capacity Improvements**

#### Lake Shore Drive – 57<sup>th</sup> Drive to Hayes Drive

 This existing section of Lake Shore Drive consists of three northbound and two southbound travel lanes. This section would be widened to the west to add an additional southbound travel lane, resulting in a proposed section that consists of three northbound and three southbound travel lanes. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

# Hayes Drive - Cornell Drive to Lake Shore Drive

• This existing section of Hayes Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

# Cornell Drive - Hayes Drive to Stony Island Avenue

This existing section of Cornell Drive consists of three southbound-only travel lanes. This section
would be widened to the east to accommodate an additional lane and converted to two-way
traffic, resulting in the proposed section that consists of two southbound and two northbound
lanes.

# **Bridge Modifications**

#### **Lake Shore Drive**

• Widen the 59<sup>th</sup> Street underpass, the 59<sup>th</sup> Street Lagoon Inlet Bridge, and the 63<sup>rd</sup> Street underpass to accommodate the additional southbound lane proposed along the west side of Lake Shore Drive. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and re-time the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive, the two new through lanes on Hayes Drive, and new turn lanes. Also, modernize

the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on across south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection (reference Exhibit 29). Realign the existing section
  of Hayes Drive between Stony Island Avenue and Cornell Drive to create a signalized Tintersection with the realigned Hayes Drive-Cornell Drive through movement.

# **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), convert North Midway Plaisance east of Stony Island Avenue to two-way by widening to provide two lanes in each direction. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At 63<sup>rd</sup> Street/Hayes Drive, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to convert Cornell Drive east of Stony Island Avenue to two-way and to provide additional turn lanes. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57<sup>th</sup> Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

• At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.

• At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

# 67<sup>th</sup> Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

# Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Haves Drive
- Pedestrian underpasses at the following locations:
  - o Two legs of the Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Hayes Drive at Richards Drive

#### 5.8.3. Performance Analysis of Alternative 7

The mobility improvement that widens Lake Shore Drive between 57<sup>th</sup> and Hayes Drives and which reconfigures Hayes Drive between Stony Island Avenue and Lake Shore Drive (Alternative 7) attempts to accommodate diverted traffic flows on portions of Lake Shore Drive and Hayes Drive (see Exhibit 28). Also included are improvements to Cornell Drive south of Hayes and Stony Island Avenue south of Cornell.

Exhibit 29 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 7. The majority of diverted traffic is expected to utilize Lake Shore Drive, Hayes, Cornell and Stony Island Avenue with the Alternative 7 roadway improvements. Exhibit 30

depicts intersection Levels of Service at key locations within the project area. Table 9 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 9
Alternative 7 Operational Performance Summary (2040)

Intersection
A.M.   Peak
A.M.   Peak
Peak   Peak   Peak   Peak   Peak   Lake Shore Drive
<ul> <li>Marquette Dr</li> <li>C (22)</li> <li>C (24)</li> <li>C (32)</li> <li>C (25)</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (28)</li> <li>B (17)</li> <li>Science Dr</li> <li>B (19)</li> <li>F (**)</li> <li>A (4)</li> <li>A (1)</li> <li>57<sup>th</sup> Dr</li> <li>B (13)</li> <li>F (**)</li> <li>A (9)</li> <li>B (17)</li> <li>Stony Island Avenue</li> <li>67<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (15)</li> <li>F (**)</li> <li>B (11)</li> <li>65<sup>th</sup> Pl</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>A (10)</li> <li>B (15)</li> <li>G (24)</li> <li>B (19)</li> <li>G (3<sup>th</sup> St)/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>G (3<sup>th</sup> St)/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>G (3<sup>th</sup> St)</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>D (32)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>60<sup>th</sup> St</li> <li>C (25)</li></ul>
<ul> <li>Marquette Dr</li> <li>C (22)</li> <li>C (24)</li> <li>C (32)</li> <li>C (25)</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (28)</li> <li>B (17)</li> <li>Science Dr</li> <li>B (19)</li> <li>F (**)</li> <li>A (4)</li> <li>A (1)</li> <li>57<sup>th</sup> Dr</li> <li>B (13)</li> <li>F (**)</li> <li>A (9)</li> <li>B (17)</li> <li>Stony Island Avenue</li> <li>67<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>65<sup>th</sup> Pl</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>63<sup>rd</sup> St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60<sup>th</sup> St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (13)</li> <li>D (32)</li> <li>D (29)</li> </ul> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>67<sup>th</sup> St</li> <li>C (25)</li> <li>B (11)</li> <li>B (15)</li> <li>B (11)</li> <li>B (15)</li> <li>B (14)</li> <li>B (13)</li> <li>B (14)</li> <li>C (23)</li> <li>B (14)</li> <li>B (13)</li> <li>B (14)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>B (14)</li> <li>B (13)</li> <li>B (14)</li> <li>D (54)</li> <li>A (8)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)&lt;</li>
<ul> <li>Hayes Dr</li> <li>Science Dr</li> <li>B (19)</li> <li>F (**)</li> <li>A (4)</li> <li>A (1)</li> <li>57<sup>th</sup> Dr</li> <li>B (13)</li> <li>F (**)</li> <li>A (9)</li> <li>B (17)</li> <li>Stony Island Avenue</li> <li>67<sup>th</sup> St</li> <li>F (**)</li> <li>B (11)</li> <li>65<sup>th</sup> PI</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>63<sup>rd</sup> St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60<sup>th</sup> St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)&lt;</li></ul>
<ul> <li>Science Dr</li> <li>B (19)</li> <li>F (**)</li> <li>A (4)</li> <li>A (1)</li> <li>57<sup>th</sup> Dr</li> <li>B (13)</li> <li>F (**)</li> <li>A (9)</li> <li>B (17)</li> <li>Stony Island Avenue</li> <li>67<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>65<sup>th</sup> PI</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>64<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>A (10)</li> <li>B (15)</li> <li>63<sup>rd</sup> St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60<sup>th</sup> St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>50<sup>th</sup> St</li> <li>C (24)</li> <li>C (24)</li> <li>C (23)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (29)</li> </ul> Cornell Drive/57 <sup>th</sup> Drive <ul> <li>67<sup>th</sup> St</li> <li>C (losed</li> <li>C (23)</li> <li>B (11)</li> <li>B (15)</li> <li>B (11)</li> <li>B (15)</li> <li>B (14)</li> <li>B (13)</li> <li>B (14)</li> <li>C (regier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>D (4)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
• 57 <sup>th</sup> Dr         B (13)         F (**)         A (9)         B (17)           Stony Island Avenue         • 67 <sup>th</sup> St         F (**)         F (**)         F (**)         C (22)           • Marquette Dr         D (50)         B (15)         F (**)         B (11)           • 65 <sup>th</sup> Pl         F (**)         C (30)         A (8)         A (10)           • 64 <sup>th</sup> St         F* (**)         F (**)         A (10)         B (15)           • 63 <sup>rd</sup> St/Hayes Dr         F (**)         F (**)         C (24)         B (19)           • 60 <sup>th</sup> St         C (20)         B (12)         Right-in/Right-out           • S Midway Plaisance (EB)         B (13)         C (31)         B (18)         C (22)           • N Midway Plaisance (WB)         F (**)         C (24)         Right-in/Right-out         S (25)         E (24)         Right-in/Right-out         S (25)         E (24)         C (23)         B (13)         A (10)         E (24)         E (24)         C (24)         C (24)         C (23)         E (24)         C (24)         C (23)         E (24)         E (24)         E (24)         E (24)         E (24)         E (24)         E (25)         E (24)         E (24)         E (24)         E (24)         E (24)         E (24)
<ul> <li>67th St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>65th Pl</li> <li>F (**)</li> <li>F (**)</li> <li>C (30)</li> <li>A (8)</li> <li>A (10)</li> <li>64th St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>A (10)</li> <li>B (15)</li> <li>63rd St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60th St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59th St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>57th St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57th Drive</li> <li>67th St</li> <li>C (25ed</li> <li>E (25ed</li></ul>
<ul> <li>67th St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>65th Pl</li> <li>F (**)</li> <li>F (**)</li> <li>C (30)</li> <li>A (8)</li> <li>A (10)</li> <li>64th St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>A (10)</li> <li>B (15)</li> <li>63rd St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60th St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>59th St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>57th St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57th Drive</li> <li>67th St</li> <li>C (25ed</li> <li>E (25ed</li></ul>
● 65 <sup>th</sup> PI
● 65 <sup>th</sup> PI
<ul> <li>64th St</li> <li>63rd St/Hayes Dr</li> <li>60th St</li> <li>C(20)</li> <li>B(12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>F(**)</li> <li>C(31)</li> <li>B(18)</li> <li>C(22)</li> <li>N Midway Plaisance (WB)</li> <li>F(**)</li> <li>C(32)</li> <li>B(13)</li> <li>A(10)</li> <li>59th St</li> <li>F(**)</li> <li>C(24)</li> <li>Right-in/Right-out</li> <li>57th St</li> <li>F(**)</li> <li>C(24)</li> <li>Right-in/Right-out</li> <li>57th St</li> <li>F(**)</li> <li>F(**)</li> <li>C(24)</li> <li>C(23)</li> <li>56th St*</li> <li>D(32)</li> <li>D(31)</li> <li>D(32)</li> <li>D(29)</li> <li>Cornell Drive/57th Drive</li> <li>67th St</li> <li>Marquette Drive</li> <li>Closed</li> <li>Closed</li> <li>Hayes Dr</li> <li>F(**)</li> <li>F(**)</li> <li>F(**)</li> <li>B(11)</li> <li>B(15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>T(**)</li> <li>B(11)</li> <li>B(15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>B(11)</li> <li>B(15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>B(11)</li> <li>B(15)</li> <li>B(11)</li> <li>B(15)</li> <li>B(11)</li> <li>B(15)</li> <li>B(14)</li> <li>C(23)</li> <li>B(20)</li> <li>B(14)</li> <li>B(13)</li> <li>B(14)</li> <li>Jeffery Ave</li> <li>B(17)</li> <li>B(19)</li> <li>A(9)</li> <li>B(12)</li> </ul>
<ul> <li>63rd St/Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>B (19)</li> <li>60th St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (32)</li> <li>B (13)</li> <li>A (10)</li> <li>59th St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>57th St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>56th St *</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <l< td=""></l<></ul>
<ul> <li>● 60<sup>th</sup> St</li> <li>C (20)</li> <li>B (12)</li> <li>Right-in/Right-out</li> <li>S Midway Plaisance (EB)</li> <li>B (13)</li> <li>C (31)</li> <li>B (18)</li> <li>C (22)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (32)</li> <li>B (13)</li> <li>A (10)</li> <li>• 59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>• 57<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>• 56<sup>th</sup> St *</li> <li>D (32)</li> <li>D (32)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>• 67<sup>th</sup> St</li> <li>C Closed</li> <li>C Closed</li> <li>C Closed</li> <li>E All Discosed</li> <li>C Closed</li> <li>C Closed</li> <li>C Closed</li> <li>C Closed</li> <li>C Closed</li> <li>C Closed</li> <li>E S Midway Plaisance (EB)</li> <li>C Closed</li> <li>E S Midway Plaisance (EB)</li> <li>C Closed</li> <li>E Closed</li> <li>C Closed</li> <li>C Closed</li> <li>E A (8)</li> <li>C (23)</li> <li>E Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>E Cregier Ave *</li> <li>B (13)</li> <li>B (14)</li> <li>E Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>E South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>S Midway Plaisance (EB)</li> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (32)</li> <li>B (13)</li> <li>A (10)</li> <li>59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>57<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (24)</li> <li>C (23)</li> <li>56<sup>th</sup> St *</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>67<sup>th</sup> St</li> <li>Marquette Drive</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>F (**)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>N Midway Plaisance (WB)</li> <li>F (**)</li> <li>C (32)</li> <li>B (13)</li> <li>A (10)</li> <li>S9<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>57<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>S6<sup>th</sup> St *</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>67<sup>th</sup> St</li> <li>Marquette Drive</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>F (**)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>◆ 59<sup>th</sup> St</li> <li>F (**)</li> <li>C (24)</li> <li>Right-in/Right-out</li> <li>◆ 57<sup>th</sup> St</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>C (24)</li> <li>C (23)</li> <li>◆ 56<sup>th</sup> St *</li> <li>D (32)</li> <li>D (31)</li> <li>D (32)</li> <li>D (29)</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>♠ 67<sup>th</sup> St</li> <li>C Closed</li> <li>C Closed</li> <li>← Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>♠ S Midway Plaisance (EB)</li> <li>C Closed</li> <li>♠ 57<sup>th</sup> St/MSI Drop off</li> <li>F (**)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>♠ Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>♠ Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>♠ Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>♠ South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>◆ 56<sup>th</sup> St *</li> <li>Cornell Drive/57<sup>th</sup> Drive</li> <li>◆ 67<sup>th</sup> St</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>67<sup>th</sup> St</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> </ul>
◆ 56 <sup>th</sup> St *         D (32)         D (31)         D (32)         D (29)           Cornell Drive/57 <sup>th</sup> Drive         € 67 <sup>th</sup> St         Closed         Closed           ♠ Marquette Drive         Closed         Closed           ♠ Hayes Dr         F (**)         F (**)         B (11)         B (15)           ♠ S Midway Plaisance (EB)         Closed         Closed           ♠ 57 <sup>th</sup> St/MSI Drop off         F (**)         D (54)         A (8)         C (23)           ♠ Hyde Park Blvd         C (23)         B (20)         C (20)         B (14)           67 <sup>th</sup> St           ♠ East End Ave *         B (12)         B (14)         B (13)         B (14)           ♠ Cregier Ave *         B (13)         B (13)         B (13)         B (14)           ♠ Jeffery Ave         B (20)         B (19)         B (19)         C (21)           ♠ South Shore Dr         B (17)         B (19)         A (9)         B (12)
<ul> <li>◆ 67<sup>th</sup> St</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>S7<sup>th</sup> St/MSI Drop off</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>67<sup>th</sup> St</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>Marquette Drive</li> <li>Closed</li> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>T (**)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>Hayes Dr</li> <li>F (**)</li> <li>F (**)</li> <li>F (**)</li> <li>B (11)</li> <li>B (15)</li> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>Closed</li> <li>C(23)</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>67<sup>th</sup> St</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>B (13)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>S Midway Plaisance (EB)</li> <li>Closed</li> <li>57<sup>th</sup> St/MSI Drop off</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>67<sup>th</sup> St</li> <li>East End Ave *</li> <li>C (23)</li> <li>B (12)</li> <li>B (14)</li> <li>Cregier Ave *</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>S (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>57<sup>th</sup> St/MSI Drop off</li> <li>F (**)</li> <li>D (54)</li> <li>A (8)</li> <li>C (23)</li> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>67<sup>th</sup> St</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
<ul> <li>Hyde Park Blvd</li> <li>C (23)</li> <li>B (20)</li> <li>C (20)</li> <li>B (14)</li> <li>East End Ave *</li> <li>B (12)</li> <li>B (14)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (13)</li> <li>B (14)</li> <li>Jeffery Ave</li> <li>B (20)</li> <li>B (19)</li> <li>B (19)</li> <li>C (21)</li> <li>South Shore Dr</li> <li>B (17)</li> <li>B (19)</li> <li>A (9)</li> <li>B (12)</li> </ul>
67 <sup>th</sup> St
<ul> <li>East End Ave * B (12) B (14) B (13) B (14)</li> <li>Cregier Ave * B (13) B (13) B (13) B (14)</li> <li>Jeffery Ave B (20) B (19) B (19) C (21)</li> <li>South Shore Dr B (17) B (19) A (9) B (12)</li> </ul>
• Cregier Ave *       B (13)       B (13)       B (13)       B (14)         • Jeffery Ave       B (20)       B (19)       B (19)       C (21)         • South Shore Dr       B (17)       B (19)       A (9)       B (12)
◆ Jeffery Ave         B (20)         B (19)         B (19)         C (21)           ◆ South Shore Dr         B (17)         B (19)         A (9)         B (12)
• South Shore Dr B (17) B (19) A (9) B (12)
·
Marquette Dr
Richards Dr (West)     Closed     Closed
Richards Dr (East)     Closed     Closed
• La Rabida Entrance B (14) A (7) A (7) A (7)
Richards Drive
Marquette Dr (North) Closed Closed
• Hayes Dr A* (9) B* (15) A (9) A (9)
56 <sup>th</sup> St
• Hyde Park Blvd * B (12) B (12) B (13)
• Everett Ave * A (8) A (7) A (8) A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 7 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.8.4. Conclusion

As shown in Table 9, improving capacity along Lake Shore Drive and Hayes Drive without improving Stony Island Avenue north of 65<sup>th</sup> Place will not fully address the operational needs in the project area, as Alternative 7 results in multiple failing intersection levels of service. Therefore, Alternative 7 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 7 be dropped from further consideration.

# 5.9. Alternative 8 – Mobility Improvement: Widen Stony Island Avenue/Reconfigure Hayes Drive

Alternative 8 converts 3.9 acres of Section 4(f) land to a transportation use to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street, to reconfigure Hayes Drive at the Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. This alternative also involves 3.7 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Unacceptable operational performance within the study area results from Alternative 8. Therefore, Alternative 8 does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. Alternative 8 will not be carried forward for detailed analysis, however, additional improvements considered in other Build alternatives will be considered to attempt to address the remaining mobility problems within the study area.

The analysis of Alternative 8 is described below.

#### 5.9.1. Objective of Alternative

Alternative 8 combines the features of Alternatives 4 and 5 to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures. The primary objective of Alternative 8 is to redistribute traffic that currently uses Cornell Drive onto Stony Island Avenue and Hayes Drive without affecting other roadways located within Jackson Park. Alternative 8 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

# 5.9.2. Description of Alternative

The improvements included in Alternative 8 can be found on Exhibit 31 and are described below:

#### **Capacity Improvements**

#### Hayes Drive - Cornell Drive to Lake Shore Drive

• This existing section of Hayes Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

#### **Cornell Drive – Hayes Drive to Stony Island Avenue**

This existing section of Cornell Drive consists of three southbound-only travel lanes. This section
would be widened to the east to accommodate an additional lane and converted to two-way
traffic, resulting in the proposed section that consists of two southbound and two northbound
lanes.

#### Stony Island Avenue – Midway Plaisance to 65<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of one lane each direction with on-street parking on each side. This section would be widened to the east to avoid impacts to residential properties on the west side of Stony Island Avenue. The widening consists of adding one southbound lane, one northbound lane, a center raised median with left turn lanes, and space for bus loading lanes. The proposed Stony Island Avenue section then consists of two lanes in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

# Stony Island Avenue - 65th Street to 67th Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to the east to avoid impacts to residential and commercial properties on the west side of Stony Island Avenue. The widening will add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

# **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, re-time the traffic signal to optimize signal operations.
- At Science Drive, re-time the traffic signal to optimize signal operations.

At Hayes Drive, reconfigure the intersection to accommodate two new through lanes on Hayes
Drive. Also, modernize the traffic signal installation and re-time the signal to optimize
operations. Provide a new pedestrian crossing on across south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection (reference Exhibit 32). Realign the existing section
  of Hayes Drive between Stony Island Avenue and Cornell Drive to create a signalized Tintersection with the realigned Hayes Drive-Cornell Drive through movement.

# **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and turning lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), widen the intersection to accommodate the additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and shift the east leg to the north to provide better alignment for the westbound through movement across the intersection. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide additional turn lanes. Modernize the traffic signal installation and retime the signal to optimize operations.
- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island
   Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57<sup>th</sup> Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

# **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

# Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - o Two legs of the Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - o Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Hayes Drive at Richards Drive
  - o Stony Island Avenue at North Midway Plaisance
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street

- Stony Island Avenue at 65<sup>th</sup> Street
- Stony Island Avenue at 65<sup>th</sup> Place
- Stony Island Avenue at Marquette Street

# 5.9.3. Performance Analysis of Alternative 8

The mobility improvement that reconfigures Hayes Drive into a 4-lane roadway and improves Stony Island Avenue (Alternative 8) attempts to accommodate diverted traffic flows primarily on Stony Island Avenue and Hayes Drive (see Exhibit 31). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive.

Exhibit 32 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 8. Despite improvements along much of Stony Island Avenue, the majority of diverted traffic in Alternative 8 is expected to utilize Lake Shore Drive, Hayes and Cornell to access Stony Island Avenue south of 65<sup>th</sup> Place. Exhibit 33 depicts intersection Levels of Service at key locations within the project area. Table 10 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 10
Alternative 8 Operational Performance Summary (2040)

	Intersection Level of Service and Delay (sec./veh.)					
		No-Action		Alternative 8		
Intersection		Alternative		Mobility Improvement		
		A.M.	P.M.	A.M.	P.M.	
		Peak	Peak	Peak	Peak	
Lake Sh	ore Drive					
•	Marquette Dr	C (22)	C (24)	C (32)	C (28)	
•	Hayes Dr	F (**)	F (**)	F (**)	F (**)	
•	Science Dr	B (19)	F (**)	A (4)	F (**)	
•	57 <sup>th</sup> Dr	B (13)	F (**)	A (10)	F (**)	
Stony Is	land Avenue					
•	67 <sup>th</sup> St	F (**)	F (**)	C (31)	C (21)	
•	Marquette Dr	D (50)	B (15)	C (22)	A (9)	
•	65 <sup>th</sup> Pl	F (**)	C (30)	A (9)	B (14)	
•	64 <sup>th</sup> St	F* (**)	F* (**)	A (6)	A (7)	
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (20)	B (14)	
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/I	Right-out	
•	S Midway Plaisance (EB)	B (13)	C (31)	B (10)	B (18)	
•	N Midway Plaisance (WB)	F (**)	C (32)	B (11)	B (12)	
•	59 <sup>th</sup> St	F (**)	C (24)	Right-in/I	Right-out	
•	57 <sup>th</sup> St	F (**)	F (**)	C (21)	C (23)	
•	56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)	
Cornell	Cornell Drive/57 <sup>th</sup> Drive					
•	67 <sup>th</sup> St	Clos	sed	Clos	sed	
•	Marquette Drive	Clos	sed	Clos	sed	
•	Hayes Dr	F (**)	F (**)	B (15)	B (14)	
•	S Midway Plaisance (EB)	Clos	sed	Clos	sed	
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	A (9)	C (23)	
•	Hyde Park Blvd	C (23)	B (20)	C (21)	B (15)	
67 <sup>th</sup> St						
•	East End Ave *	B (12)	B (14)	B (12)	B (14)	
•	Cregier Ave *	B (13)	B (13)	B (13)	B (13)	
•	Jeffery Ave	B (20)	B (19)	B (19)	C (23)	
•	South Shore Dr	B (17)	B (19)	A (9)	B (18)	
Marquette Dr						
•	Richards Dr (West)	Clos		Clos		
•	Richards Dr (East)	Clos	sed	Clos	sed	
•	La Rabida Entrance	B (14)	A (7)	A (7)	A (7)	
Richard						
•	Marquette Dr (North)	Clos		Clos	sed	
•	Hayes Dr	A* (9)	B* (15)	A (8)	A (9)	
56 <sup>th</sup> St			Γ .	T		
1	Hyde Park Blvd *	B (12)	B (12)	B (12)	B (12)	
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)	

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 8 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.9.4. Conclusion

As shown in Table 10, improving capacity along Stony Island Avenue and Hayes Drive does not fully address the operational needs in the project area, as Alternative 8 results in multiple failing intersection levels of service. Therefore, Alternative 8 fails to fully meet the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park. It is recommended that Alternative 8 be dropped from further consideration.

# 5.10. Alternative 9 – Mobility Improvement: Widen Lake Shore Drive/Widen Stony Island Avenue/Reconfigure Hayes Drive

Alternative 9 converts 5.6 acres of Section 4(f) land to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street, to reconfigure Hayes Drive at the Lake Shore Drive, Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. This alternative also involves 3.6 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Alternative 9 meets the project's Purpose and Need by providing improvements to bicyclist and pedestrian access and circulation while also performing with acceptable operations throughout the study area. Therefore, Alternative 9 is recommended to be carried forward for further detailed study.

The analysis of Alternative 9 is described below.

#### **5.10.1.** Objective of Alternative

Alternative 9 combines the features of Alternatives 3 (Widen Lake Shore Drive), 4 (Widen Stony Island Avenue) and 5 (Reconfigure Hayes Drive) to mitigate the impacts of traffic pattern and volume changes resulting from the roadway closures. Separately, Alternatives 3, 4, and 5 do not satisfy the Purpose and Need and result in failing levels of service. The primary objective of Alternative 9 is to combine alternatives to redistribute traffic that currently uses Cornell Drive onto Lake Shore Drive, Stony Island Avenue and Hayes Drive without affecting other roadways located within Jackson Park to achieve

acceptable levels of service. Alternative 9 also incorporates a combination of CMP strategies and operational changes from Alternative 2.

# 5.10.2. Description of Alternative

The improvements included in Alternative 9 can be found on Exhibit 34 and are described below:

# **Capacity Improvements**

# Lake Shore Drive – 57<sup>th</sup> Drive to Hayes Drive

• This existing section of Lake Shore Drive consists of three northbound and two southbound travel lanes. This section would be widened to the west to add an additional southbound travel lane, resulting in a proposed section that consists of three northbound and three southbound travel lanes. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

# Hayes Drive - Cornell Drive to Lake Shore Drive

• This existing section of Hayes Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

# Cornell Drive - Hayes Drive to Stony Island Avenue

This existing section of Cornell Drive consists of three southbound-only travel lanes. This section
would be widened to the east to accommodate an additional lane and converted to two-way
traffic, resulting in the proposed section that consists of two southbound and two northbound
lanes.

# Stony Island Avenue – Midway Plaisance to 65<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of one lane each direction with on-street parking on each side. This section would be widened to the east to avoid impacts to residential properties on the west side of Stony Island Avenue. The widening consists of adding one southbound lane, one northbound lane, a center raised median with left turn lanes, and space for bus loading lanes. The proposed Stony Island Avenue section then consists of two lanes in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

#### Stony Island Avenue – 65<sup>th</sup> Street to 67<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to the east to avoid impacts to residential and commercial properties on the west side of Stony Island Avenue. The widening will add one northbound through lane along

Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

# **Bridge Modifications**

# **Lake Shore Drive**

Widen the 59<sup>th</sup> Street underpass, the 59<sup>th</sup> Street Lagoon Inlet Bridge, and the 63<sup>rd</sup> Street underpass to accommodate the additional southbound lane proposed along the west side of Lake Shore Drive. No work will occur east of Lake Shore Drive to avoid impacts to the Pitcher's (Dune) thistle, a native endangered plant species.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and re-time the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive, the two new through lanes on Hayes Drive, and new turn lanes. Also, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on across south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection (reference Exhibit 35). Realign the existing section
  of Hayes Drive between Stony Island Avenue and Cornell Drive to create a signalized Tintersection with the realigned Hayes Drive-Cornell Drive through movement.

#### **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and turning lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.

- At South Midway Plaisance (eastbound), widen the intersection to accommodate the additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and shift the east leg to the north to provide better alignment for the westbound through movement across the intersection. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide additional turn lanes. Modernize the traffic signal installation and retime the signal to optimize operations.
- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

# **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

#### **Other Capacity Modifications**

#### **Cornell Drive**

 Remove excess capacity ("road diet") from existing Cornell Drive between 57<sup>th</sup> Street/MSI Dropoff and Stony Island Avenue by reducing from two lanes in each direction to one lane in each direction with a center median and 80 new on-street parking spaces.

# Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Hayes Drive
- Pedestrian underpasses at the following locations:
  - o Two legs of the Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - o Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
  - o Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Hayes Drive at Richards Drive
  - Stony Island Avenue at North Midway Plaisance
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marguette Street
  - o Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue

# 5.10.3. Performance Analysis of Alternative 9

The mobility improvement that improves Lake Shore Drive and Stony Island Avenue and which reconfigures Hayes Drive into a 4-lane roadway (Alternative 9) attempts to accommodate diverted traffic flows on all three of those roadways (see Exhibit 34). Also included is realigning and signalizing the Hayes Drive intersection with Richards Drive.

Exhibit 35 depicts the predominant travel patterns and average daily traffic volumes on area roadways that are expected for Alternative 9. Diverted traffic in Alternative 9 is predominantly travels along Lake Shore Drive, Hayes Drive and Stony Island Avenue, however, diverted traffic is dispersed among the improved roadways without overburdening any one roadway. Exhibit 36 depicts intersection Levels of Service at key locations within the project area. Table 11 summarizes the intersection Levels of Service and compares them to levels expected for the No-Action Alternative.

Table 11
Alternative 9 Operational Performance Summary (2040)

	Intersection Level of Service and Delay (sec./veh.)				
		No-Action Alternative 9			
Intersection		Alternative		Mobility Improvements	
		A.M.	P.M.	A.M.	P.M.
		Peak	Peak	Peak	Peak
Lake Sh	ore Drive	l .	I.	•	•
•	Marquette Dr	C (22)	C (24)	C (34)	C (30)
•	Hayes Dr	F (**)	F (**)	C (24)	C (24)
•	Science Dr	B (19)	F (**)	A (4)	A (2)
•	57 <sup>th</sup> Dr	B (13)	F (**)	A (8)	B (17)
Stony Is	sland Avenue		•		
•	67 <sup>th</sup> St	F (**)	F (**)	C (30)	B (19)
•	Marquette Dr	D (50)	B (15)	C (21)	B (11)
•	65 <sup>th</sup> Pl	F (**)	C (30)	A (7)	B (14)
•	64 <sup>th</sup> St	F* (**)	F* (**)	A (7)	A (6)
•	63 <sup>rd</sup> St/Hayes Dr	F (**)	F (**)	C (23)	B (15)
•	60 <sup>th</sup> St	C (20)	B (12)	Right-in/	Right-out
•	S Midway Plaisance (EB)	B (13)	C (31)	B (15)	B (19)
•	N Midway Plaisance (WB)	F (**)	C (32)	B (18)	B (12)
•	59 <sup>th</sup> St	F (**) C (24)		Right-in/Right-out	
•	57 <sup>th</sup> St	F (**)	F (**)	C (21)	B (19)
•	56 <sup>th</sup> St *	D (32)	D (31)	D (32)	D (31)
Cornell Drive/57 <sup>th</sup> Drive					
•	67 <sup>th</sup> St	Closed		Closed	
•	Marquette Drive	Closed		Clo	osed
•	Hayes Dr	F (**)	F (**)	B (11)	B (14)
•	S Midway Plaisance (EB)	Clo	sed	Closed	
•	57 <sup>th</sup> St/MSI Drop off	F (**)	D (54)	A (8)	B (19)
•	Hyde Park Blvd	C (23)	B (20)	B (19)	B (14)
67 <sup>th</sup> St					
•	East End Ave *	B (12)	B (14)	B (12)	B (14)
•	Cregier Ave *	B (13)	B (13)	B (13)	B (13)
•	Jeffery Ave	B (20)	B (19)	C (22)	C (22)
•	South Shore Dr	B (17) B (19)		A (9)	A (9)
Marquette Dr					
•	Richards Dr (West)	Closed		Closed	
•	Richards Dr (East)	Closed		Closed	
•	La Rabida Entrance	B (14) A (7)		A (8)	A (7)
Richard					
•	Marquette Dr (North)		sed	Closed	
•	Hayes Dr	A* (9)	B* (15)	B (11)	A (9)
56 <sup>th</sup> St		Τ .	T .	T .	T .
•	Hyde Park Blvd *	B (12)	B (12)	B (12)	B (12)
•	Everett Ave *	A (8)	A (7)	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

Alternative 9 will also improve pedestrian and bicycle access and circulation by grade separating pedestrian and bicycle movements from heavy traffic flows along Hayes Drive, Jeffrey Drive and South Shore Drive/67<sup>th</sup> Street, providing new trails along Cornell Drive and Hayes Drive, as well as by installing curb extensions and refuge islands along Stony Island Avenue.

#### 5.10.4. Conclusion

As shown in Table 11, improving capacity along Lake Shore Drive, Stony Island Avenue and Hayes Drive fully addresses the operational needs in the project area. All major intersections would operate at desirable Levels of Service with limited traffic congestion. Therefore, Alternative 9 fully meets the project purpose of accommodating changes in travel patterns resulting from closing roadways in Jackson Park and improving pedestrian and bicyclist access and circulation to and from Jackson Park. It is recommended that Alternative 9 be carried forward for further detailed study.

# 6. Section 4(f) Use and Attainment of Purpose and Need

Each of the preliminary alternatives were evaluated to determine if Section 4(f) land would be converted to a transportation use and their ability to meet the project's Purpose and Need. Alternatives that avoided permanently incorporating of Section 4(f) land into a transportation facility were considered first, including the No-Action Alternative and CMP Strategies.

The avoidance alternatives do not meet the project Purpose and Need which would make it unreasonable to proceed with those alternatives. Therefore, additional planning efforts were made to evaluate alternatives to meet the Purpose and Need and minimize the permanent incorporation of Section 4(f) lands into the transportation network. Alternatives that do not satisfy the criteria outlined in the Purpose and Need were dismissed from further consideration.

Table 12 lists all of the alternatives that were considered, the acres of Section 4(f) property that would be required for transportation purposes, the potential acres of Section 4(f) property that would be temporarily occupied during construction of the project, whether the alternatives meet the Purpose and Need, and identifies if the alternatives are being carried forward for further evaluation. The No-Action alternative and Alternative 9 – Widen LSD/Widen Stony Island/Reconfigure Hayes are being carried forward for detailed evaluation.

Table 12
Attainment of Purpose & Need Summary

		<b>.</b>	Purpose & Ne	ed Criteria	
Range of Alternatives	Section 4(f) Land Use for Transportation (acre)	Temporary Occupancy of Section 4(f) Land (acre)	Accommodate Changes in Travel Patterns	Improve Bicycle & Pedestrian Access & Circulation	Further Evaluation
No-Action	0.0	0.0	No	No	Yes
Congestion Management Process Strategies	0.0	2.7	No	Yes	No
Alternative 1 - Alternative Avoiding Parkland Use and Widen Stony Island Avenue*	0.0	0.8	No	No	No
Alternative 2 - Operational Changes to Roadways	0.6	2.7	No	Yes	No
Alternative 3 - Widen	2.0	2.6	No	Yes	No
Alternative 4 - Widen Stony Island	3.1	2.7	No	Yes	No
Alternative 5 - Reconfigure Hayes	1.5	3.7	No	Yes	No
Alternative 6 - Widen LSD/Widen Stony Island	4.5	2.6	No	Yes	No
Alternative 7 - Widen LSD/Reconfigure Hayes	3.2	3.6	No	Yes	No
Alternative 8 - Widen Stony Island/ Reconfigure Hayes	3.9	3.7	No	Yes	No
Alternative 9 - Widen LSD/ Widen Stony Island/ Reconfigure Hayes	5.6	3.6	Yes	Yes	Yes

<sup>\*</sup> This alternative involves removal of two historic buildings protected under Section 4(f).

# 7. Impact Evaluation

A comparison of the impacts associated with the No-Action Alternative and Alternative 9: Mobility Improvements (Lake Shore Drive/Stony Island Avenue/Hayes Drive) is summarized in Table 13. The impacts outlined below are based upon conceptual improvement plans and further design refinements will be made in an effort to reduce overall impacts to the environment.

Table 13
Evaluation Summary

	Evaluation Summary		
Criterion	Impact Measure	No Action Alternative	Alternative 9 Mobility Improvements
Floodplain Impacts	Acre-Feet	0.0	0.032
Wetland Impacts	Acres Filled	0.0	0.0
WOUS Impacts	Acres Filled	0.0	0.040
Parking Loss - On-Street	Number of Spaces	0	81
Section 4(f) Land Conversion – Jackson Park	Acres	0	5.6
Residential Displacements	Number	0	0
Commercial Displacements	Number	0	0
Archaeological Sites listed/eligible for the National Register of Historic Places Effected		No	No
Historic Properties Affected		No	Yes
Noise Impacts	Number of receptors impacted	0	10 to 20
Trees Removed	Number of trees	0	350 to 400
Pedestrian & Bike Safety and Mobility			
Pedestrian underpasses	Number of locations	0	5
Refuge islands	Number of locations	0	9
Curb extensions	Number of locations	0	10
Signalized intersection modernization	Number of locations	0	6
Convert intersection from stop-controlled to signalized	Number of locations	0	2
Additional Trails		No	Yes
Vehicular Safety			
Signalized intersection modernization	Number of locations	0	6
Convert intersection from stop controlled to signalized	Number of locations	0	2
Exclusive turn lanes provided at intersection	Number of locations	0	9
Provide additional capacity	Number of locations	0	15

## 7.1. Evaluation of No-Action Alternative

As summarized in Table 13, the No-Action Alternative does not impact floodplains, wetlands, Waters of the United States (WOUS), archaeological sites, historic architecture/landscape, or trees. The No-Action Alternative does not improve vehicular, pedestrian, and bicyclist safety and mobility.

Exhibit 6 shows the Intersection Levels of Service (LOS) associated with the No-Action Alternative under 2040 Projected Traffic Conditions. Nine signalized intersection LOSs and one all-way stop-controlled intersection LOS in the study area reach an LOS F in the morning peak hour, evening peak hour, or both. At these locations, overall intersection delay has reached or exceeded the delay criteria for an LOS F, or at least one through or turning movement has exceeded its available capacity.

Based upon the evaluation criteria, the No-Action Alternative does not meet the Purpose and Need for the Proposed Action. While the No-Action Alternative does not address the needs for the project, it is presented with the awareness that any Build Alternative would result in impacts to the surrounding environment. The No-Action Alternative is therefore presented as a benchmark by which all proposed Build Alternatives will be compared to determine if roadway improvement benefits outweigh the impacts.

## 7.2. Evaluation of Alternative 9 – Mobility Improvements - Widen Lake Shore Drive/Widen Stony Island/Reconfigure Hayes

Table 13 shows Alternative 9 is anticipated to impact floodplains, and WOUS as a result of the 59<sup>th</sup> Street Harbor Inlet Bridge widening to provide an additional southbound lane along Lake Shore Drive. There are no impacts to wetlands associated with Alternative 9. Parking loss is associated primarily with providing two lanes in each direction along Hayes Drive. Even with the modifications on Cornell Drive between the Midway Plaisance and 57<sup>th</sup> Drive to add 80 free on-street parking spaces, there would be a net loss of 81 parking spaces. The widening and reconfiguring of the roadways results in a conversion of 5.6 acres of Section 4(f) land to transportation use. It is anticipated that historic properties will be affected by Alternative 9. Between 10 to 20 receptors would be impacted by noise. Alternative 9 will require between 350 to 400 tree removals.

Alternative 9 improves pedestrian and bicyclist safety and mobility by providing five grade separations within the park as well as providing trail facilities along Cornell Drive and Hayes Drive. Curb extensions and refuge islands will be provided along Stony Island Avenue to reduce crossing exposure distances and traffic signals will be modernized to provide pedestrian countdown timers and push buttons.

Exhibit 36 shows the intersection LOS within the study area for Alternative 9. Under this alternative, all signalized intersections within the study area operate at LOS C or better during both peak hours. These capacity improvements provide acceptable levels of service in the design year of 2040.

Based upon these evaluation criteria, Alternative 9 acceptably accommodates changes in travel patterns throughout the study area and provides improved pedestrian and bicyclist access and circulation. Therefore, it is determined that Alternative 9 meets the Purpose and Need for the Proposed Action and is recommended to be carried forward for further study.

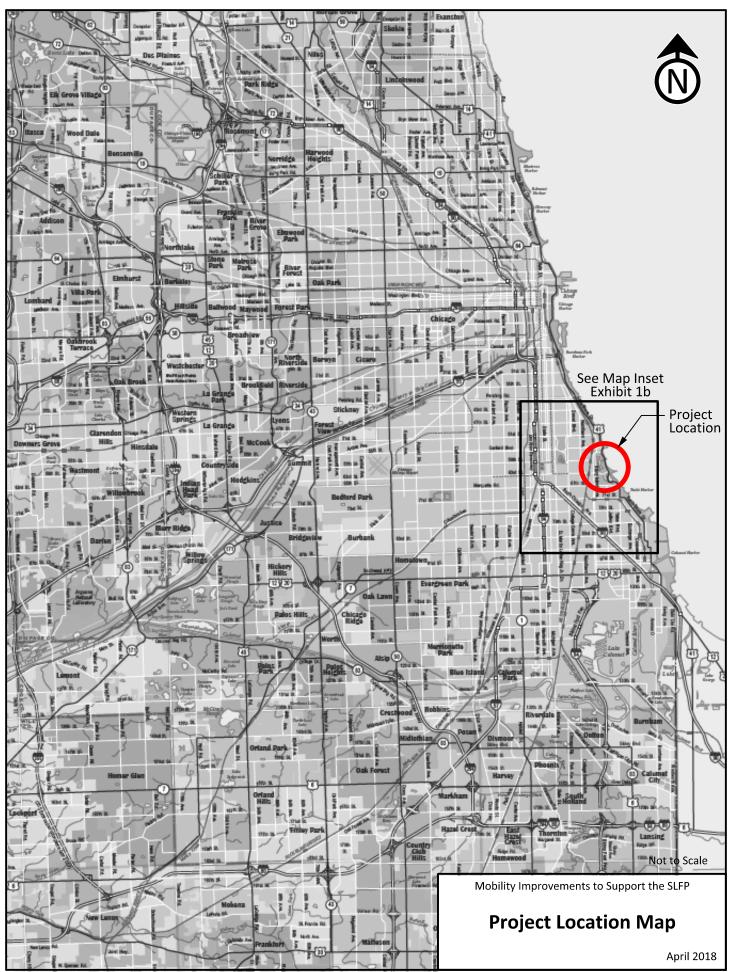
## 8. Summary

The Table 14 summarizes the alternatives that will be carry forward, those alternatives that will be dismissed, and the rationale for each decision.

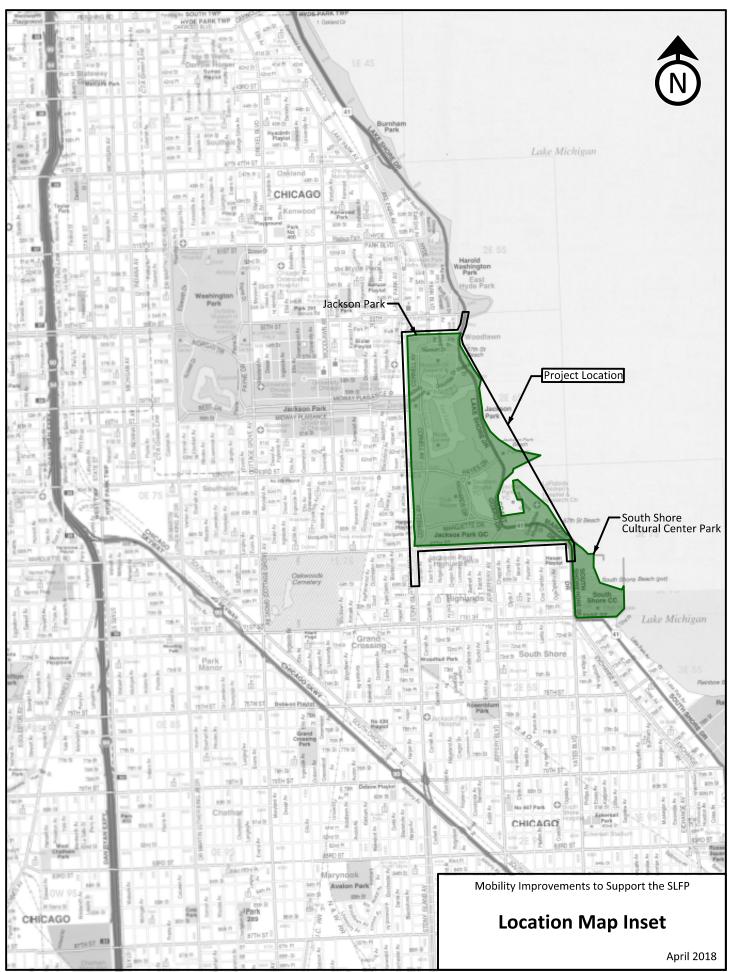
The No-Action Alternative is carried forward to serve as a comparison benchmark. To address the needs identified for the Proposed Action, it is recommended that Alternative 9: Mobility Improvement – Lake Shore Drive/Stony Island Avenue/Hayes Drive be carried forward for detailed evaluation. Additional avoidance and minimization measures will be considered for Section 4(f) resources and other environmental resources during the further development and refinement of the alternatives to be carried forward.

Table 14
Alternatives Summary

Alternative	Recommended Action	Reasoning
No-Action	Carry Forward	Serves as a benchmark to determine if benefits of a Build Alternative outweigh associated impacts.
Congestion Management Process Strategies	Dismiss	Does not meet Purpose & Need as a standalone alternative due to poor operations.
Alternative 1: Alternative Avoiding Park Use	Dismiss	Does not meet Purpose & Need due to poor operations and permanent use of historic properties.
Alternative 2: Operational Changes to Roadways	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 3:  Mobility Improvement –Lake Shore Drive	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 4:  Mobility Improvement – Stony Island Avenue	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 5: Mobility Improvement – Hayes Drive	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 6:  Mobility Improvement – Lake Shore Drive/Stony Island Avenue	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 7: Mobility Improvement –Lake Shore Drive/Hayes Drive	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 8:  Mobility Improvement – Stony Island Avenue/Hayes Drive	Dismiss	Does not meet Purpose & Need due to poor operations.
Alternative 9:  Mobility Improvement – Lake Shore  Drive/Stony Island Avenue/Hayes Drive	Carry Forward	Meets Purpose & Need by accommodating changes in travel patterns and improving bicycle and pedestrian access and circulation.



**Exhibit 1A** 



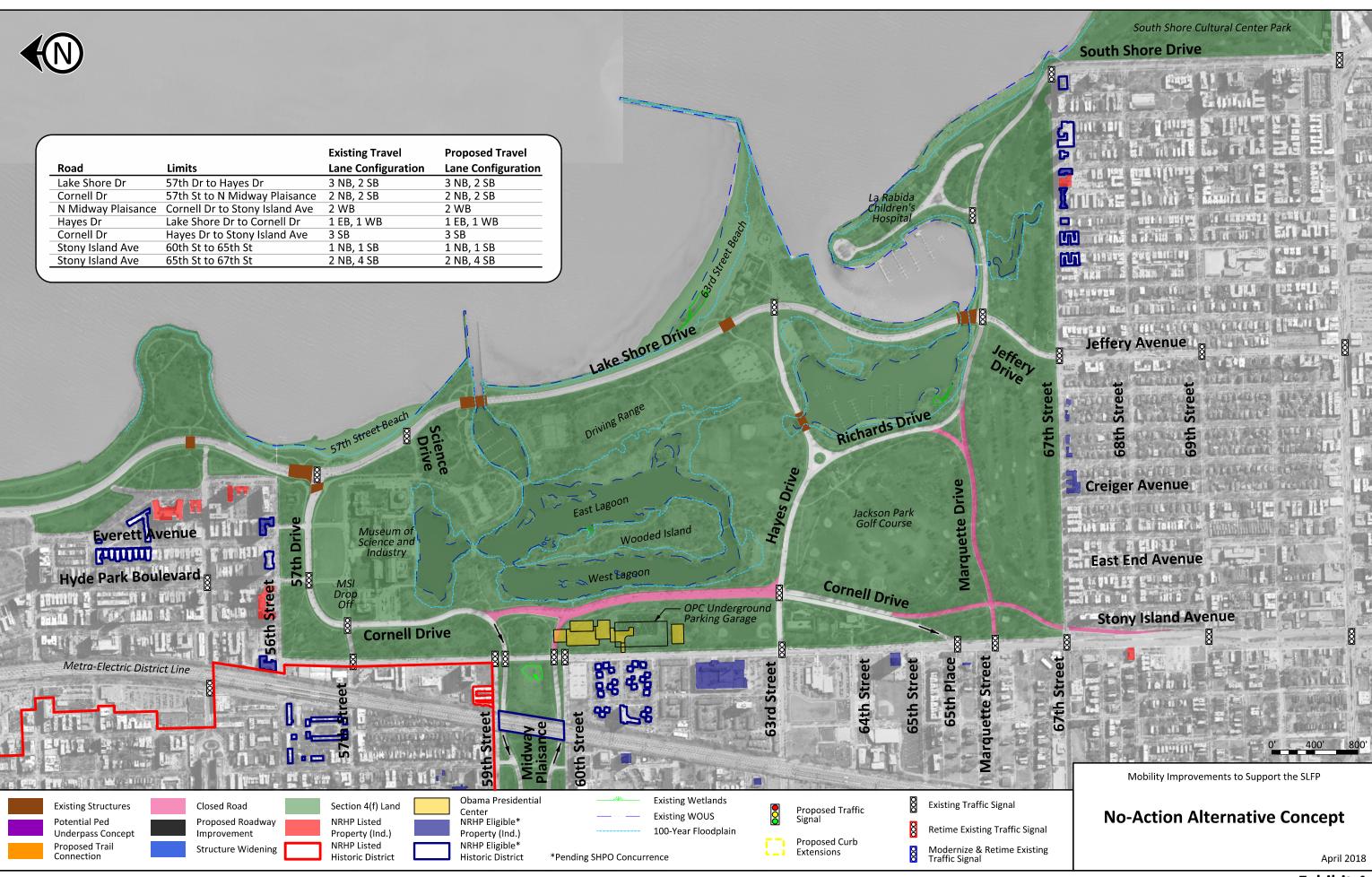
**Exhibit 1B** 



Exhibit 2

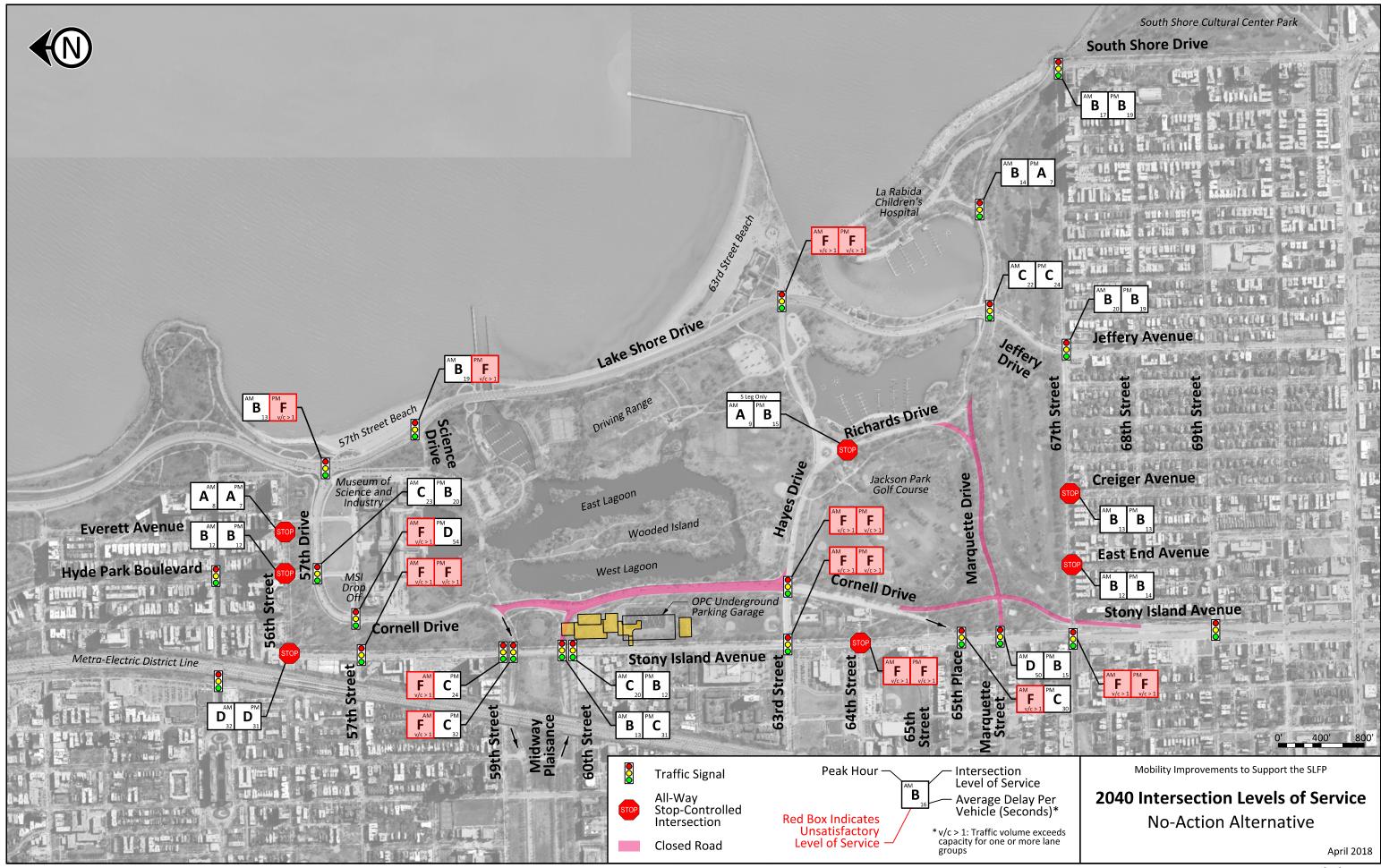


**Exhibit 3** 

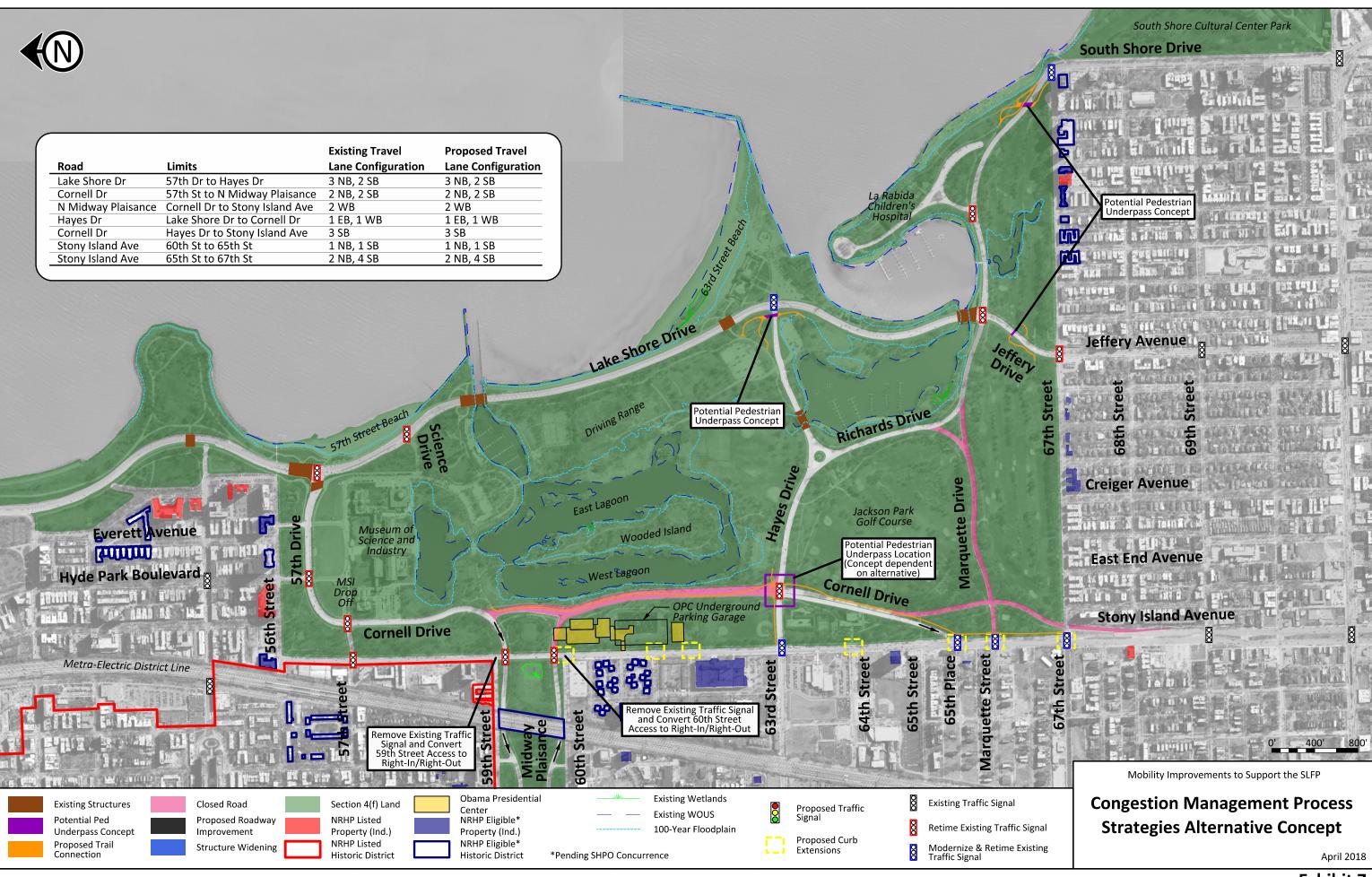




**Exhibit 5** 

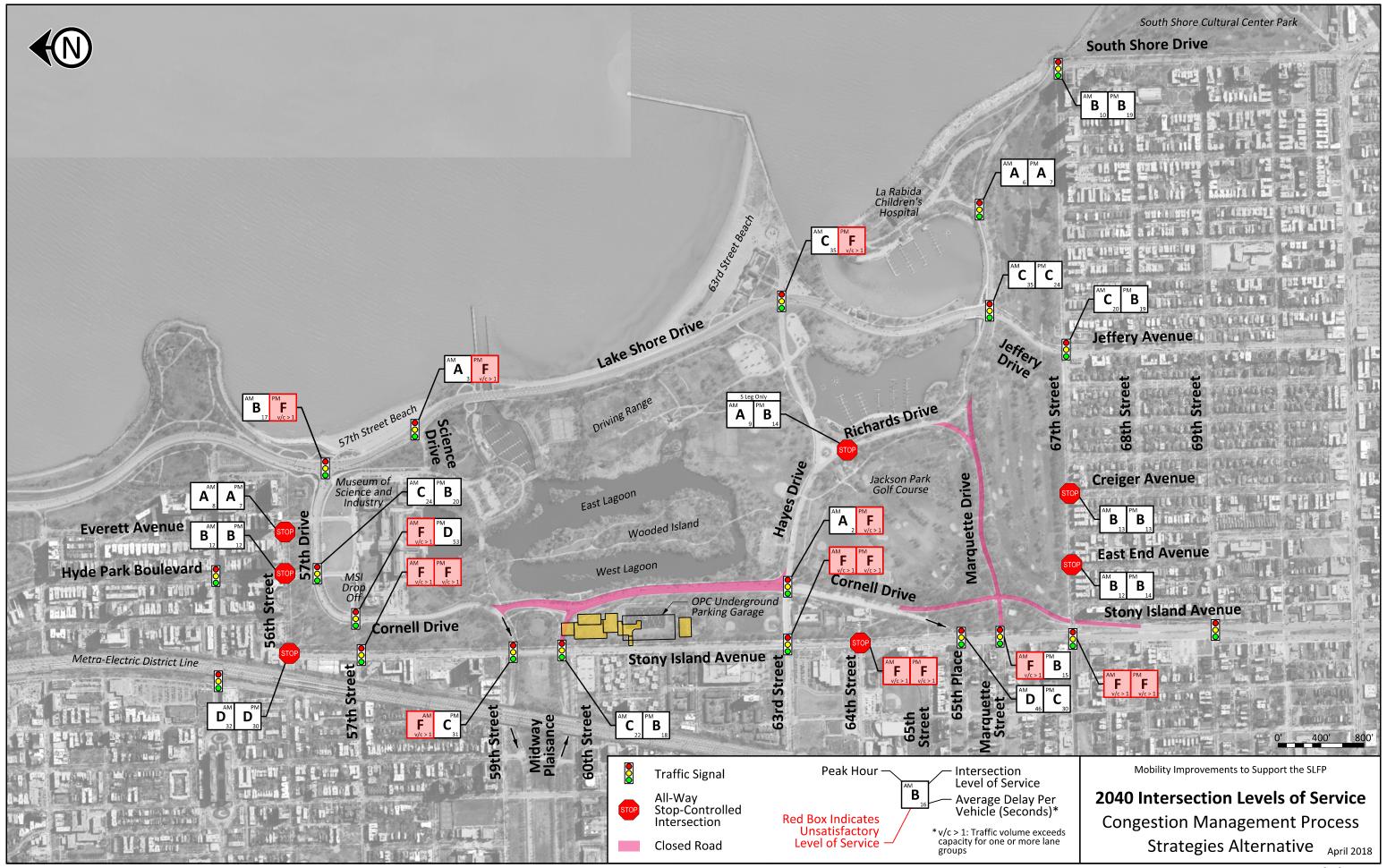


**Exhibit 6** 





**Exhibit 8** 



**Exhibit 9** 

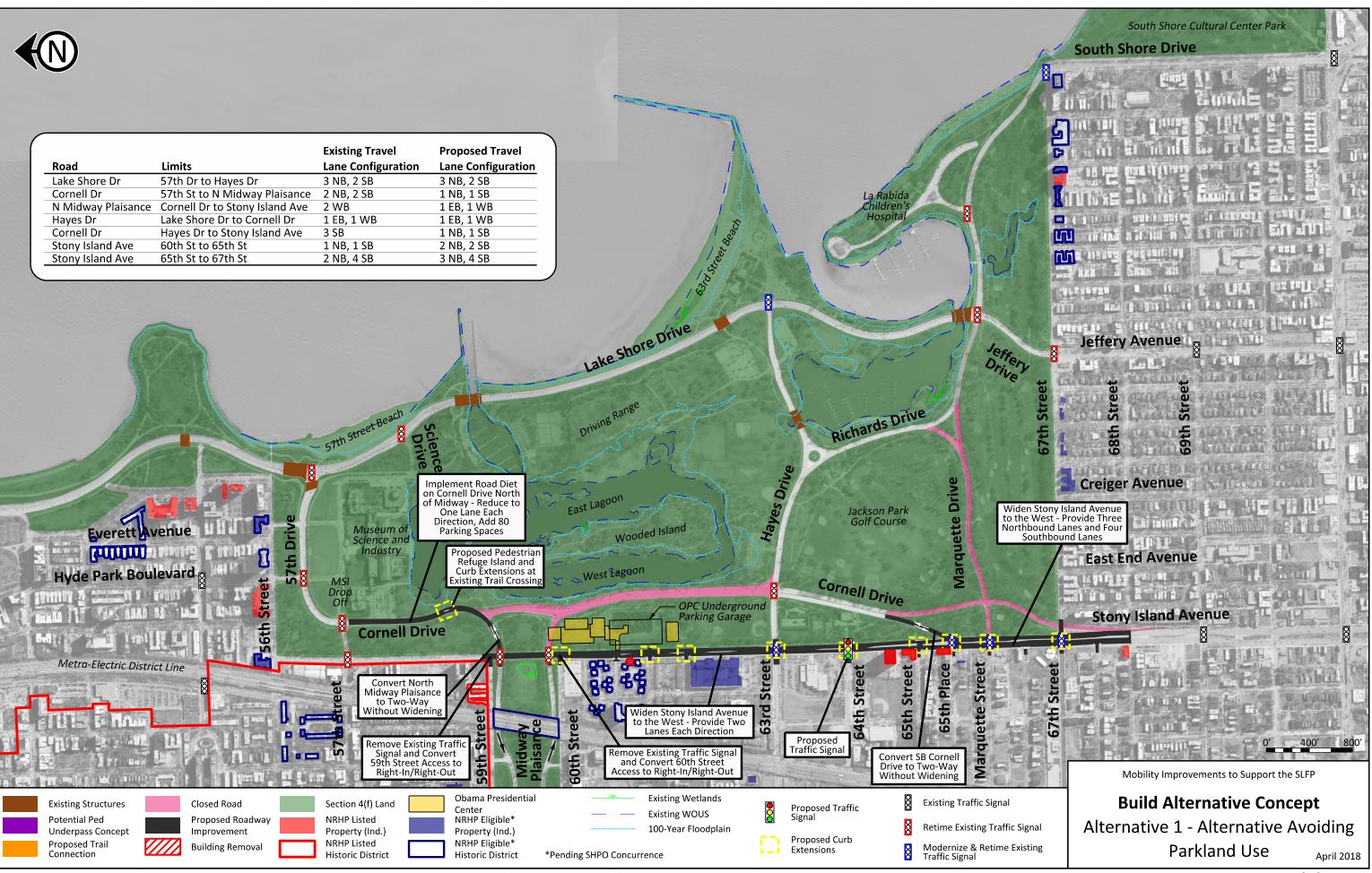


Exhibit 10

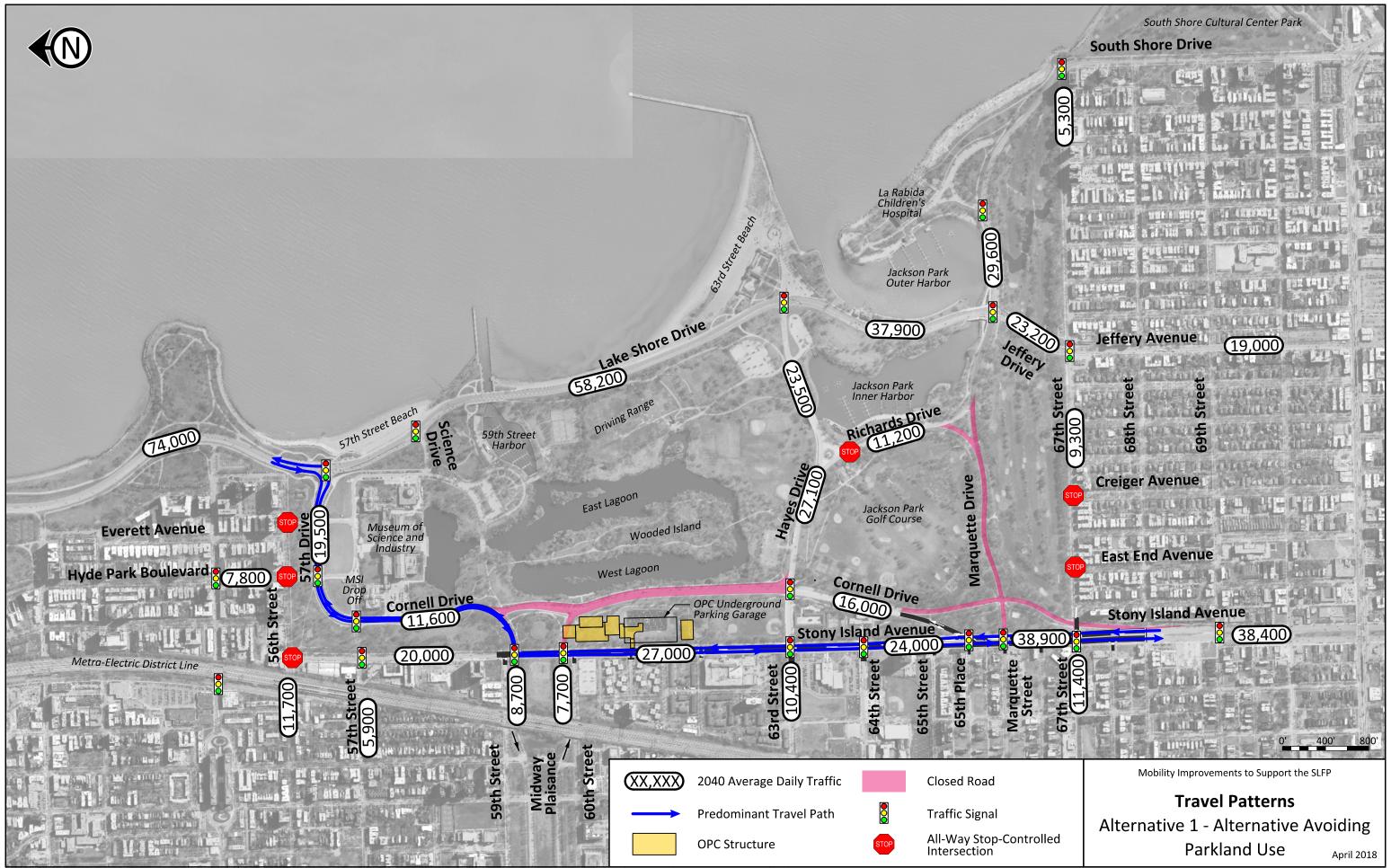


Exhibit 11

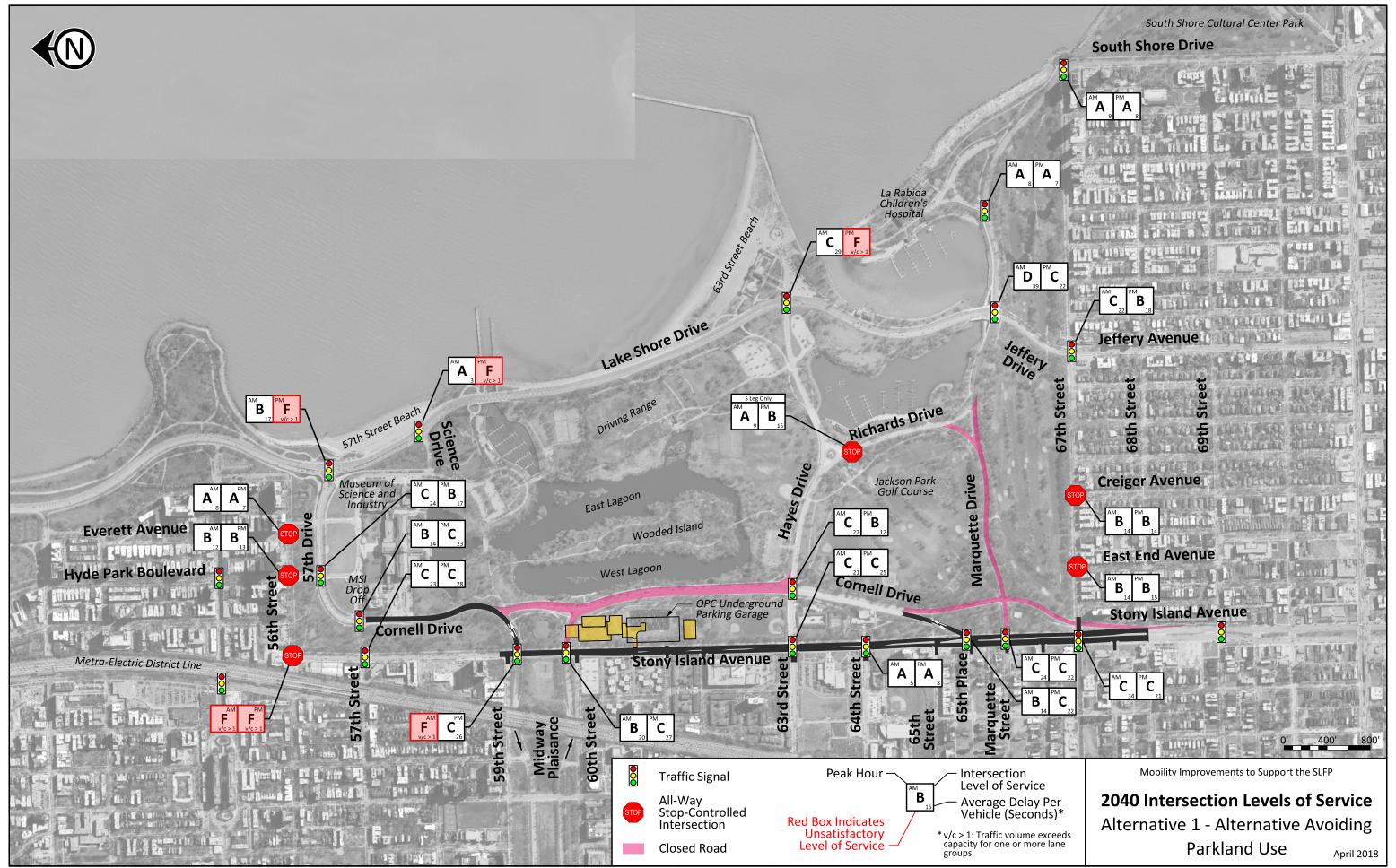
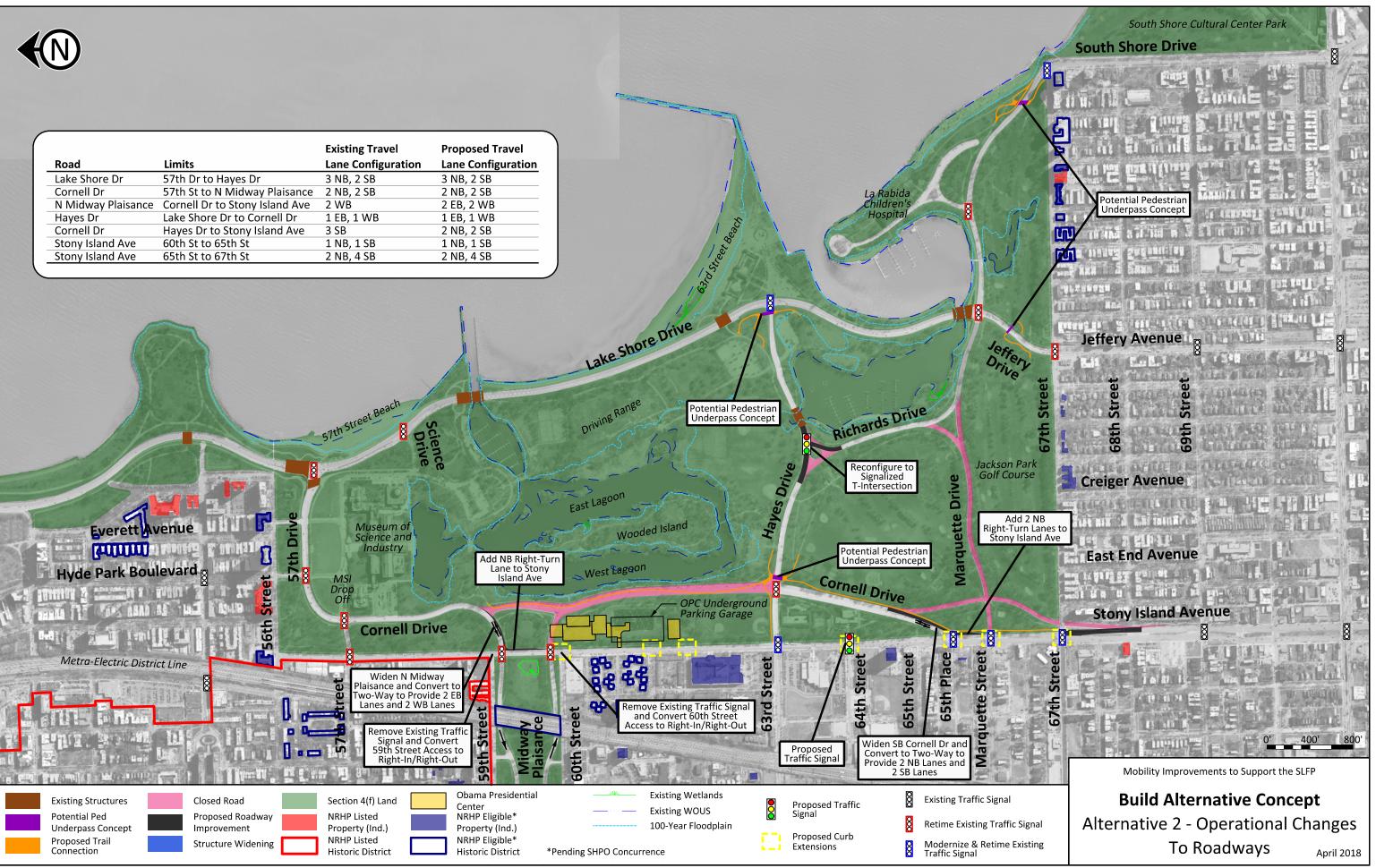


Exhibit 12



**Exhibit 13** 

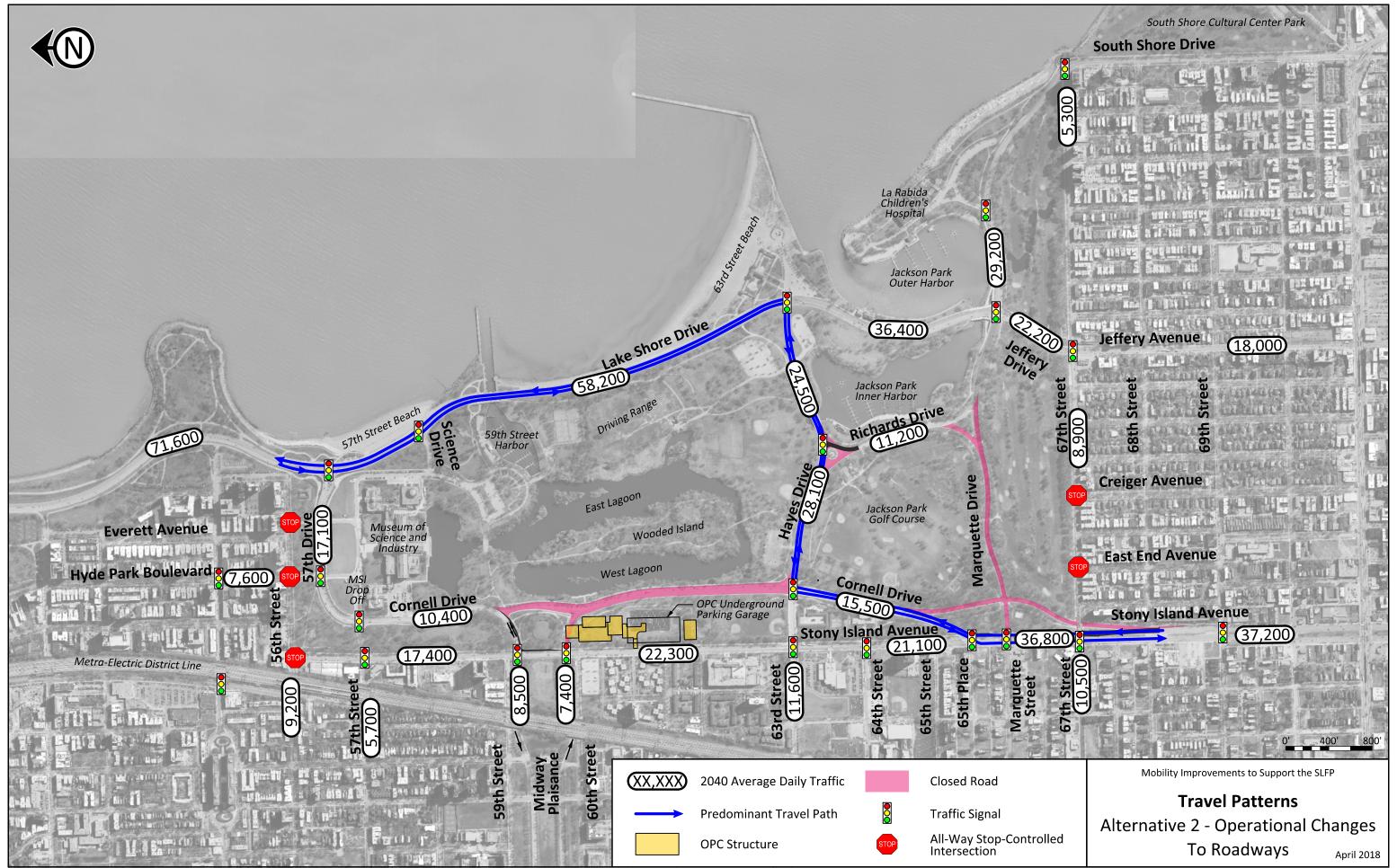


Exhibit 14

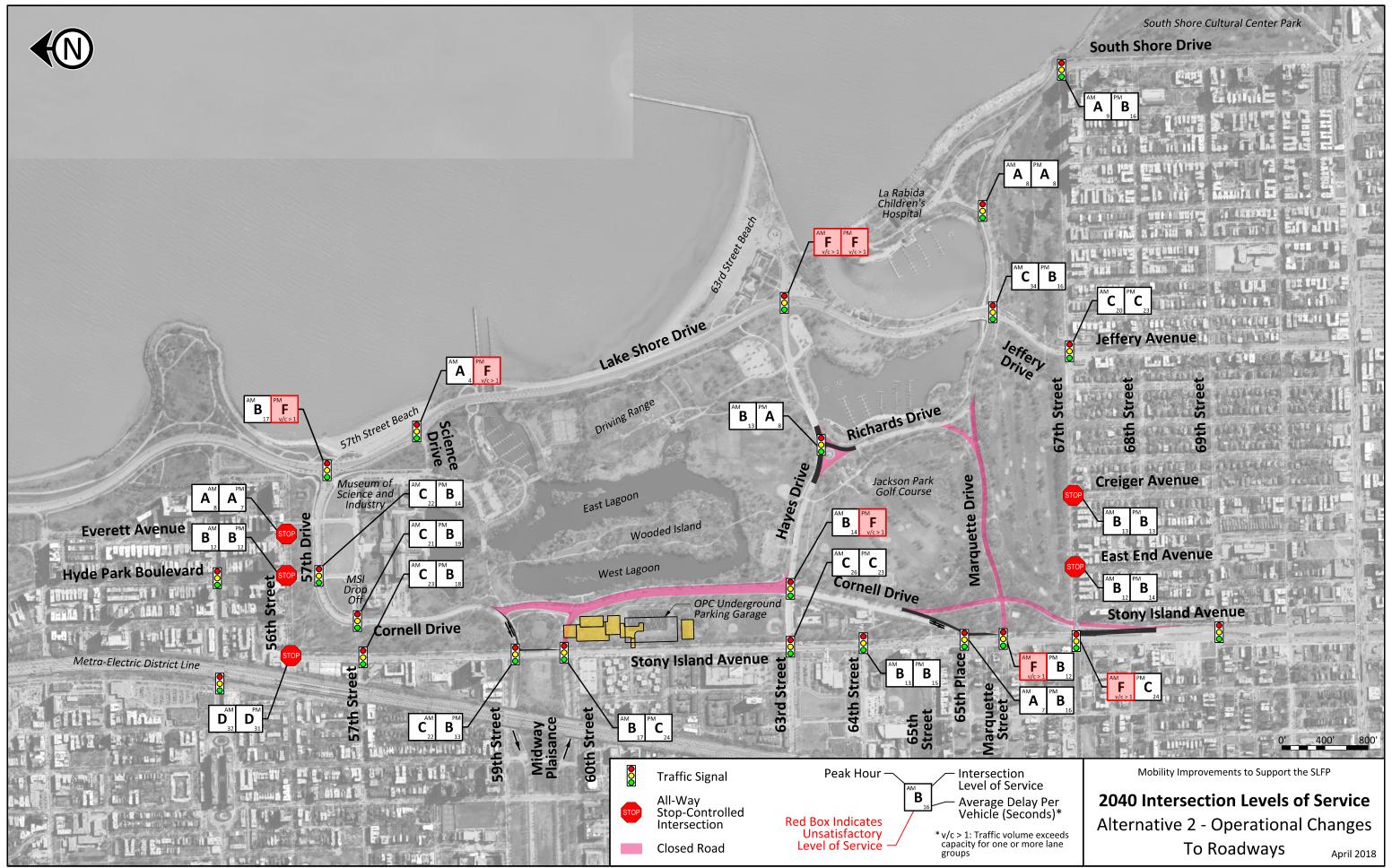


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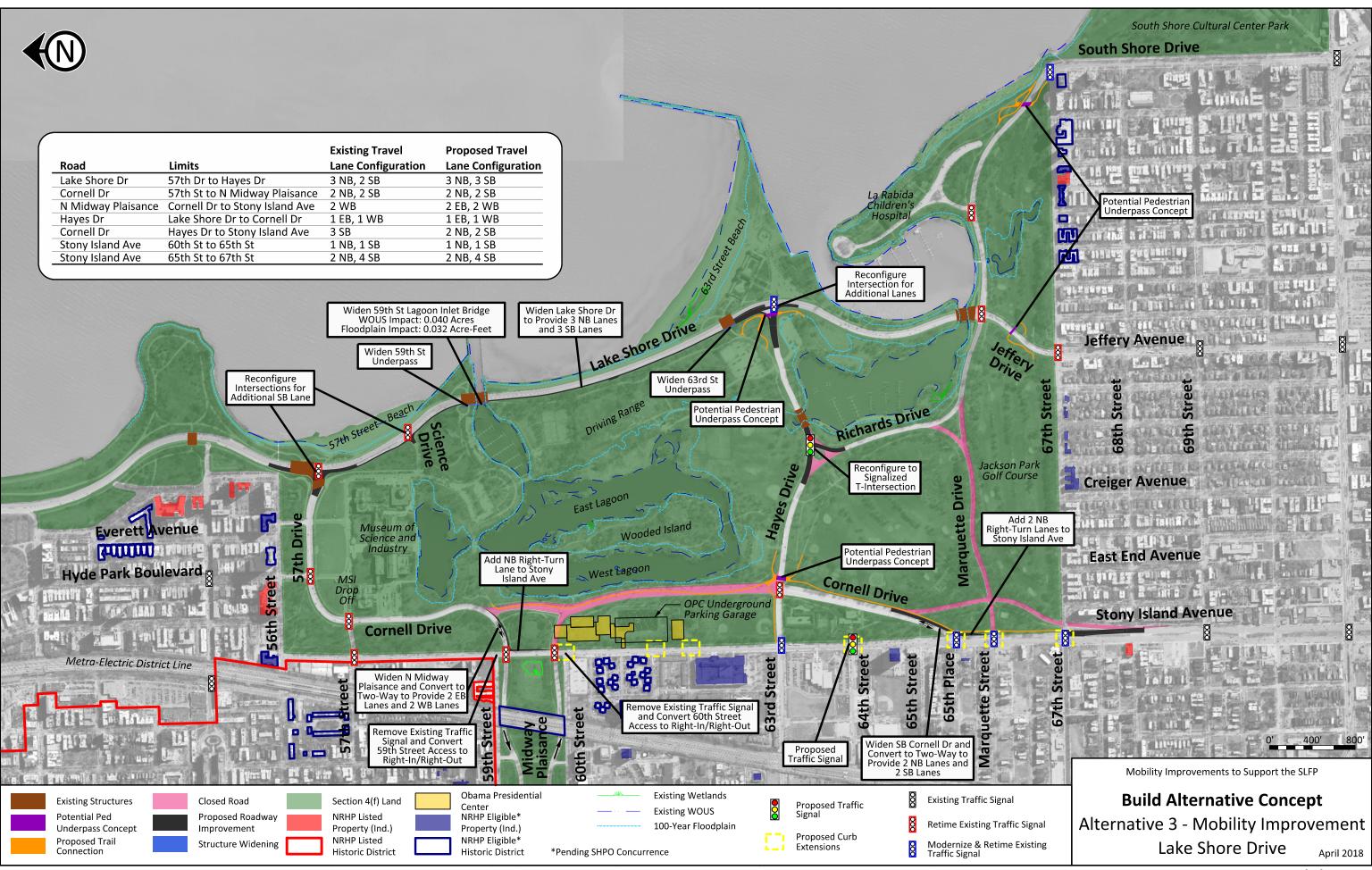


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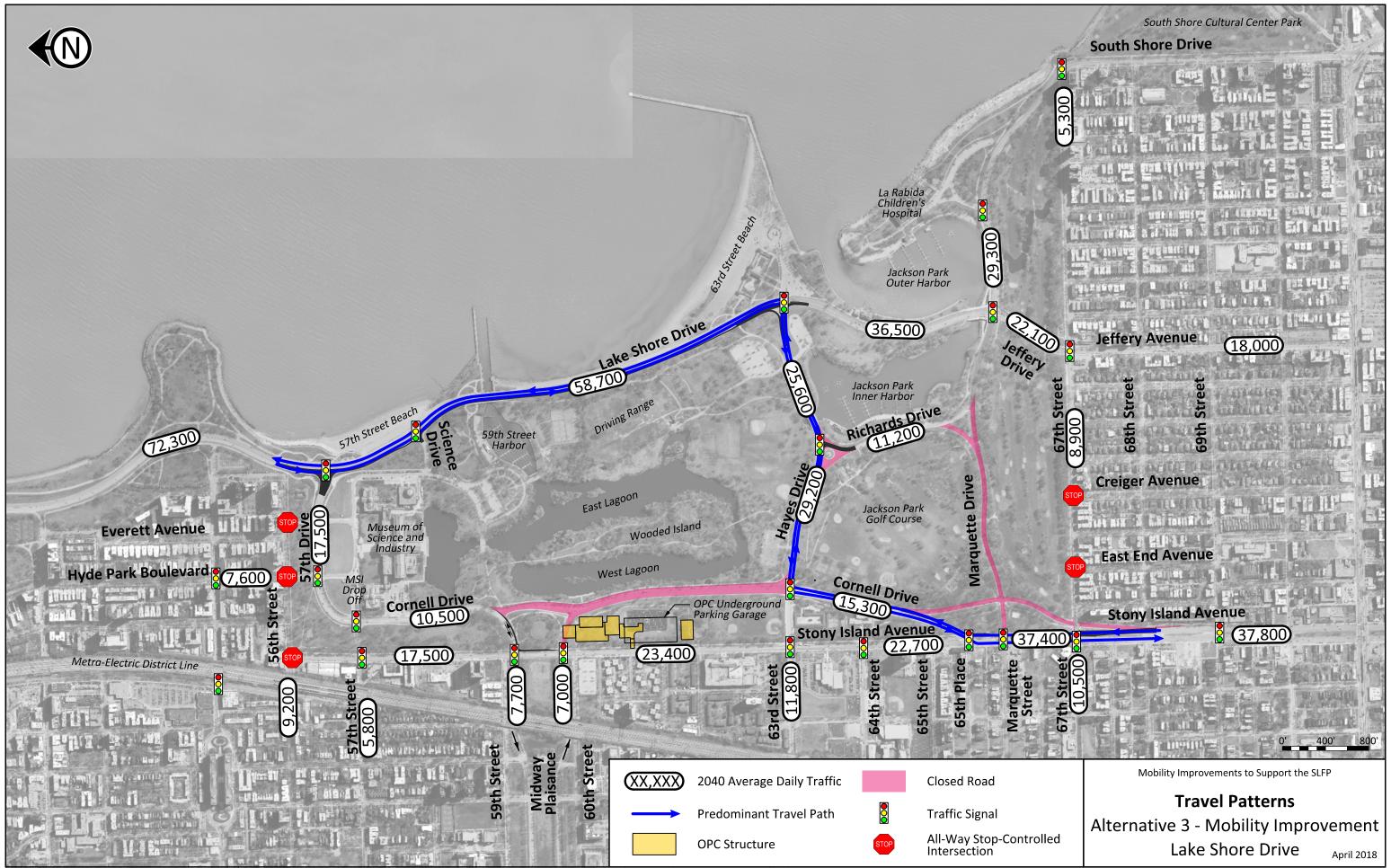


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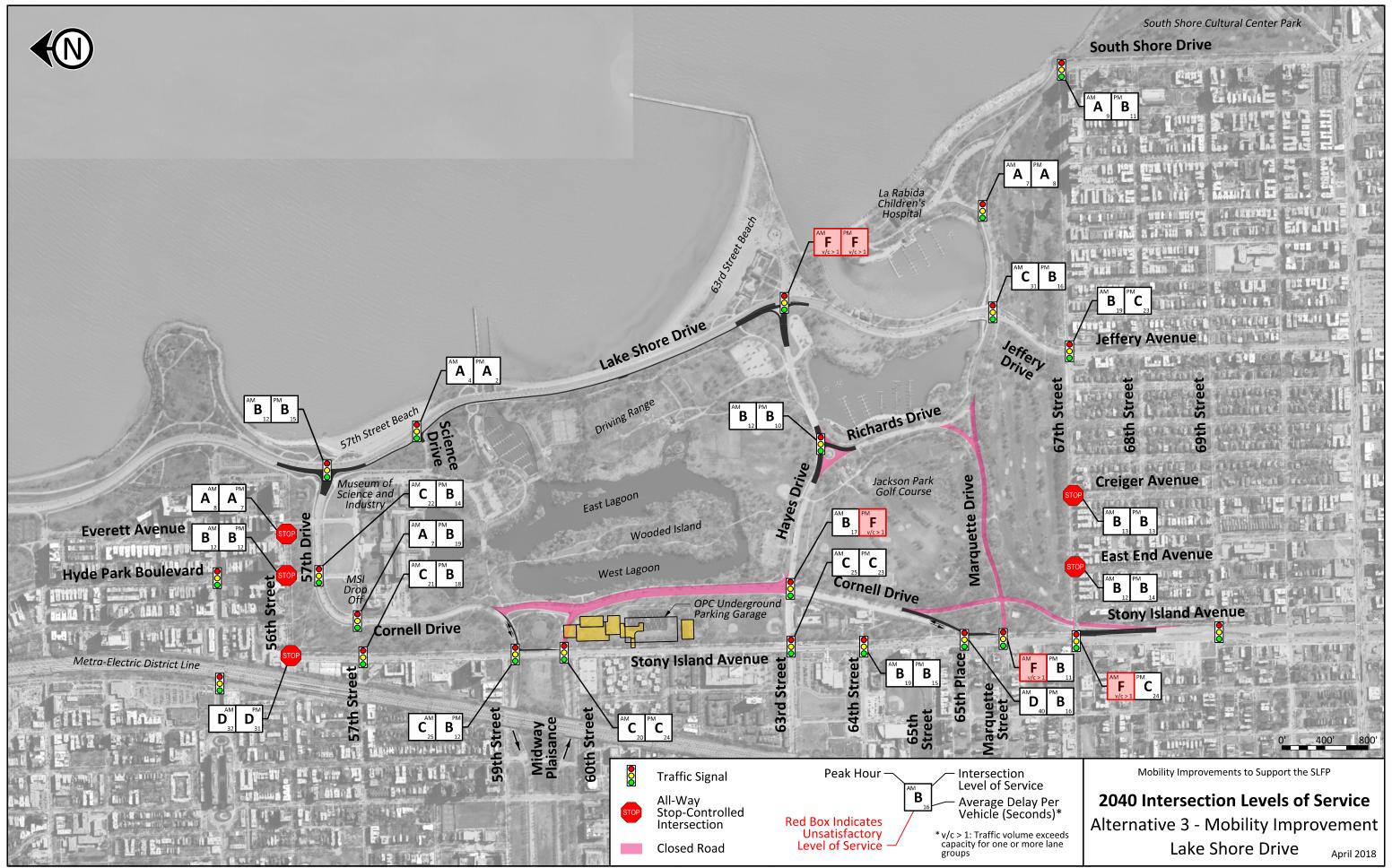


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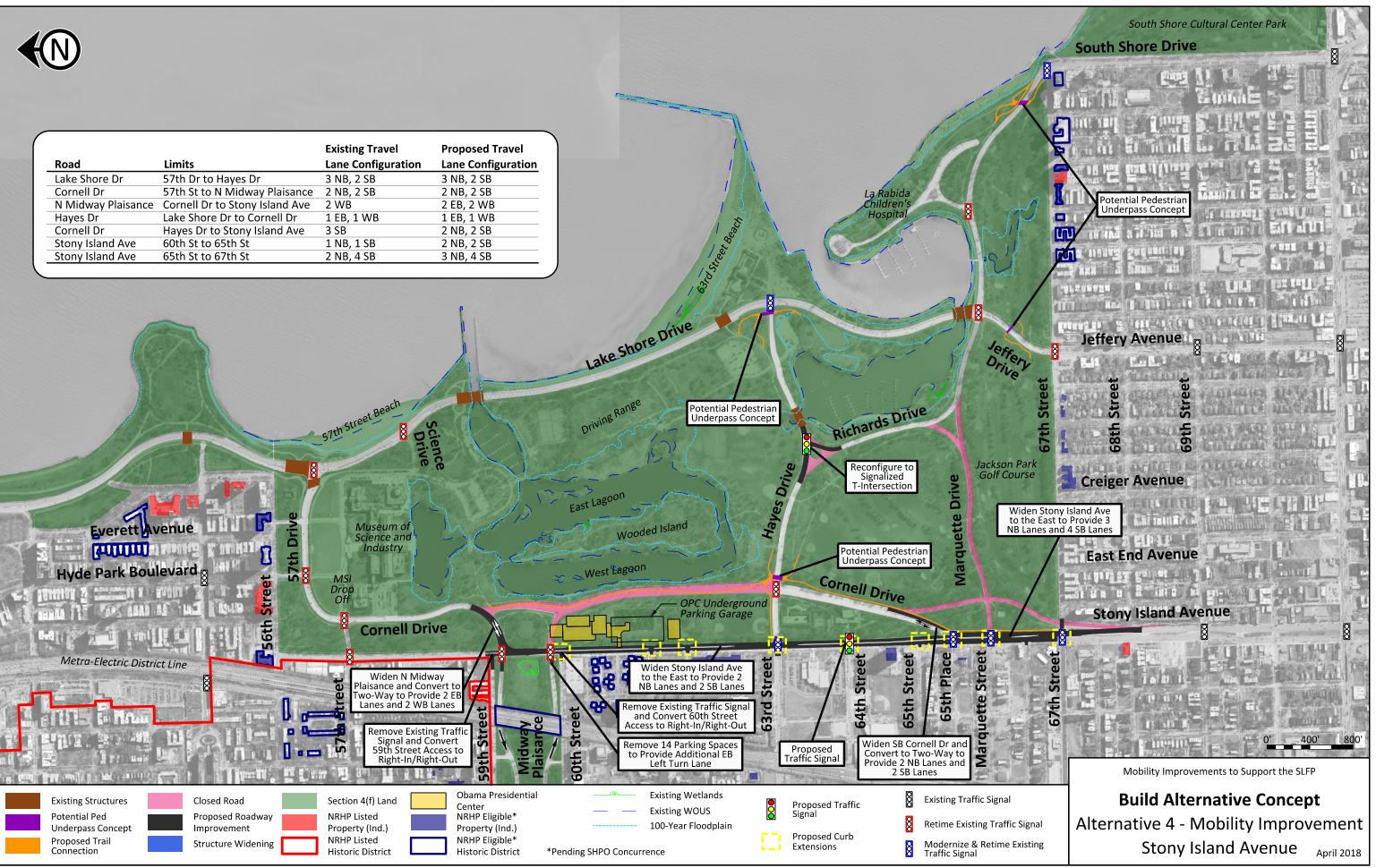


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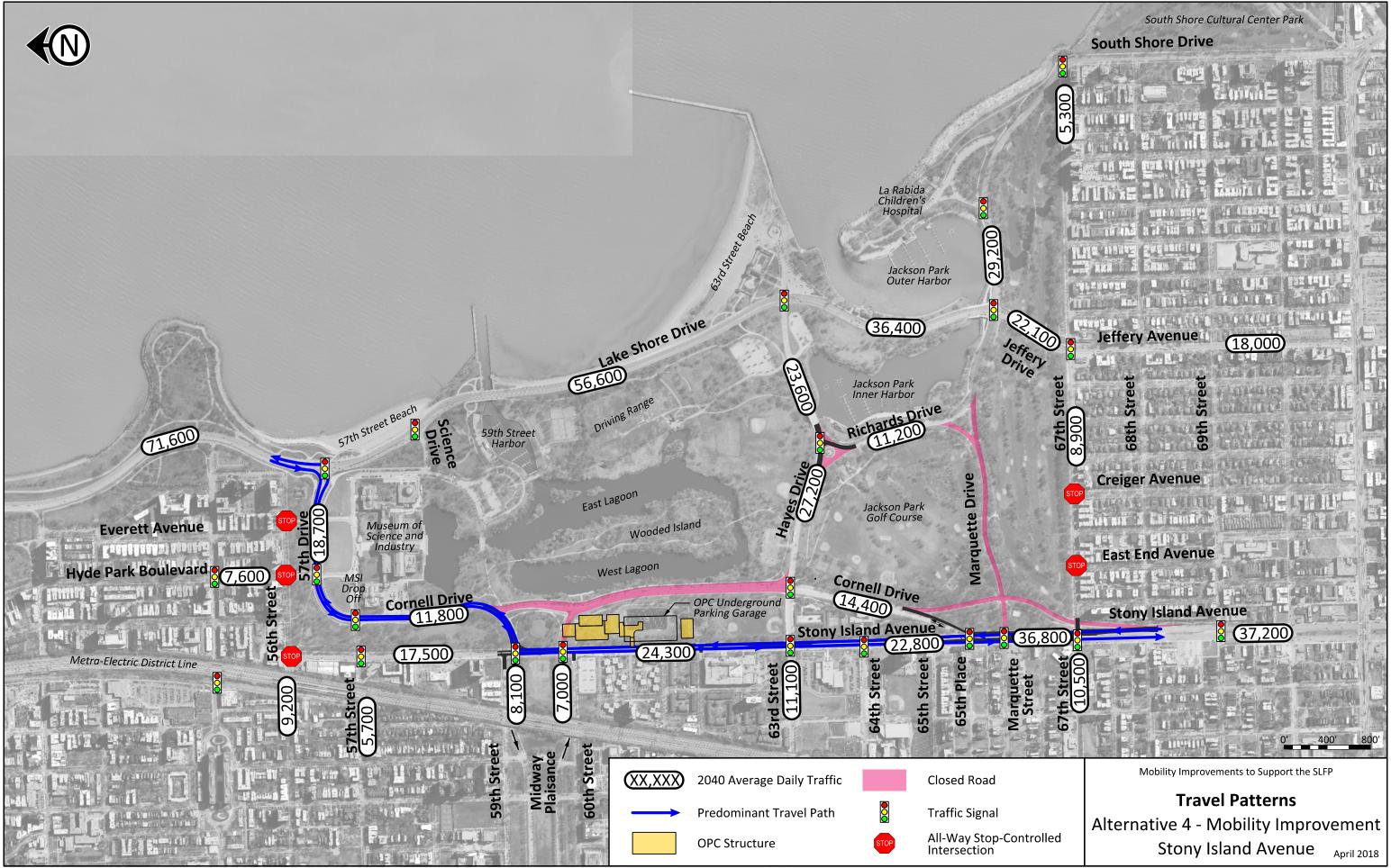


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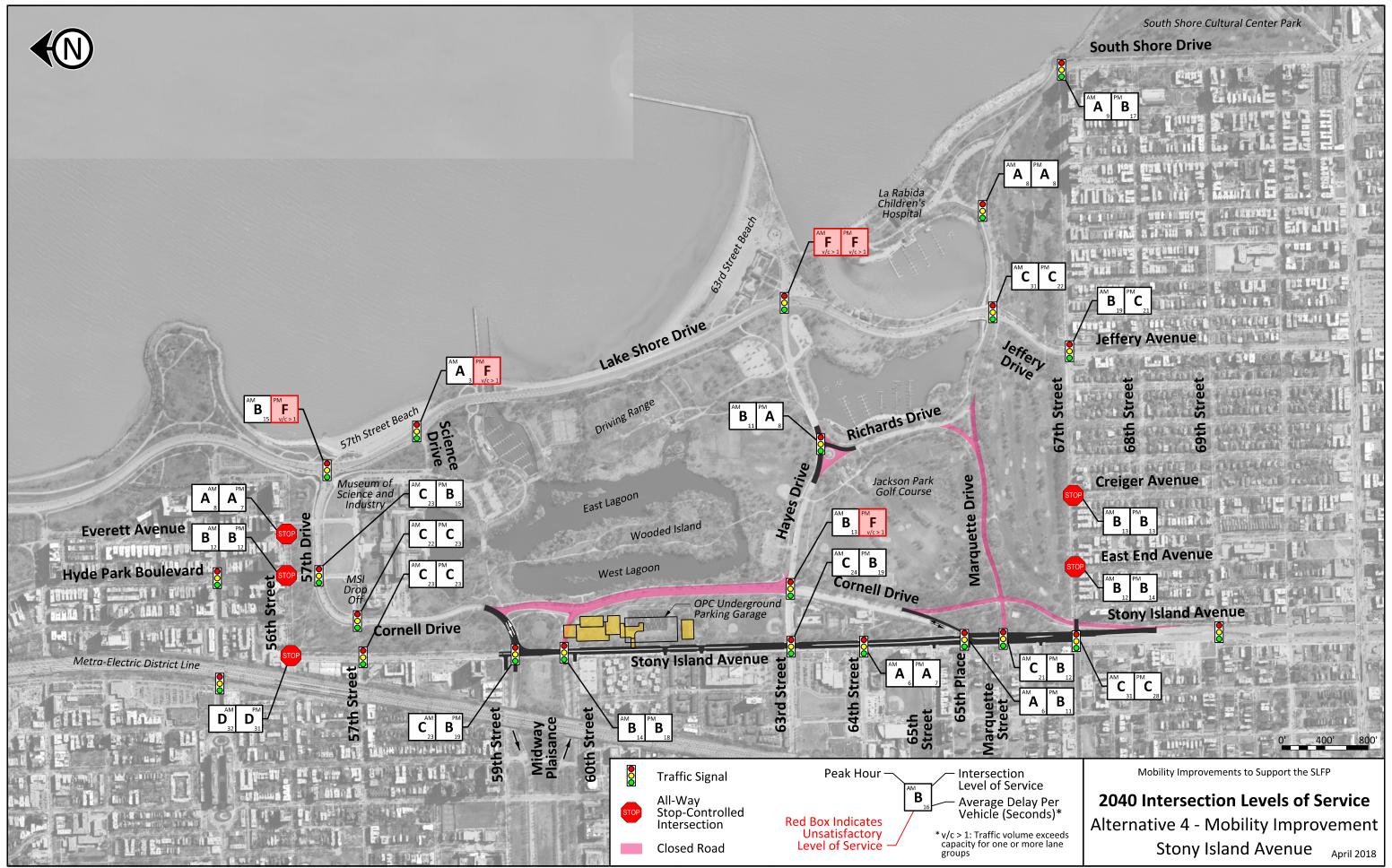


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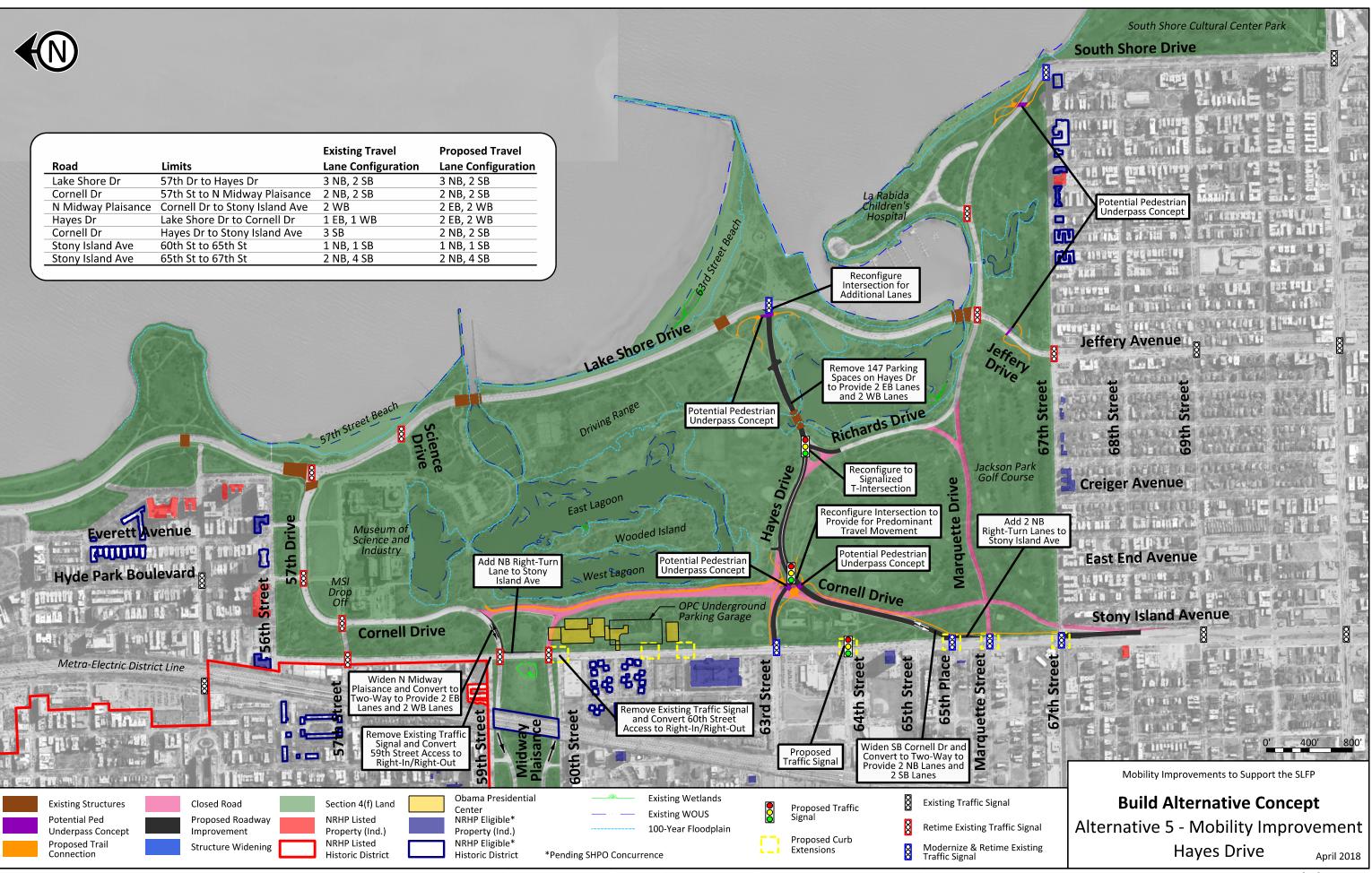


Exhibit 22

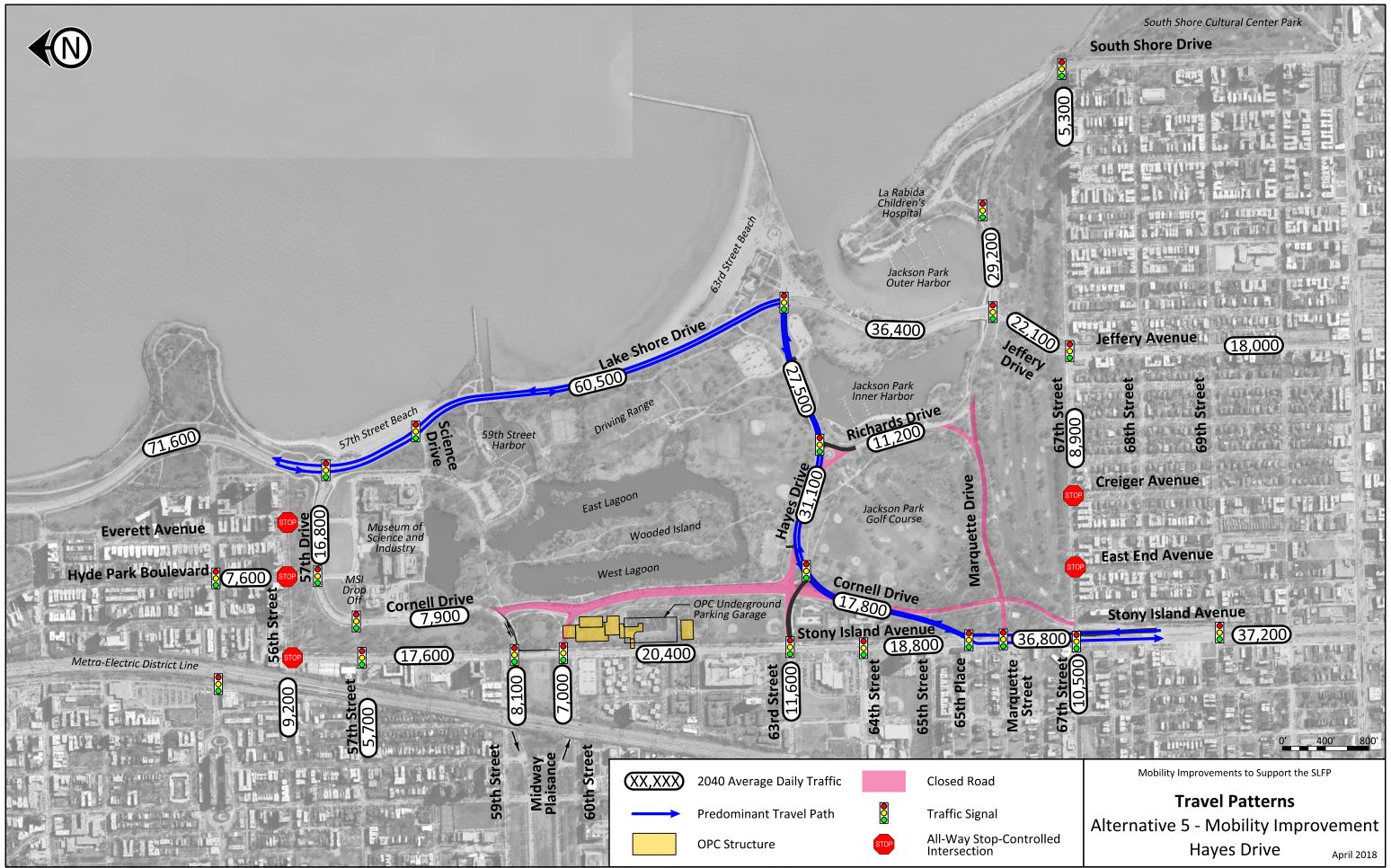


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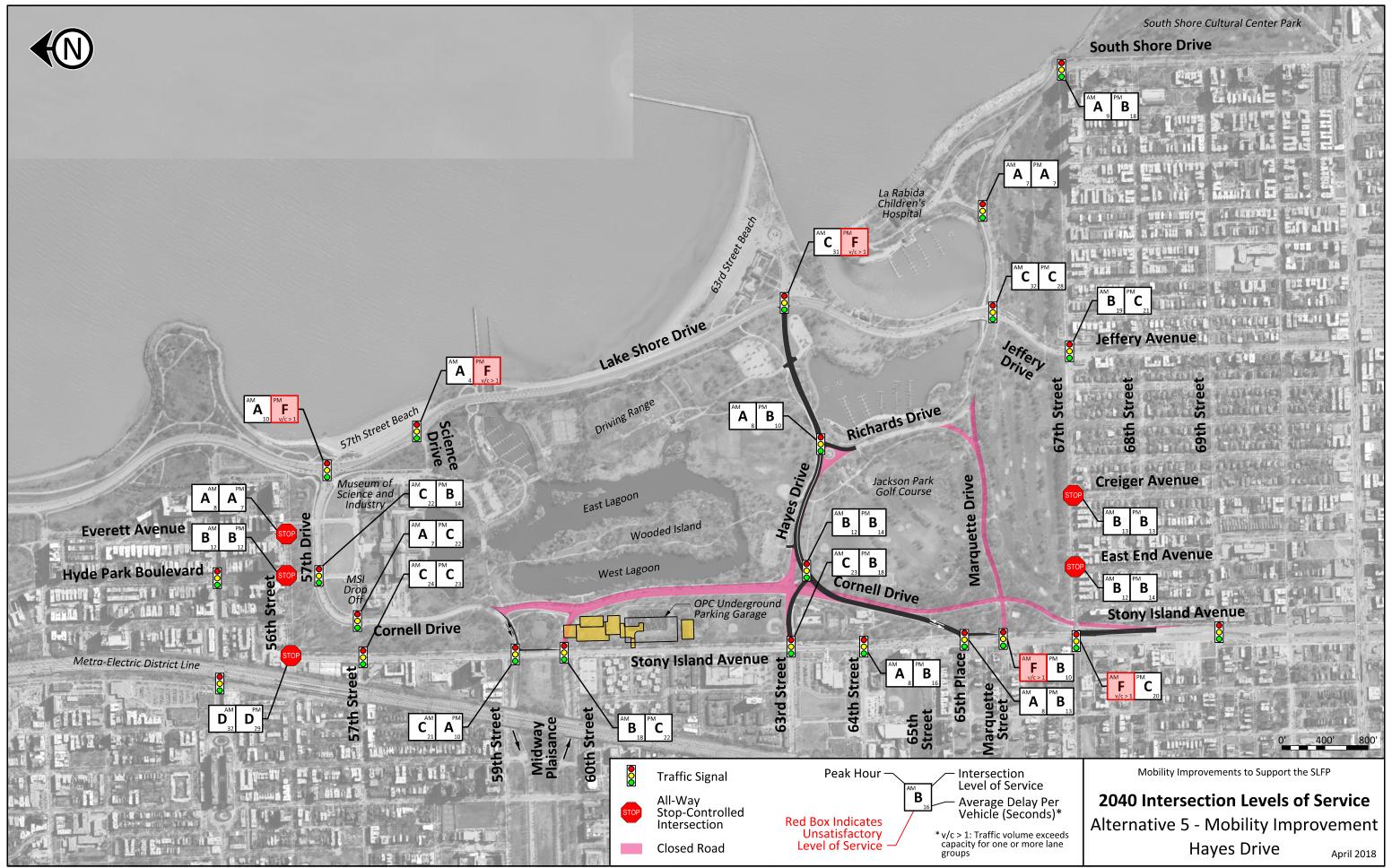
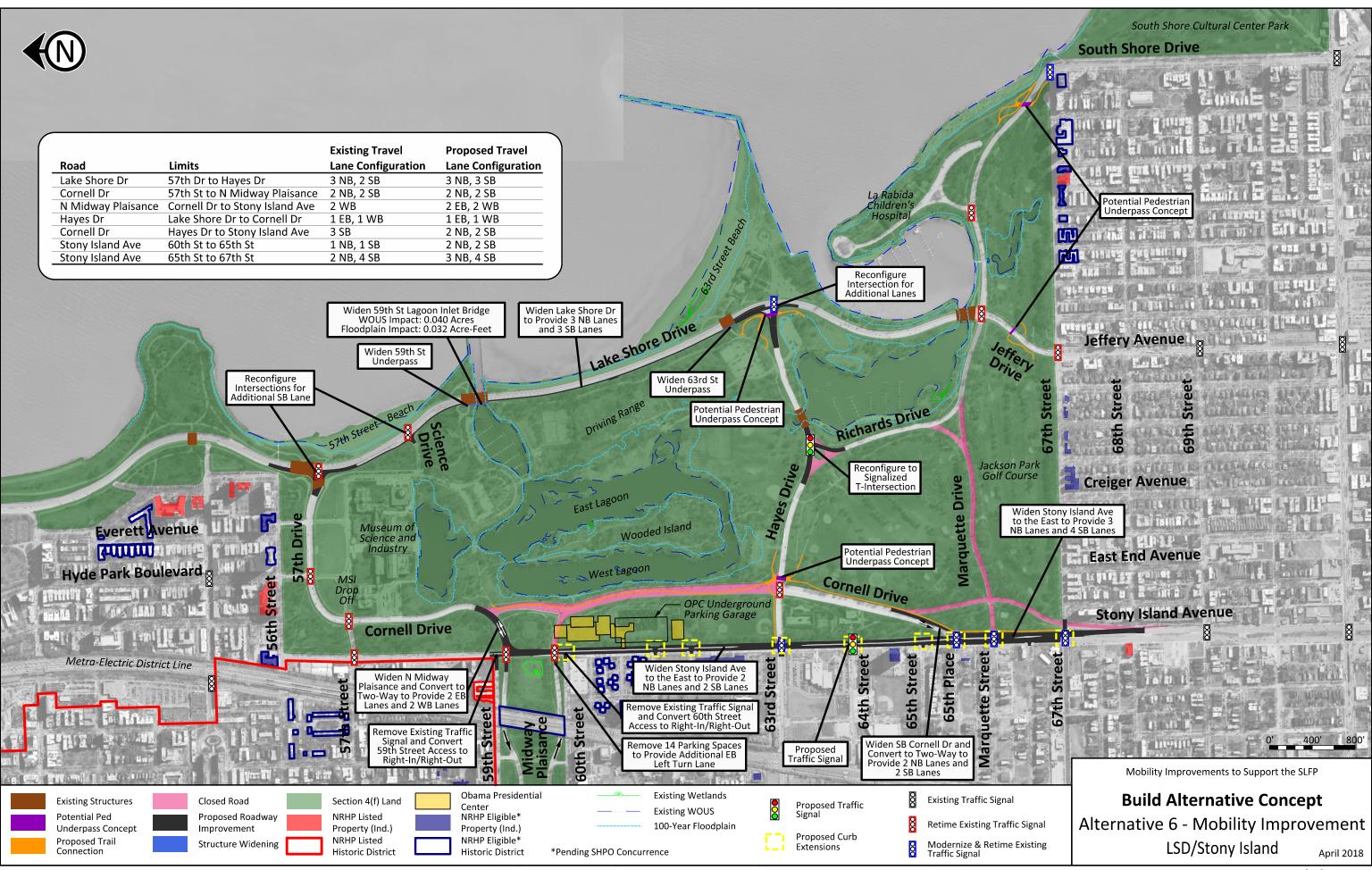


Exhibit 24



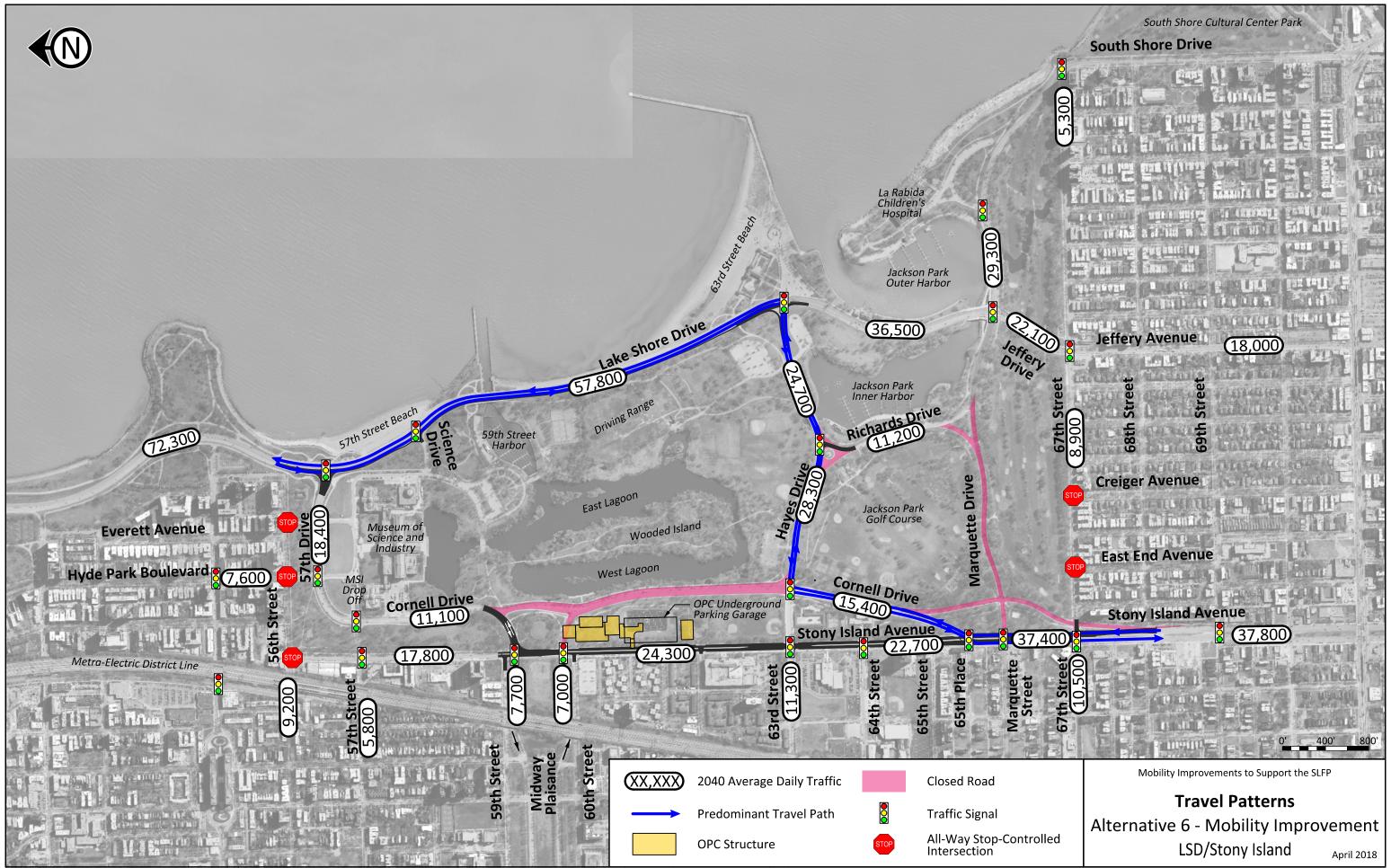


Exhibit 26

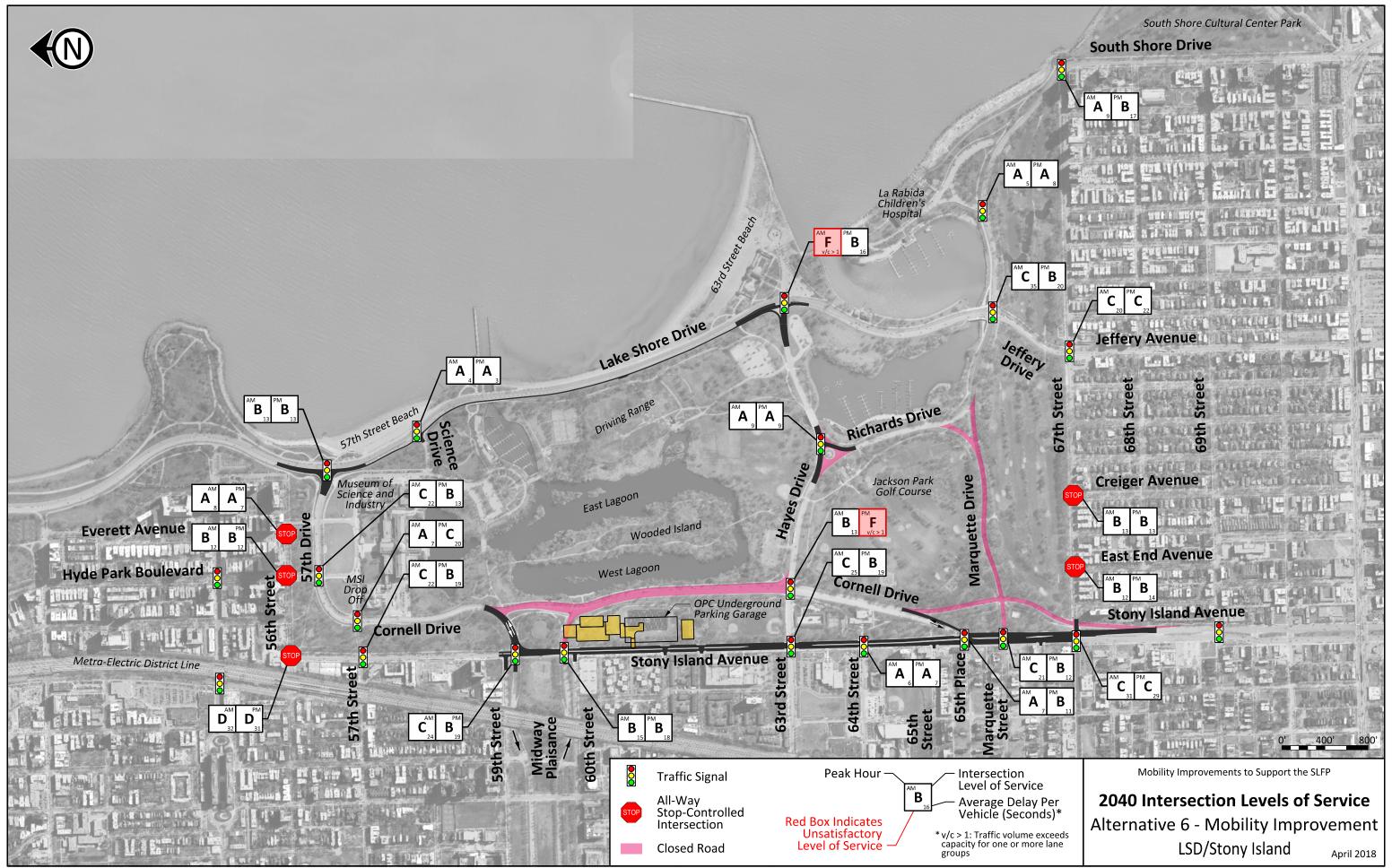
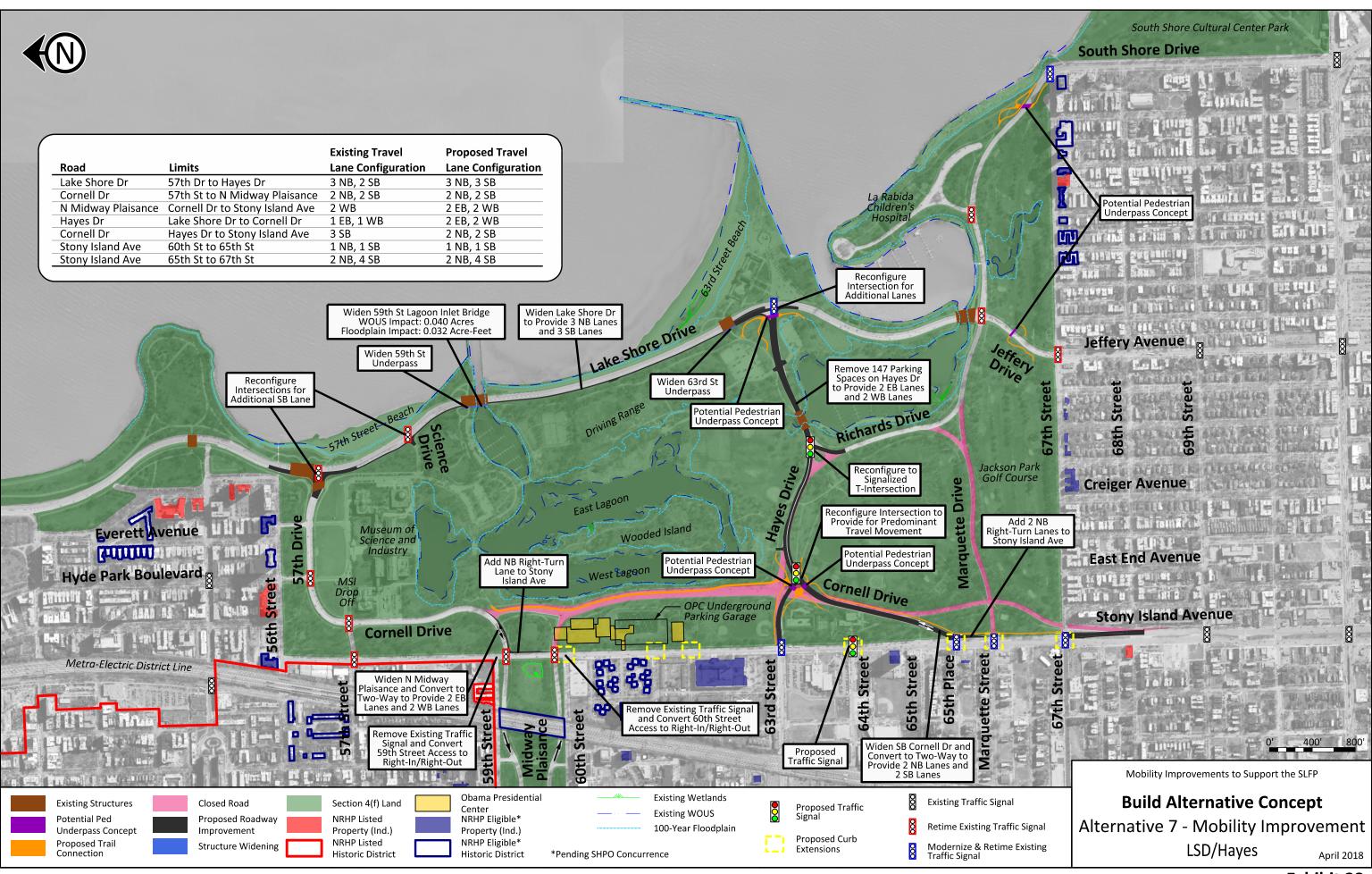


Exhibit 27



**Exhibit 28** 



Exhibit 29

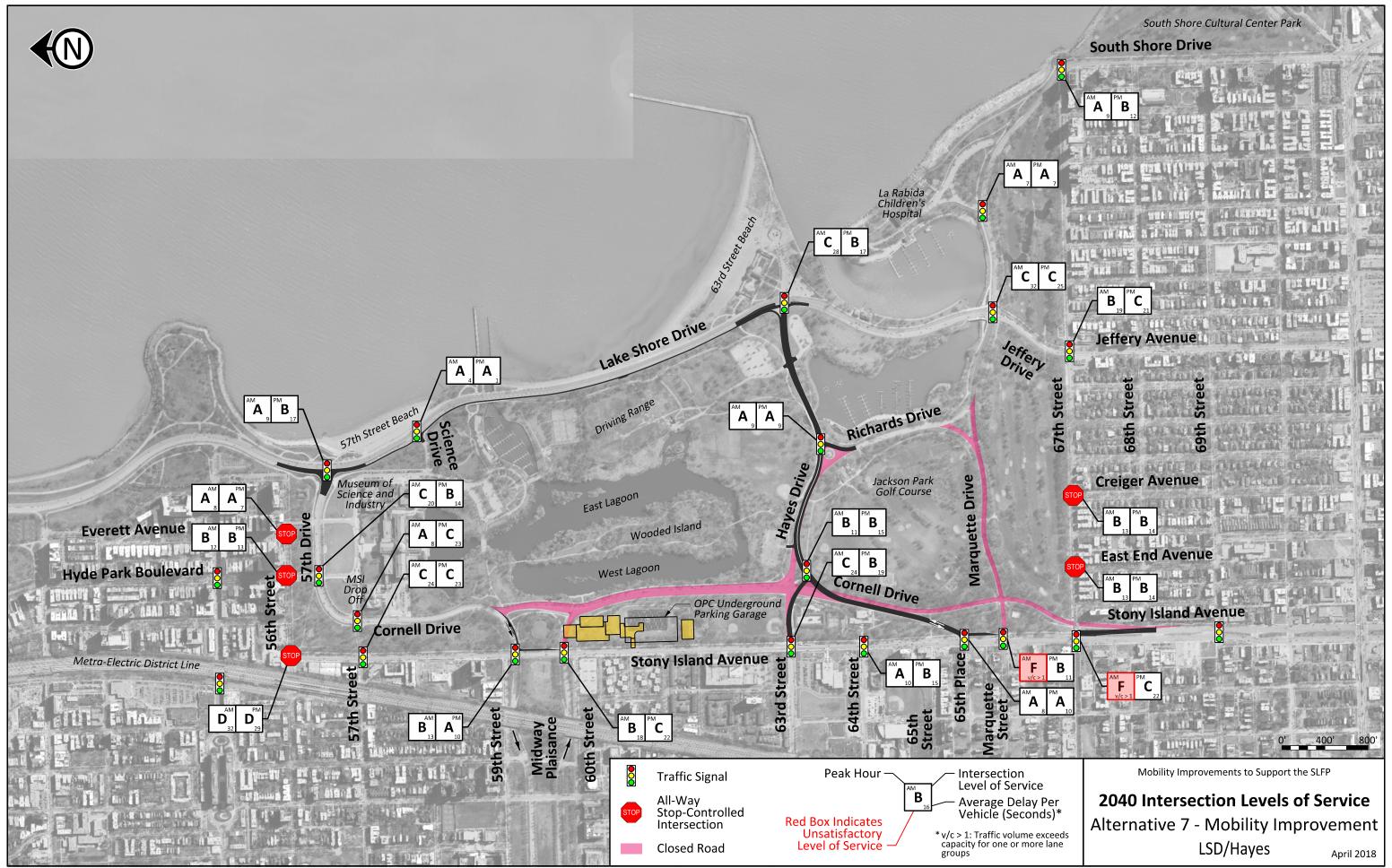


Exhibit 30

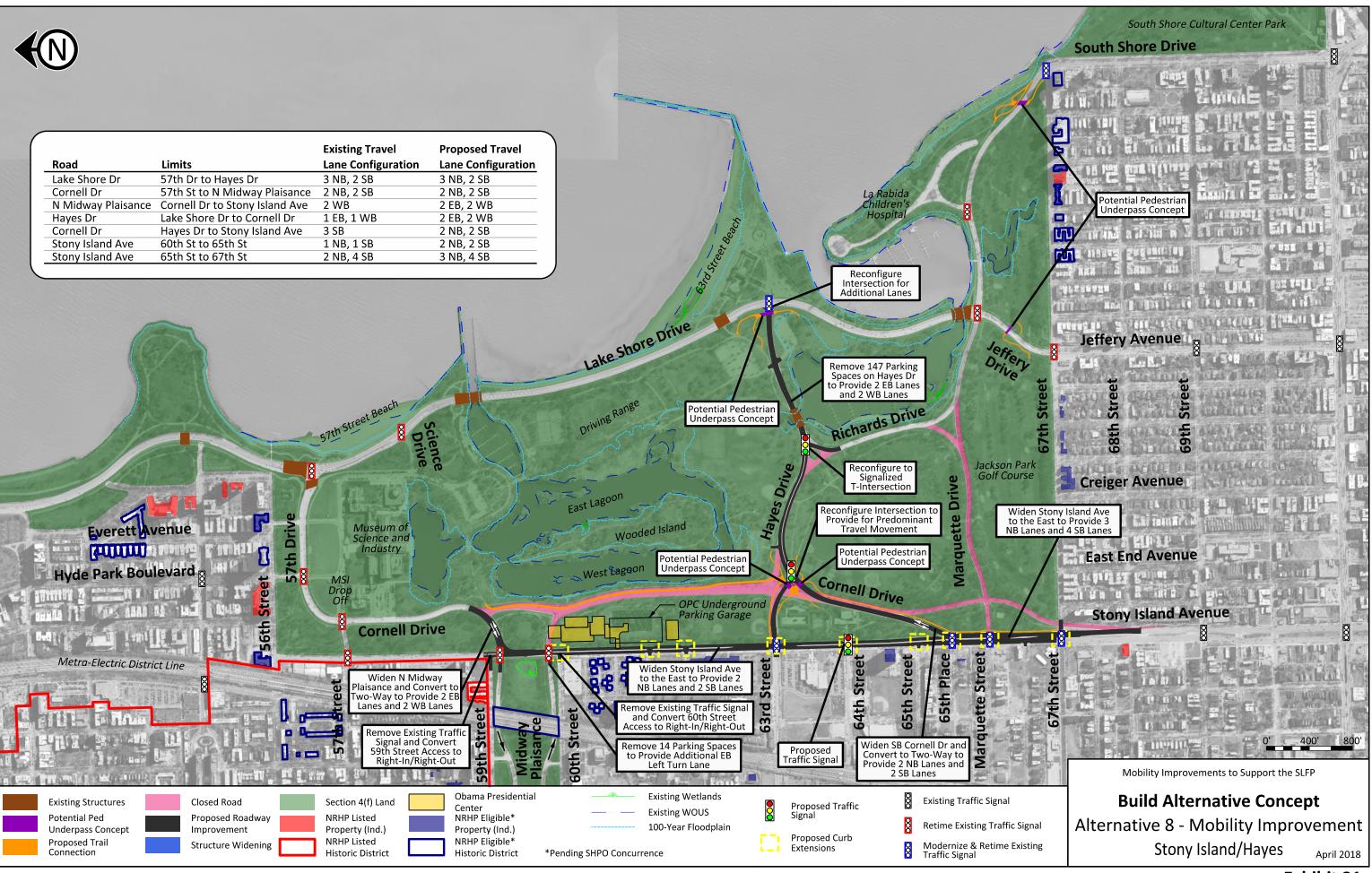


Exhibit 31

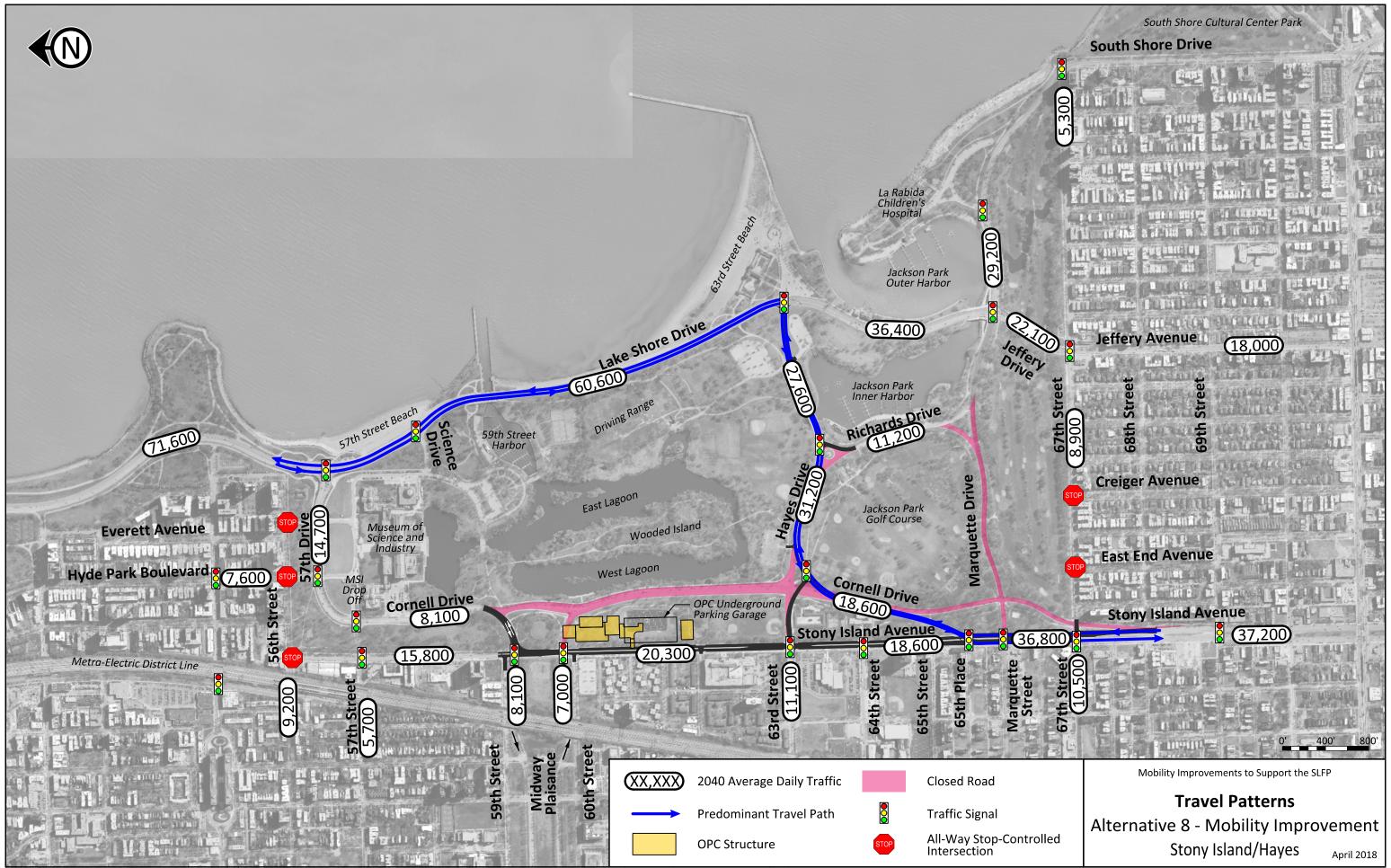


Exhibit 32

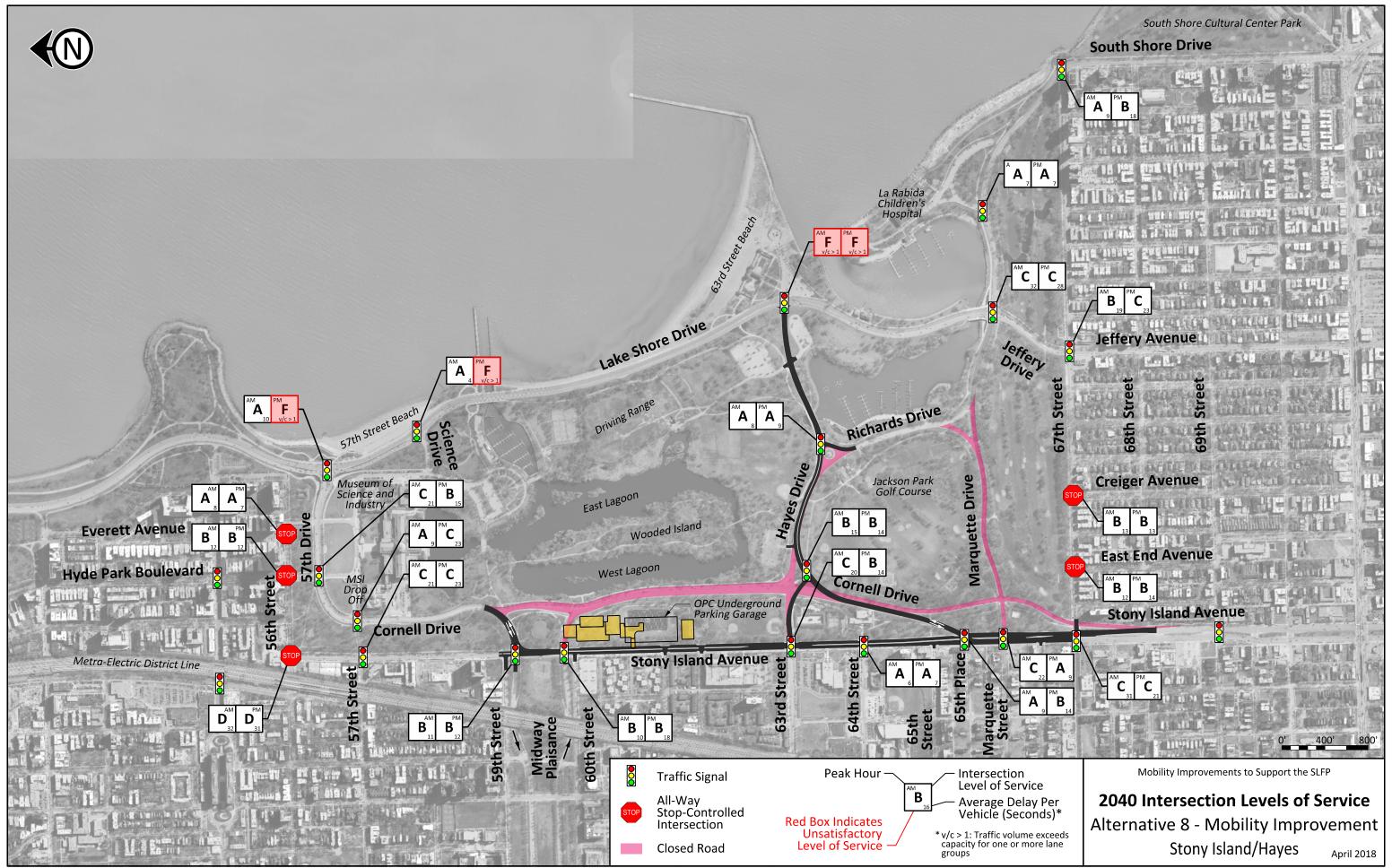
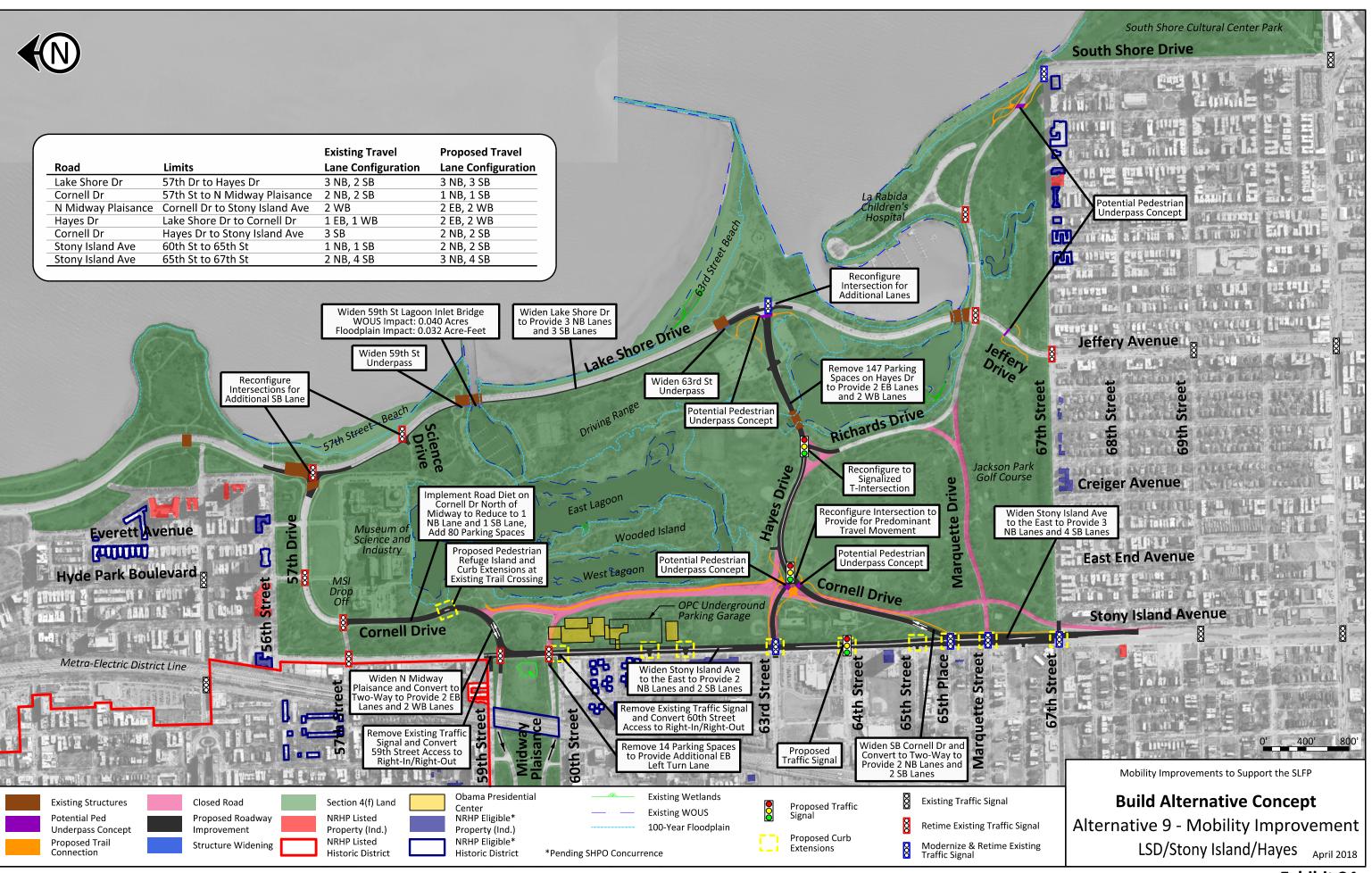


Exhibit 33



**Exhibit 34** 



**Exhibit 35** 

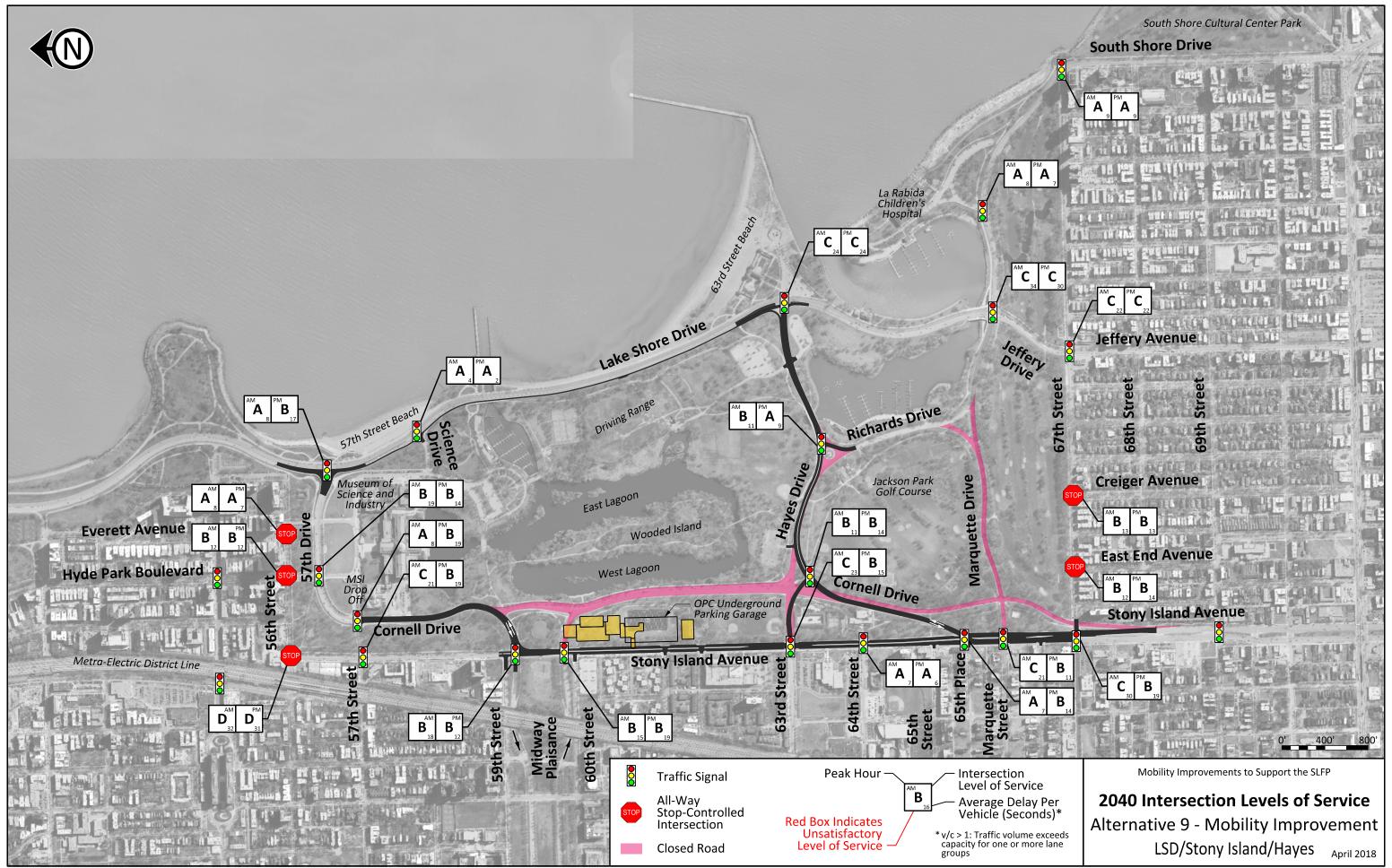


Exhibit 36

# Appendix D – Alternatives Studied in Detail

Preferred Alternative Documentation

## SELECTION OF THE PREFERRED ALTERNATIVE

## 1. Introduction

This document describes and evaluates the Alternatives Carried Forward for detailed study as part of the Mobility Improvements to Support the South Lakefront Framework Plan (SLFP) project. The evaluation of the detailed alternatives will result in a recommendation of a Preferred Alternative. The following alternatives to be studied in detail include:

- No-Action Alternative
- Alternative 9 Mobility Improvement Widen Lake Shore Drive/Widen Stony Island
   Avenue/Reconfigure Hayes Drive

Efforts to avoid and minimize use of Section 4(f) resources for each of these alternatives are discussed and evaluated. Impacts of each alternative to environmental resources are also evaluated and compared.

# 1.1. Study Area

The Study Area is located in Chicago, Illinois, and encompasses Jackson Park. See Exhibits 1A, 1B and 2 in Appendix A. Jackson Park is bounded by 67<sup>th</sup> Street, Stony Island Avenue, 56<sup>th</sup> Street and Lake Michigan. See Exhibits 1 and 2 in Appendix A. Jackson Park is served by heavily travelled arterial roadways, including Lake Shore Drive (US Route 41) to the east and Stony Island Avenue to the west. Within Jackson Park, 57<sup>th</sup> Drive carries east-west traffic from Lake Shore Drive to the Museum of Science and Industry (MSI). South of the Museum, 57<sup>th</sup> Drive becomes Cornell Drive which carries north-south traffic from the Museum toward park recreational facilities and beyond to residential neighborhoods. These roadway facilities provide an important route for westbound morning commuters and eastbound evening commuters between major commuter expressways and the City's Central Business District. Collector roadways within Jackson Park include Hayes Drive and Marquette Drive. Lake Shore Drive north of 57<sup>th</sup> Drive and Stony Island Avenue south of 57<sup>th</sup> Street are on the National Highway System, which consists of roadways that are important to the nation's economy, defense and mobility. The Lakefront Trail is parallel to the east side of Lake Shore Drive and serves recreational users, commuters, and tourists.

# 2. Purpose and Need

# 2.1. Proposed Action

The City of Chicago (City) is proposing to close roadways within Jackson Park, Chicago, Illinois to meet the planning and development objectives for Jackson Park as described in the 2018 South Lakefront Framework Plan<sup>1</sup>. The permanent roadway closures include: Cornell Drive between 63<sup>rd</sup> Street (Hayes Drive) and 59th Street, the northbound section of Cornell Drive between 68<sup>th</sup> Street and 65<sup>th</sup> Street, Marquette Drive between Stony Island Avenue and Richards Drive, and South Midway Plaisance (eastbound only) between Stony Island Avenue and Cornell Drive. See Exhibit 3. Closures of South Midway Plaisance and Cornell Drive between 63<sup>rd</sup> Street and 59th Street are necessary to accommodate the development of the Obama Presidential Center. The additional roadway closures will allow for continuous parkland within Jackson Park. The roadway closures are separate independent actions that do not require any Federal approvals and are therefore considered the baseline condition as well as the No-Action alternative.

The roadway closures may require improvements to other roadways to mitigate traffic impacts. The potential roadway improvements may be funded through the Federal Highway Administration (FHWA) Federal-Aid Highway Program, which would require approval from FHWA.

# 2.2. Project Need

The Proposed Action relates to the potential roadway improvements that are necessary to address traffic impacts that will result from roadway closures within Jackson Park. Improvement needs vary within the project area, but fall into two broad categories:

- Accommodate changes in travel patterns.
- Improve bicyclist and pedestrian access and circulation.

A full description and analysis of these identified needs can be found in the Purpose and Need documentation, under separate cover.

# 2.3. Project Purpose

The purpose of the Proposed Action is to (1) address changes in travel patterns resulting from closing roadways in Jackson Park and (2) improve bicycle and pedestrian access and circulation.

Preferred Alternative 2 June 27, 2018

<sup>&</sup>lt;sup>1</sup> The 2018 South Lakefront Framework Plan was approved by the Chicago Park District in April 2018.

# 3. Alternatives Analysis

A range of preliminary project alternatives were evaluated to determine if the alternative met the project's Purpose and Need. Alternatives that avoided permanently incorporating Section 4(f) land into a transportation facility were considered first, including the No-Action Alternative, Congestion Management Process Strategies, and Alternative 1 – Alternative Avoiding Section 4(f) Use. The alternatives analysis considered a tiered approach to satisfy the Purpose and Need, as described in Section 2.0. If any alternative failed to meet the Purpose and Need, components of that alternative would be included in successive alternatives in addition to incremental improvements to determine the necessary facilities to meet the Purpose and Need while minimizing impacts to environmental resources. The preliminary alternatives included:

- No-Action Alternative
- Congestion Management Process Strategies
- Alternative 1 Alternative Avoiding Section 4(f) Use
- Alternative 2 Operational Changes to Roadways
- Alternative 3 Mobility Improvement Widen Lake Shore Drive
- Alternative 4 Mobility Improvement Widen Stony Island Avenue
- Alternative 5 Mobility Improvement Reconfigure Hayes Drive
- Alternative 6 Mobility Improvement Widen Lake Shore Drive and Widen Stony Island Avenue
- Alternative 7 Mobility Improvement Widen Lake Shore Drive and Reconfigure Hayes Drive
- Alternative 8 Mobility Improvement Widen Stony Island Avenue Reconfigure Hayes Drive
- Alternative 9 Mobility Improvement Widen Lake Shore Drive/Widen Stony Island Avenue/ Reconfigure Hayes Drive

The amount of permanent incorporation of Section 4(f) land into a transportation facility and potential temporary occupancy was quantified for each alternative. For this project, proposed trails and underpasses within Jackson Park may qualify as a temporary occupancy and would be considered excepted from Section 4(f) approval<sup>2</sup>.

A summary table of each preliminary alternative evaluation and recommended action is provided in Table 1.

Preferred Alternative 3 June 27, 2018

<sup>&</sup>lt;sup>2</sup> A temporary occupancy does not require a Section 4(f) approval if the criteria in 23 CRF 774.13(d) are satisfied.

Table 1
Preliminary Alternatives Summary

			Purpose & No		
Range of Alternatives	Section 4(f) Land Use for Transportation (acre)	Temporary Occupancy of Section 4(f) Land (acre)	Accommodate Changes in Travel Patterns	Improve Bicycle & Pedestrian Access & Circulation	Carried Forward for Detailed Analysis
No-Action	0.0	0.0	No	No	YES
Congestion Management Process Strategies	0.0	2.7	No	Yes	NO
Alternative 1 - Alternative Avoiding Section 4(f) Use	0.0	0.0	No	No	NO
Alternative 2 - Operational Changes to Roadways	0.6	2.7	No	Yes	NO
Alternative 3 - Widen LSD	2.0	2.6	No	Yes	NO
Alternative 4 - Widen Stony Island	3.1	2.7	No	Yes	NO
Alternative 5 - Reconfigure Hayes	1.5	3.7	No	Yes	NO
Alternative 6 - Widen LSD/Widen Stony Island	4.5	2.6	No	Yes	NO
Alternative 7 - Widen LSD/Reconfigure Hayes	3.2	3.6	No	Yes	NO
Alternative 8 - Widen Stony Island/ Reconfigure Hayes	3.9	3.7	No	Yes	NO
Alternative 9 - Widen LSD/ Widen Stony Island/ Reconfigure Hayes	5.6	3.6	Yes	Yes	YES

#### 3.1. Alternatives to be Carried Forward

As shown in Table 1, the No-Action Alternative would not convert any Section 4(f) land to a transportation use, nor would it involve any potential temporary occupancy of Section 4(f) properties. The No-Action Alternative does not provide sufficient pedestrian and bicyclist accommodations to improve access and circulation to and within Jackson Park. Unacceptable operational performance within the study area results from the No-Action Alternative. Therefore, the No-Action Alternative does not meet the project's Purpose and Need and it would not be reasonable to continue with the project considering the stated Purpose and Need. However, the No-Action Alternative is required to be analyzed in detail and will be carried forward as a benchmark to compare against Build alternatives.

Alternative 9 converts 5.6 acres of Section 4(f) land to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street, to reconfigure Hayes Drive at the Lake Shore Drive, Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. This alternative also involves 3.6 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection. Alternative 9 meets the project's Purpose and Need by providing improvements to bicyclist and pedestrian access and circulation while also performing with acceptable operations throughout the study area. Therefore, Alternative 9 is carried forward for further detailed study.

In summary, the following alternatives were carried forward for detailed evaluation:

- No-Action Alternative
- Alternative 9 Mobility Improvement Widen Lake Shore Drive/Widen Stony Island Avenue/ Reconfigure Hayes Drive

A full description of the preliminary alternatives and analysis can be found in the Alternatives to be Carried Forward documentation, under separate cover.

## 4. Alternatives Studied in Detail

Each of the Alternatives to be Carried Forward have been refined based on further design studies and additional efforts to avoid or minimize a transportation use of Section 4(f) resources. This section discusses the improvements included in each alternative studied in detail. Section 5 discusses the efforts completed to minimize transportation use of Section 4(f) resources for the Build Alternative. An evaluation of the alternatives studied in detail is included in Section 6.

### 4.1. No-Action Alternative

The No-Action Alternative is depicted on Exhibit 4. The No-Action Alternative represents future conditions that assume the following:

- The Obama Presidential Center (OPC) site is constructed within Jackson Park as proposed by the City of Chicago. The OPC site can be found on Exhibit 2.
- The City closes roadways within Jackson Park, Chicago, Illinois to implement a portion of their South Lakefront Framework Plan (SLFP), as described in Section 2.1 and depicted on Exhibit 3.
- No roadway improvements are made in response to changing conditions caused by the roadway closures.

# 4.2. Alternative 9: Mobility Improvement – Widen Lake Shore Drive/Widen Stony Island Avenue/Reconfigure Hayes Drive

Alternative 9 improvements include providing additional capacity along Lake Shore Drive and Stony Island Avenue as well as a reconfiguration of Hayes Drive in order to accommodate changes in travel patterns as a result of the roadway closures. As part of the preliminary alternatives analysis, each of these improvements were assessed individually as well as in various combinations to determine the minimum improvements needed to achieve acceptable operational performance. The combination of improvements along all three roadways was determined necessary to achieve acceptable Levels of Service at all intersections in the study area. The specific improvements included in Alternative 9 are detailed below:

#### **Capacity Improvements**

#### Lake Shore Drive – 57<sup>th</sup> Drive to Hayes Drive

 This existing section of Lake Shore Drive consists of three northbound and two southbound travel lanes. This section would be widened to add an additional southbound travel lane, resulting in a proposed section that consists of three northbound and three southbound travel lanes.

#### Haves Drive - Cornell Drive to Lake Shore Drive

• This existing section of Hayes Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

#### Cornell Drive - Hayes Drive to Stony Island Avenue

• This existing section of Cornell Drive consists of three southbound-only travel lanes. This section would be widened to accommodate an additional lane and converted to two-way traffic, resulting in the proposed section that consists of two southbound and two northbound lanes.

## Stony Island Avenue - Midway Plaisance to 65<sup>th</sup> Street

This existing section of Stony Island Avenue consists of one lane each direction with on-street
parking on each side. This section would be widened to add one southbound lane, one
northbound lane, a center raised median with left turn lanes, and space for bus loading lanes.
The proposed Stony Island Avenue section then consists of two lanes in each direction, a raised
median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

### Stony Island Avenue – 65<sup>th</sup> Street to 67<sup>th</sup> Street

• This existing section of Stony Island Avenue consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

#### **Bridge Modifications**

#### **Lake Shore Drive**

• Widen the 59<sup>th</sup> Street underpass, the 59<sup>th</sup> Street Lagoon Inlet Bridge, and the 63<sup>rd</sup> Street underpass to accommodate the additional southbound lane proposed along Lake Shore Drive.

#### **Intersection Modifications**

#### **Lake Shore Drive**

- At 57<sup>th</sup> Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and re-time the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive, the two new through lanes on Hayes Drive, and new turn lanes. Also, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on the south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection. Realign the existing section of Hayes Drive
  between Stony Island Avenue and Cornell Drive to create a signalized T-intersection with the
  realigned Hayes Drive-Cornell Drive through movement.

#### **Stony Island Avenue**

- At 57<sup>th</sup> Street, re-time the traffic signal to optimize signal operations.
- At 59<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and turning lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), widen the intersection to accommodate the additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60<sup>th</sup> Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 63<sup>rd</sup> Street/Hayes Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and shift the east leg to the north to provide better alignment for the westbound through movement across the intersection. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 64<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65<sup>th</sup> Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide additional turn lanes. Modernize the traffic signal installation and retime the signal to optimize operations.
- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67<sup>th</sup> Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

## 57th Drive

• At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.

• At Cornell Drive/57<sup>th</sup> Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

## **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67<sup>th</sup> Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

#### Pedestrian and Bicycle Enhancements

- ADA improvements at widened or modernized intersections
- Crosswalk improvements at widened or modernized intersections
- Additional trails (consistent with the City's Streets for Cycling 2020 plan) along Cornell Drive and Haves Drive
- Pedestrian underpasses at the following locations:
  - o Two legs of the Cornell Drive/Hayes Drive intersection
  - o Along Hayes Drive between Richards Drive and Lake Shore Drive
  - o Along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street
  - South Shore Drive/67<sup>th</sup> Street intersection
- Curb extensions at the following intersections or mid-block crossings:
  - Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 61<sup>st</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 63<sup>rd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Place
  - Stony Island Avenue at Marquette Street
  - Stony Island Avenue at 67<sup>th</sup> Street
  - o Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue
- Pedestrian refuge islands at the following intersections or mid-block crossings:
  - Haves Drive at Richards Drive
  - Stony Island Avenue at North Midway Plaisance
  - O Stony Island Avenue at 60<sup>th</sup> Street
  - Stony Island Avenue at 62<sup>nd</sup> Street
  - Stony Island Avenue at 64<sup>th</sup> Street
  - Stony Island Avenue at 65<sup>th</sup> Street

- Stony Island Avenue at 65<sup>th</sup> Place
- Stony Island Avenue at Marquette Street
- Mid-Block Crossing of Cornell Drive between 57<sup>th</sup> Street and Stony Island Avenue

#### **Alternative Refinements**

#### **Cornell Drive**

• The Alternatives to be Carried Forward document proposed the removal of excess capacity ("road diet") from existing Cornell Drive between 57<sup>th</sup> Street/MSI Drop-off and Stony Island Avenue by reducing travel lanes from two lanes in each direction to one lane in each direction with a center median to add 80 new on-street parking spaces. Based on public opposition to reducing capacity along the corridor, options were investigated that would improve pedestrian crossings while maintaining two lanes in each direction. Based on this input, the reduction of travel lanes and addition of on-street parking has been eliminated from Alternative 9. Removal of the road diet does not affect the performance of the alternative (i.e., the intersection capacity results do not change) and it does not result in an increase (or decrease) in the amount of Section 4(f) land required for a transportation use. Alternative 9 includes a proposed pedestrian refuge island at the existing unsignalized crossing to reduce crossing exposure distance at this location.

# 5. Efforts to Avoid or Minimize Use of Section 4(f) Resources

As documented in the Alternatives to be Carried Forward (under separate cover), the avoidance alternatives, including the No-Action Alternative, Congestion Management Process Strategies, and Alternative 1 – Alternative Avoiding Section 4(f) Use, do not meet the project Purpose and Need which would make it unreasonable to proceed with those alternatives. As previously mentioned, the No-Action Alternative is required to be analyzed in detail and is carried forward as a benchmark to compare against Build alternatives.

Additional planning efforts were made to minimize the permanent incorporation of Section 4(f) lands into the transportation network for the Alternatives Studied in Detail, which include the No-Action Alternative and Alternative 9. As the No-Action Alternative does not include any proposed improvements that would require use of Section 4(f) properties, as demonstrated in Exhibit 6, minimization efforts were only considered for Alternative 9 and are detailed below.

#### **Lake Shore Drive**

- To provide a third southbound travel lane, an 11'-4" travel lane (versus a desired lane width of 12 feet) is proposed to minimize permanent use of Section 4(f) land while providing a safe and efficient travel lane.
- Intersection modifications at 57<sup>th</sup> Drive are contained to the existing roadway footprint.
- Turn lane widths at intersections are proposed to be 10 feet wide (versus a desired lane width of 12 feet) to minimize permanent use of Section 4(f) land.
- Additional turn lanes and storage at Science Drive and Hayes Drive are minimized to avoid excess capacity while providing sufficient operations.

#### 59<sup>th</sup> Street Lagoon Inlet Bridge

 To provide a third southbound travel lane along Lake Shore Drive, bridge widening and modifications are minimized to 11 feet 4 inches (versus 12 feet to provide a desired lane width).

#### **Hayes Drive**

- Parking along Hayes Drive will be removed to allow Hayes Drive to be reconfigured for two lanes in each direction with less than 2 feet of widening occurring between Richards Drive and Lake Shore Drive. Between Richards Drive and the proposed realignment of Hayes Drive, the removal of parking allows the improvement to remain within the existing roadway footprint.
- Turn lane widths at intersections are proposed to be 10 feet wide (versus a desired lane width of 12 feet) to minimize permanent use of Section 4(f) land.
- At the Richards Drive and Cornell Drive/63<sup>rd</sup> Street intersections, additional turn lanes and storage have been minimized to avoid excess capacity while providing sufficient operations.
- The proposed 5'-6" median barrier has been minimized (versus a desired 16-18 foot median) to decrease the total proposed cross-section width.

• The Hayes Drive curved realignment at Hayes Drive/Cornell Drive/63<sup>rd</sup> Street is optimized to reduce conversion of Section 4(f) land while providing a safe facility to accommodate through movements for predominant travel.

#### **Stony Island Avenue**

- Additional through lanes are proposed to be 11 feet wide (versus a desired lane width of 12 feet) to minimize permanent use of Section 4(f) land while providing a safe and efficient travel lane.
- Turn lanes are proposed to be 10 feet wide (versus a desired lane width of 12 feet) to minimize permanent use of Section 4(f) land while providing a safe and efficient turn lane.
- Proposed medians typically shadow left turn lanes which are proposed to be 10 feet (versus a
  desired lane width of 12 feet) and have been minimized to decrease the total proposed crosssection width.
- Additional turn lanes and storage at intersections with Stony Island Avenue are minimized to avoid excess capacity while providing sufficient operations.

In addition to the above minimization efforts, sub-alternatives of each of these corridor improvements were investigated to explore further opportunities to reduce permanent conversion of Section 4(f) land to transportation use. All improvements along Lake Shore Drive will occur to the west of the existing roadway to avoid impact to the Pitcher's (Dune) thistle, a native endangered species. As Section 4(f) parkland is present at the backs of curb along both sides of Lake Shore Drive, widening to the east would equally impact Section 4(f) parkland.

The reconfiguration of Hayes Drive is generally contained within the existing roadway footprint. Therefore, analysis of sub-alternatives was focused on reducing use of Section 4(f) resources along Stony Island Avenue. Alternative 9A proposes to widen Stony Island Avenue to the west (Exhibit 5A) and Alternative 9B proposes to widen Stony Island Avenue to the east (Exhibit 5B). Both sub-alternatives will consider the same cross-section along Stony Island Avenue, as well as the improvements discussed in Section 4.2 and the minimization efforts above, to provide the necessary facilities to meet the project's Purpose and Need while attempting to reduce Section 4(f) use.

#### **ALTERNATIVE 9A**

As shown on Exhibit 7, Alternative 9A converts 3.4 acres of Section 4(f) land consisting of open green space, trails, trees, and benches within the NRHP boundary of Jackson Park to a transportation use. The conversion is needed to construct an additional southbound travel lane along Lake Shore Drive, to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street to the west, to reconfigure Hayes Drive at the Lake Shore Drive, Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. Widening along Stony Island Avenue at the North Midway Plaisance converts 0.2 acres of open-space Section 4(f) land from the Midway Plaisance. This alternative also involves 7.4 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive

between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection.

In order to provide the necessary cross-section along Stony Island Avenue to obtain sufficient operations, widening the roadway to the west in Alternative 9A involves the removal of four buildings, including one three-story building of the Jackson Park Terrace housing complex (6 units), the 21-story Island Terrace apartment building (264 units), a two-story mixed residential/commercial building (24 units), and one three story apartment building (16 units). This widening results in 1.6 acres of proposed right-of-way acquisition, including 0.4 acres from properties eligible for the NRHP. Greater than 90% of residents in the two Census blocks where these properties are located include low-income and minority populations (compared within the state of Illinois, 2012-2016 American Community Survey (ACS) 5-year estimate). The Jackson Park Terrace housing complex and Island Terrace apartment building provide housing for low-income residents in accordance with Section 8 of the U.S. Department of Housing Program and are considered eligible properties for listing on the National Register of Historic Places (NRHP)<sup>3</sup> and Section 4(f) properties.

#### **ALTERNATIVE 9B**

As shown on Exhibit 8, Alternative 9B converts 5.7 acres of Section 4(f) land consisting of open green space, trails, trees, and benches within the NRHP boundary of Jackson Park to a transportation use to construct an additional southbound travel lane along Lake Shore Drive, to widen Stony Island Avenue between 67<sup>th</sup> Street and 59<sup>th</sup> Street to the west, to reconfigure Hayes Drive at the Lake Shore Drive, Richards Drive and Cornell Drive intersections, and to convert and widen one way streets along North Midway Plaisance and southbound Cornell Drive to two-way operation. There is no conversion of use to the Midway Plaisance or proposed right-of-way acquisition from private properties as a result of widening Stony Island Avenue to the east. This alternative also involves 8.1 acres of potential temporary occupancy to construct trail connections along Cornell Drive and Hayes Drive as well as pedestrian underpasses at the following locations: Cornell Drive/Hayes Drive intersection, along Hayes Drive between Richards Drive and Lake Shore Drive, along Jeffery Drive between Marquette Drive and 67<sup>th</sup> Street, and the South Shore Drive/67<sup>th</sup> Street intersection.

As shown in Exhibit 8 and summarized in Table 3 below, Alternative 9B involves more permanent use of Section 4(f) resources. However, Alternative 9B does not require building demolition or right-of-way acquisition on properties eligible for the NRHP, which are Section 4(f) resources. It does not require the removal of any other residential or commercial properties, nor will it affect the low-income and minority populations that reside along Stony Island Avenue.

Each sub-alternative and their impact to environmental resources, including Section 4(f) resources, is further evaluated in Section 6.

Preferred Alternative 13 June 27, 2018

<sup>&</sup>lt;sup>3</sup> Pending concurrence from the State Historic Preservation Officer (SHPO).

A summary of the minimization efforts completed for Alternatives 9A and 9B is included in Table 2. This includes a comparison of the Section 4(f) uses associated with providing standard and/or desired design criteria versus the proposed design.

Table 2
Summary of Minimization Efforts

Criterion	Impact Measure	Desired/Standard Criteria		Proposed Design		Amount of Section 4(f) Use Minimized	
Citterion		Alt. 9A	Alt. 9B	Alt. 9A	Alt. 9B	Alt. 9A	Alt. 9B
Section 4(f) Land Permanent Use (Jackson Park)							
Lake Shore Drive	Acre	1.8	1.8	1.4	1.4	0.4	0.4
Stony Island Avenue	Acre	0.2	3.3	0.1	2.5	0.2	0.8
Hayes Drive	Acre	1.7	1.7	1.5	1.4	0.2	0.3
Other Roadways	Acre	0.5	0.5	0.4	0.4	0.1	0.1
Total (Jackson Park)		4.2	7.3	3.4	5.7	0.9	1.6
Section 4(f) Land Permanent Use (Midway Plaisance)	Acre	0.3	0	0.2	0	0.1	-
Right-of-way Acquisition from Historic Properties	Acre	0.5	0	0.4	0	0.1	-
Building Demolition of Historic Properties	Each	2	0	2	0	-	-

## 6. Evaluation of Alternatives Studied in Detail

Each of the alternatives studied in detail were evaluated to determine any impacts to environmental resources that may result from their implementation. The evaluated environmental impacts and their quantifiable impact measure are described below:

- **Floodplains** Acre-feet impacted by the alternative based upon Flood Insurance Maps published by the Federal Emergency Management Agency (FEMA) and drainage studies.
- **Wetlands** Acres of wetlands impacted by the alternative based upon delineations from field studies.
- **Waterways** Acres of waterway impacted by the alternative based upon aerial photographs and field studies.
- Parking Loss Number of unmarked on-street parking spaces lost, assuming one parking space per 20 feet of continuous available curb length.
- Section 4(f) Land Permanent Use (Jackson Park) Acres of Section 4(f) land converted to permanent transportation use within Jackson Park.
- Section 4(f) Temporary Occupancy (Jackson Park) Acres of Section 4(f) land to be used for temporary occupancy. For this project, proposed trails and underpasses may qualify as temporary occupancy exception.
- **Section 4(f) Land Permanent Use (Midway Plaisance)** Acres of Section 4(f) land converted to permanent transportation use within the Midway Plaisance.
- Residential Displacements Number of residential units displaced.
- Commercial Displacements Number of non-residential units displaced.
- **Proposed Right-of-Way Acquisition –** Acres of right-of-way acquisition from private properties.
- Archaeological Sites Impacts to potential archaeological sites.
- **Historic Properties** Impacts to historic properties
- Noise Number of impacted receptors.
- Trees Number of trees removed by the project.
- Pedestrian & Bicycle Safety and Mobility Number of locations improved.
- Vehicular Safety Number of locations improved.

A comparison of the impacts associated with the No-Action Alternative, Alternative 9A, and Alternative 9B is summarized in Table 3. The impacts outlined below are based upon conceptual improvement plans and further design refinements will be made in an effort to reduce overall impacts to the environment.

Table 3
Evaluation Summary

Criterion	Impact Measure	No-Action Alternative	Alternative 9A	Alternative 9B
Floodplain Impacts	Acre-Feet	0.0	0.032	0.032
Wetland Impacts	Acres Filled	0.0	0.0	0.0
Waterway Impacts	Acres Filled	0.0	0.040	0.040
Parking Loss - On-Street	Number of Spaces	0	161	161
Section 4(f) Land Permanent Use (Jackson Park)	Acres	0	3.4	5.7
Section 4(f) Temporary Occupancy (Jackson Park)	Acres	0	7.4	8.1
Section 4(f) Land Permanent Use (Midway Plaisance)	Acres	0	0.2	0
Residential Displacements	Number of units	0	306	0
Commercial Displacements	Number of units	0	4	0
Proposed Right-of-Way Acquisition	Acres	0	1.6	0
Archaeological Sites listed/eligible for the NRHP Effected		No	No	No
Historic Properties Affected		No	Yes	Yes
Historic Properties Demolished	Number of properties	0	2	0
Right-of-Way Acquisition from Historic Properties	Acres	0	0.4	0
Noise Impacts	Number of receptors impacted	0	10	10
Trees Removed	Number of trees	0	250 to 300	350 to 400
Pedestrian & Bike Safety and Mobility				
Pedestrian underpasses	Number of underpasses	0	5	5
Refuge islands	Number of locations	0	8	8
Curb extensions	Number of locations	0	9	9
Signalized intersection modernization	Number of locations	0	6	6
Convert intersection from stop- controlled to signalized	Number of locations	0	2	2
Additional Trails		No	Yes	Yes

Table 3 (Continued)

Criterion	Impact Measure	No-Action Alternative	Alternative 9A	Alternative 9B
Vehicular Safety				
Signalized intersection modernization	Number of locations	0	6	6
Convert intersection from stop controlled to signalized	Number of locations	0	2	2
Exclusive turn lanes provided at intersection	Number of locations	0	9	9
Provide additional capacity	Number of locations	0	15	15

## 6.1. Evaluation of No-Action Alternative

As summarized in Table 3, the No-Action Alternative does not impact floodplains, wetlands, waterways, archaeological sites, historic architecture/landscape, or trees. The No-Action Alternative does not improve vehicular, pedestrian, and bicyclist safety and mobility.

As described in the Alternatives to be Carried Forward document, the No-Action Alternative results in nine signalized intersections and one all-way stop-controlled intersection failing during the morning peak hour, evening peak hour, or both. At these locations, overall intersection delay has reached or exceeded the delay criteria for an LOS F, or at least one through or turning movement has exceeded its available capacity.

Based upon the evaluation criteria, the No-Action Alternative does not meet the Purpose and Need for the Proposed Action.

# 6.2. Evaluation of Alternative 9A – Mobility Improvements - Widen Lake Shore Drive/Widen Stony Island West/Reconfigure Hayes

Table 3 shows Alternative 9A is anticipated to impact floodplains and waterways as a result of the 59<sup>th</sup> Street Harbor Inlet Bridge widening to provide an additional southbound lane along Lake Shore Drive. The banded killifish, a state threatened species, is present near the area of this bridge. Based on the scope of work, the Illinois Department of Natural Resources (IDNR) has concluded that the project will not affect the banded killifish. There are no impacts to wetlands associated with Alternative 9A. This alternative results in a net parking loss of 3,220 feet of unmarked parking equivalent to 161 spaces, primarily due to providing two lanes in each direction along Hayes Drive. The widening and reconfiguring of the roadways, including minimization efforts to widen Stony Island Avenue to the west, results in a conversion of 3.6 acres of Section 4(f) land consisting of open green space, trails, trees, and

benches within the NRHP boundary of Jackson Park to transportation use. Alternative 9A requires 0.2 acres of conversion of open space land within the Midway Plaisance. The widening of Stony Island Avenue to the west to minimize use of Section 4(f) parkland results in the removal of 306 residential and 4 commercial units, including the required demolition of two eligible properties for the National Register of Historic Places. There is 1.6 acres of proposed right-of-way acquisition required from private properties, including 0.4 acres from historic properties. Ten receptors would be impacted by noise. Alternative 9A will require between 250 to 300 tree removals.

Alternative 9A improves pedestrian and bicyclist safety and mobility by providing four grade separation locations within the park as well as providing trail facilities along Cornell Drive, Hayes Drive, and Marquette Drive. Curb extensions and refuge islands will be provided along Stony Island Avenue to reduce crossing exposure distances and traffic signals will be modernized to provide pedestrian countdown timers and push buttons.

The Alternatives to be Carried Forward document includes the performance of Alternative 9. The performance of Alternatives 9A and 9B are identical to the performance of Alternative 9 as they provide the same facilities needed to achieve the results presented. Under this alternative, all signalized intersections within the study area operate at LOS C or better during both peak hours. These capacity improvements provide acceptable levels of service in the design year of 2040.

# 6.3. Evaluation of Alternative 9B – Mobility Improvements - Widen Lake Shore Drive/Widen Stony Island East/Reconfigure Hayes

Table 3 shows Alternative 9B is anticipated to impact floodplains and waterways as a result of the 59<sup>th</sup> Street Harbor Inlet Bridge widening to provide an additional southbound lane along Lake Shore Drive. The banded killifish, a state threatened species, is present near the area of this bridge. Based on the scope of work, the Illinois Department of Natural Resources (IDNR) has concluded that the project will not affect the banded killifish. There are no impacts to wetlands associated with Alternative 9B. This alternative results in a net parking loss of 161 spaces, primarily due to providing two lanes in each direction along Hayes Drive. The widening and reconfiguring of the roadways, including widening Stony Island Avenue to the east, results in a conversion of 5.7 acres of Section 4(f) land consisting of open green space, trails, trees, and benches within the NRHP boundary of Jackson Park to transportation use. The widening of Stony Island Avenue to the east involves a greater use of Section 4(f) parkland, however, it does not require the displacement of any residential, commercial, or eligible NRHP properties, nor does it require conversion of Section 4(f) use in the Midway Plaisance. Alternative 9B is anticipated to affect historic properties. Ten receptors would be impacted by noise. Alternative 9B will require between 350 to 400 tree removals.

Alternative 9B improves pedestrian and bicyclist safety and mobility by providing four grade separation locations within the park as well as providing trail facilities along Cornell Drive, Hayes Drive, and Marquette Drive. Curb extensions and refuge islands will be provided along Stony Island Avenue to

reduce crossing exposure distances and traffic signals will be modernized to provide pedestrian countdown timers and push buttons.

The Alternatives to be Carried Forward document includes the performance of Alternative 9. The performance of Alternatives 9A and 9B are identical to the performance of Alternative 9 as they provide the same facilities needed to achieve the results presented. Under this alternative, all signalized intersections within the study area operate at LOS C or better during both peak hours. These capacity improvements provide acceptable levels of service in the design year of 2040.

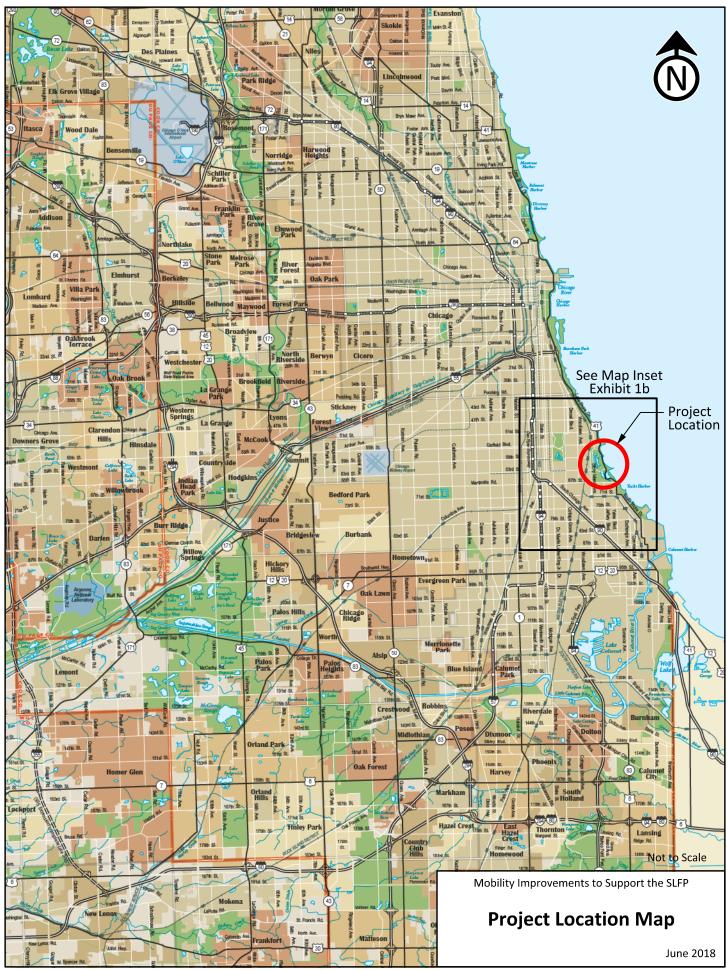
## 7. Selection of the Preferred Alternative

The evaluation of the No-Action Alternative concluded that the alternative does not meet the Purpose and Need for the Proposed Action. Poor operations and multiple failing intersections were observed with the No-Action Alternative, and opportunities to enhance bicyclist and pedestrian access and circulation to and within the park are not accomplished through this alternative.

Both Alternative 9A and 9B include components to achieve acceptable operations and improve bicyclist and pedestrian access and circulation within Jackson Park, therefore meeting the Purpose and Need for the Proposed Action. However, while Alternative 9A converts fewer acres of Section 4(f) land compared to Alternative 9B (3.6 acres vs. 5.7 acres), Alternative 9A has 306 residential replacements and requires the demolition of four buildings, two of which are eligible for the NRHP and Section 4(f) properties.

As a result of these factors, **Alternative 9B - Mobility Improvements - Widen Lake Shore Drive/Widen Stony Island East/Reconfigure Hayes has been selected as the Preferred Alternative.** 

As further design studies are completed for the Preferred Alternative, additional opportunities to reduce impacts to environmental resources will be investigated.



**Exhibit 1A** 



**Exhibit 1B** 



Exhibit 2





**Exhibit 4** 

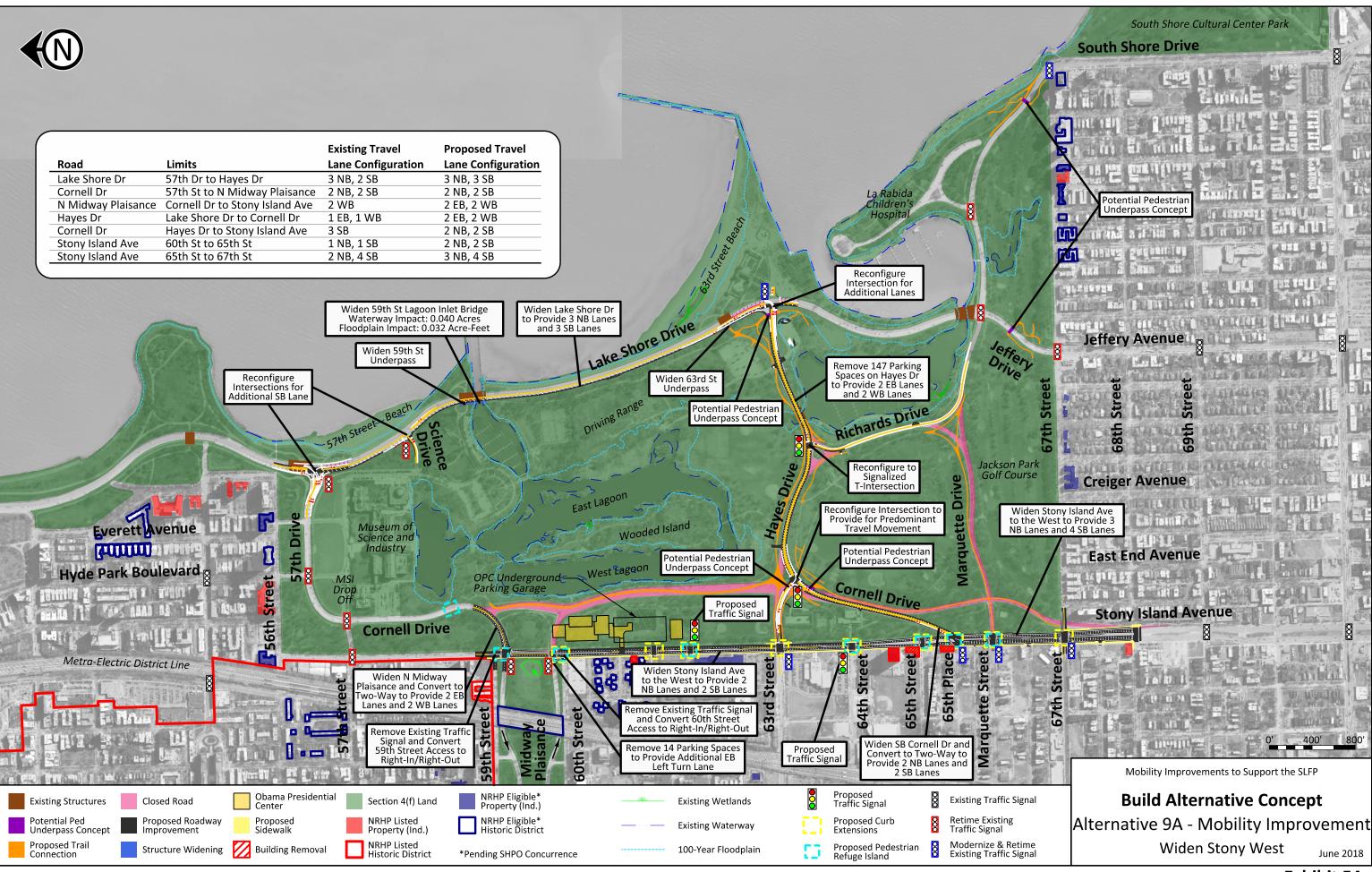
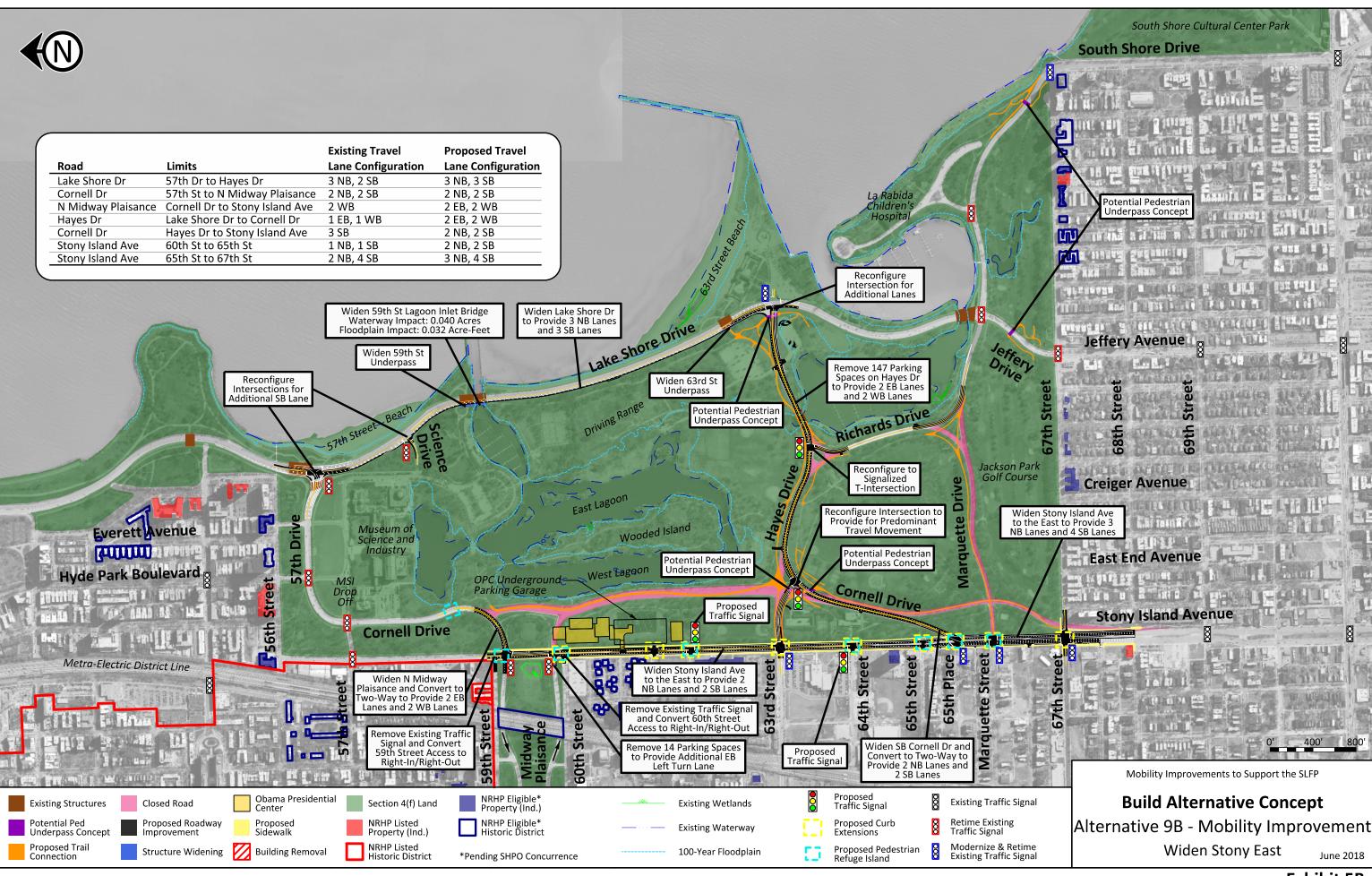
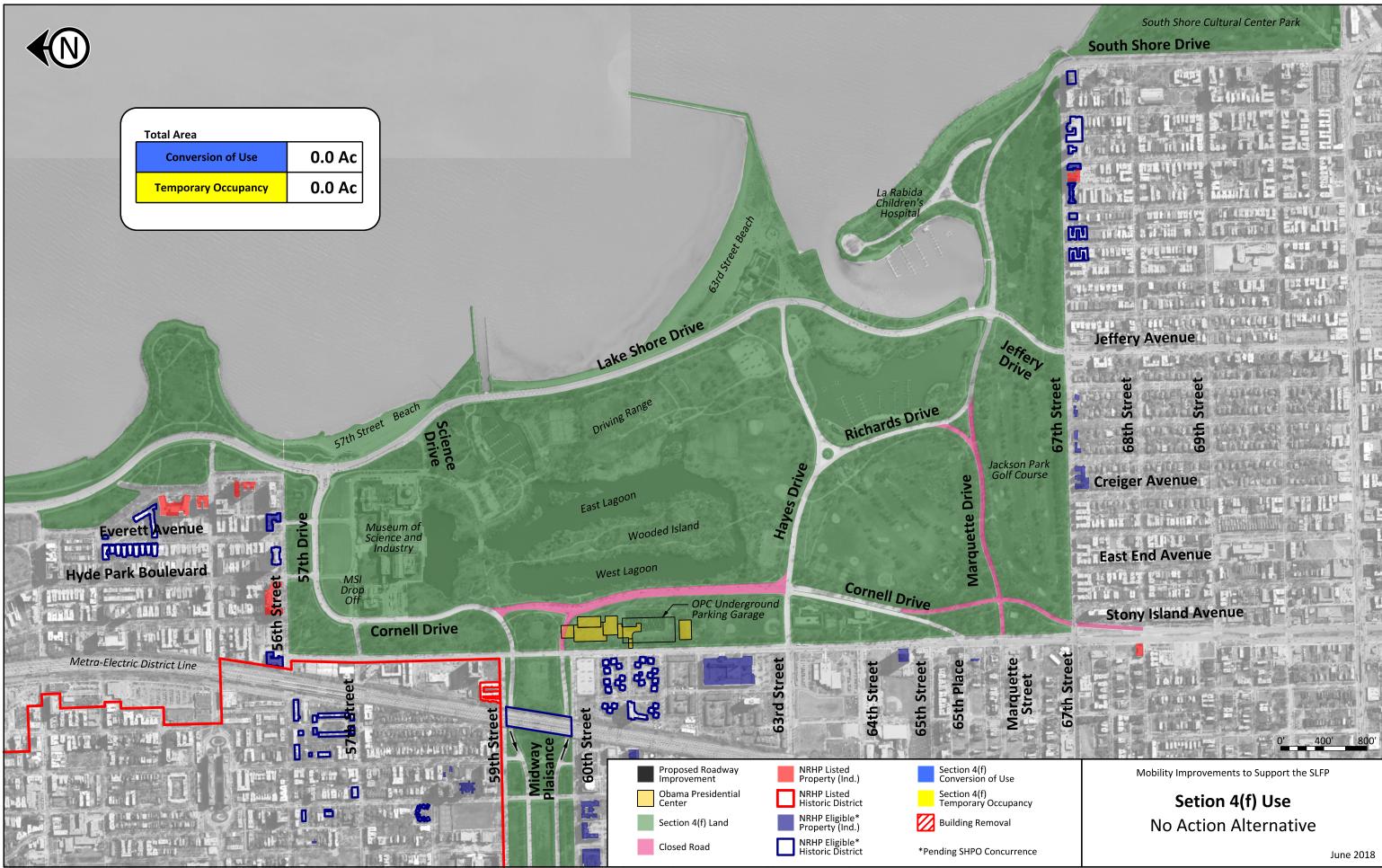


Exhibit 5A





**Exhibit 6** 



Exhibit 7



**Exhibit 8** 

# **Appendix E – Least Harms Analysis**

Alternative 9A: Widen Stony Island Avenue West	E-	.1
Alternative 9B: Widen Stony Island Avenue East	E-	-2



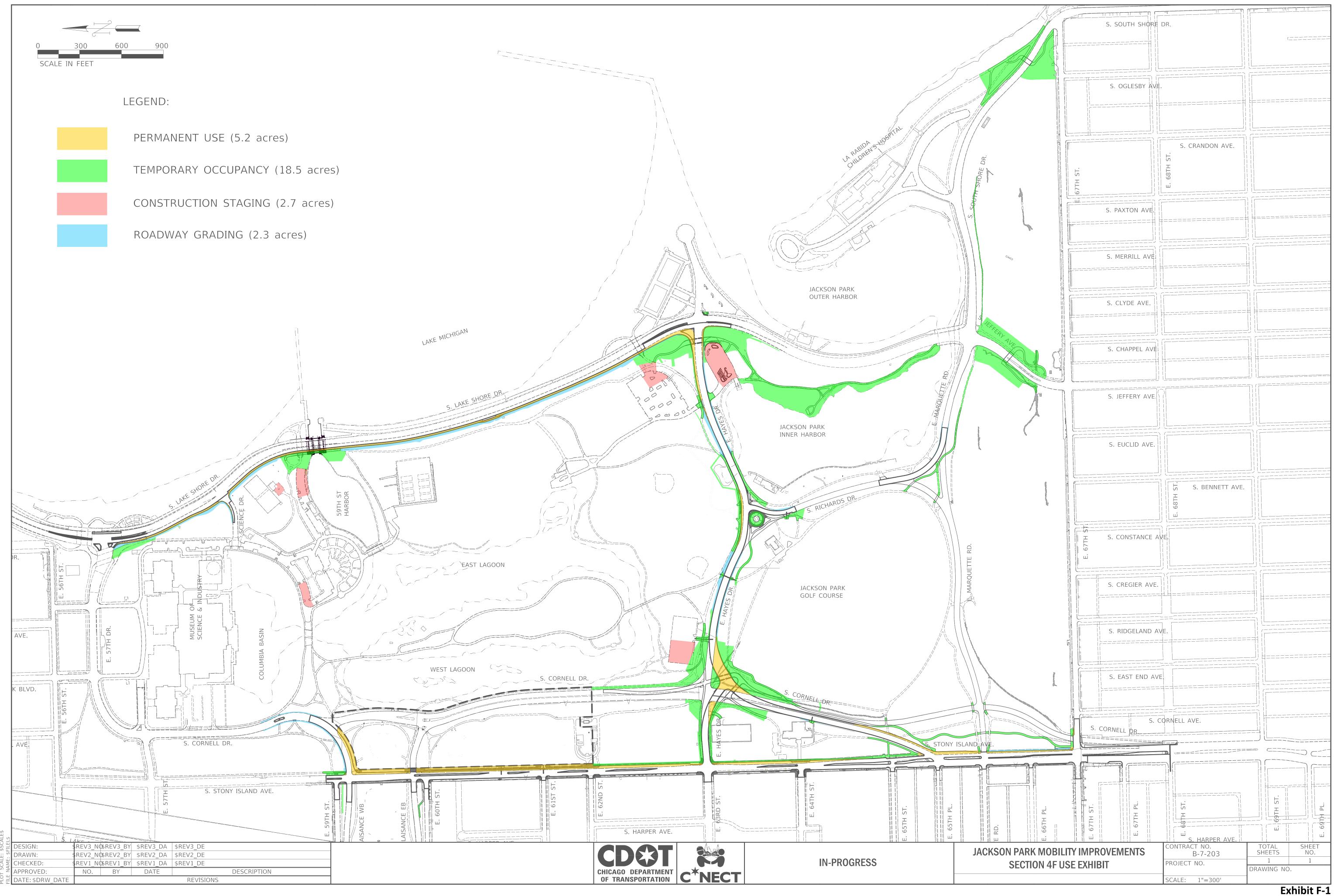
**Exhibit E-1** 



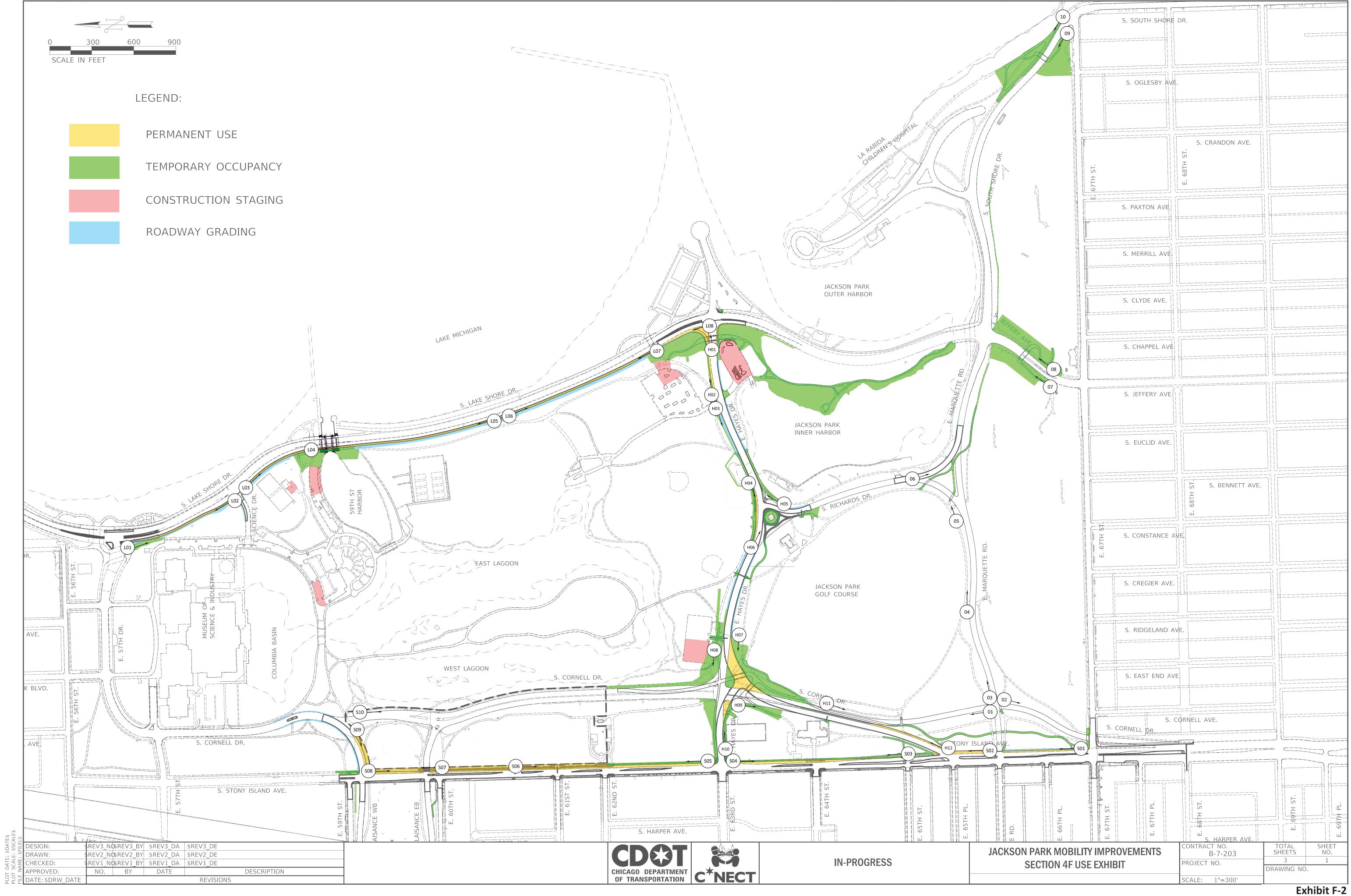
**Exhibit E-2** 

# **Appendix F – Impacts to Section 4(f) Resources: Alternative 9B**

Section 4(f) Use	F-1
Existing Conditions Photologs – Anticipated Use of Section 4(f) Resource Ar	
Photolog Exhibit – Picture Locations	F-2
Stony Island Avenue	F-2a
Lake Shore Drive	F-2b
Hayes Drive	F-2c
Other Areas	F-2d
Proposed Tree Removals	F-3
Temporary and Permanent Impacts: Lake Michigan	F-4a
Temporary Impacts: South Lagoon	F-4b
Floodplain Encroachments	F-4c



# Existing Conditions Photologs Anticipated Use of Section 4(f) Resource Areas





East side of Stony Island Avenue north of 67th Street, looking north

Description

S01



Caption

East side of Stony Island Avenue north of Marquette Road, looking North

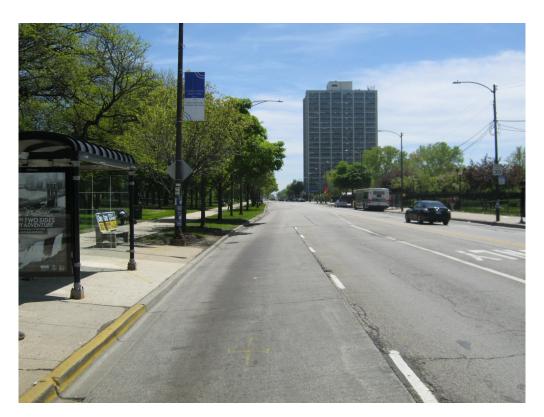
Description



East side of Stony Island Ave at 65th Street, looking north

Description

S03



Caption

East side of Stony Island Avenue at Hayes Drive, looking south

Description



East of Stony Island Avenue north of Hayes Drive, looking north

Description

S05



Caption

East side of Stony Island Avenue north of 61st Street (approx. OPC garage entrance), looking south

Description



East side of Stony Island Avenue at S. Midway Plaisance (EB), looking north

Description

S07



Caption

East side of Stony Island Avenue at N. Midway Plaisance (WB), looking south

Description



South side of N. Midway Plaisance (WB) west of Cornell Drive, looking west

Description

S09



Caption

East side of Cornell Drive at S. Midway Plaisance (EB), looking south

Description



West side of Lake Shore Drive south of 57th Drive, looking south from 57th Drive Underpass

escription

L01



Caption

West side of Lake Shore Drive north of Science Drive, looking north

Descriptio



West side of Lake Shore Drive south of Science Drive, looking south

Description

L03



Caption

West side of Lake Shore Drive north of the 59th Street Inlet Bridge, looking south

Descriptio



Cantio

West side of Lake Shore Drive at pullout, looking north

Description

L05



Caption

West side of Lake Shore Drive at pullout, looking south

Description



West side of Lake Shore Drive at 63rd Street Underpass, looking north

Description

L07



Caption

West side of Lake Shore Drive at Hayes Drive (northwest corner), looking north

Description



North side of Hayes Drive west of Lake Shore Drive, looking east

Description

H01



Caption

North side of Hayes Drive west of Lake Shore Drive, looking east

Description



North side of Hayes Drive west of parking lot entrance, looking west

Description

H03



Caption

North side of Hayes Drive at the Statue of the Republic, looking west

Descriptio



East of Richards Drive south of Hayes Drive (southeast corner near Statue of the Republic, along yacht club fence), looking northeast

H05



Caption

North side of Hayes Drive heading eastbound toward Statue of the Republic, looking southeast

Description



Southeast of Hayes Drive/Cornell Drive intersection, near realigned Hayes Drive, looking west

Description H07



Caption

North side of Hayes Drive, east leg of Cornell Drive intersection, looking west

Description



West of Cornell Drive south of Hayes Drive, looking south

Description

-



Caption

South side of 63rd Street at Stony Island Avenue, looking east

Description



West side of Cornell Drive at the Jackson Park Fieldhouse, looking south

Description

H11



Caption

East of Cornell Drive (SB), looking north east

Descriptio



West side of NB Cornell Drive at Marquette Drive, looking north

Description

01



Caption

East side of NB Cornell Drive south of Marquette Road, looking south

Description



North side of Marquette Drive, east leg of NB Cornell Drive intersection, looking east

Description

03



Caption

North side of Marquette Drive south of Jackson Park Golf Course, looking east

Descriptio



Cantion

North side of Marquette Drive, west of Richards Drive western intersection, looking east

Description

05



Caption

Richards Drive at Marquette Drive, northern intersection, looking south

Descriptio



Cantion

West side of Jeffrey Avenue north of 67th Street, near proposed underpass, looking northeast

Description

07



Caption

East side of Jeffrey Avenue north of 67th Street, near proposed underpass, looking northeast

Description



South side of Marquette Drive north of 67th Street, near proposed underpass, looking northwest

escription

09



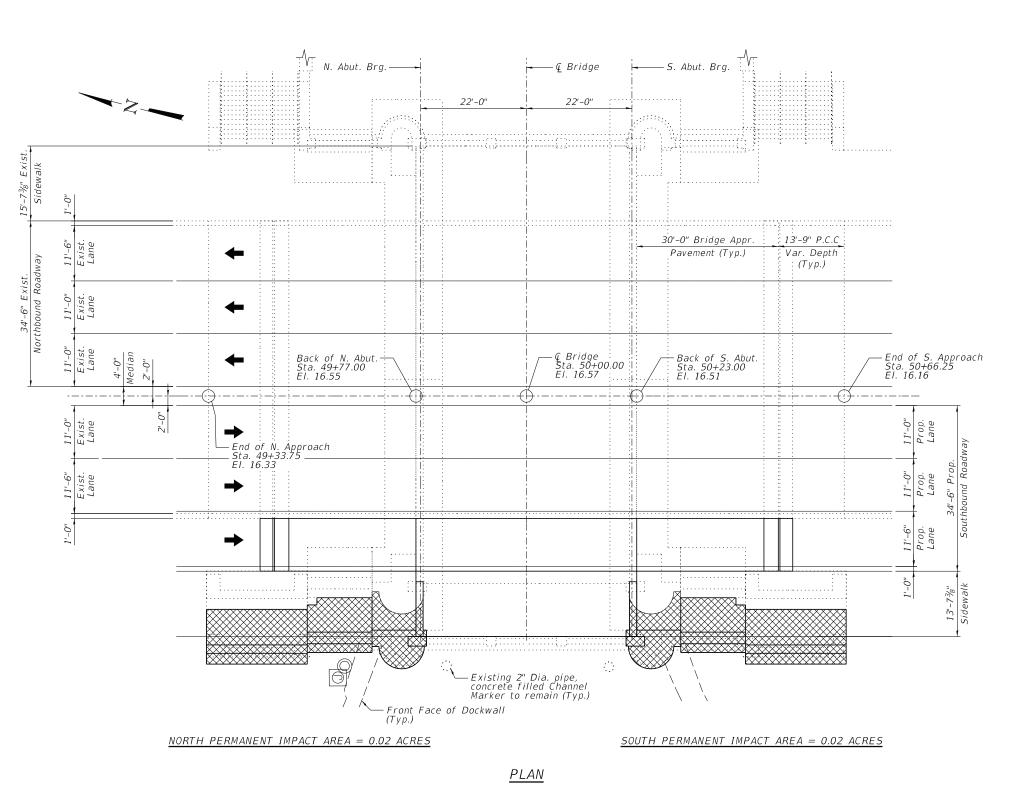
Caption

North side of Marquette Drive north of 67th Street, near proposed underpass, looking northwest

Description



**Exhibit F-3** 



Alfred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601 312-565-0450 Job No. 10641.00

DESIGNED - JLS

CHECKED - AJK

JLS

REVISED

REVISED

REVISED

USER NAME = jsurber

PLOT DATE = 9/29/2017

benesch

9th St. Lagoon Inlet\_Wetland Exhibit.dgn PLOT SCALE =

<u>LEGEND</u>

Pei

Permanent Wetland Impact Area

Range 14E - 3rd P.M.

E. Hyde Park Blud

Range 14E - 3rd P.M.

Range 15E - 3rd P.M.

Ran

LOCATION SKETCH

<u>GENERAL PLAN - PERMANENT WETLAND IMPACTS</u>

<u>S. LAKE SHORE DRIVE OVER 59TH ST LAGOON INLET</u>

<u>F.A.U. 2873 - SEC. 80-E-418-00-BR</u>

COOK COUNTY

STATION 50+00.00

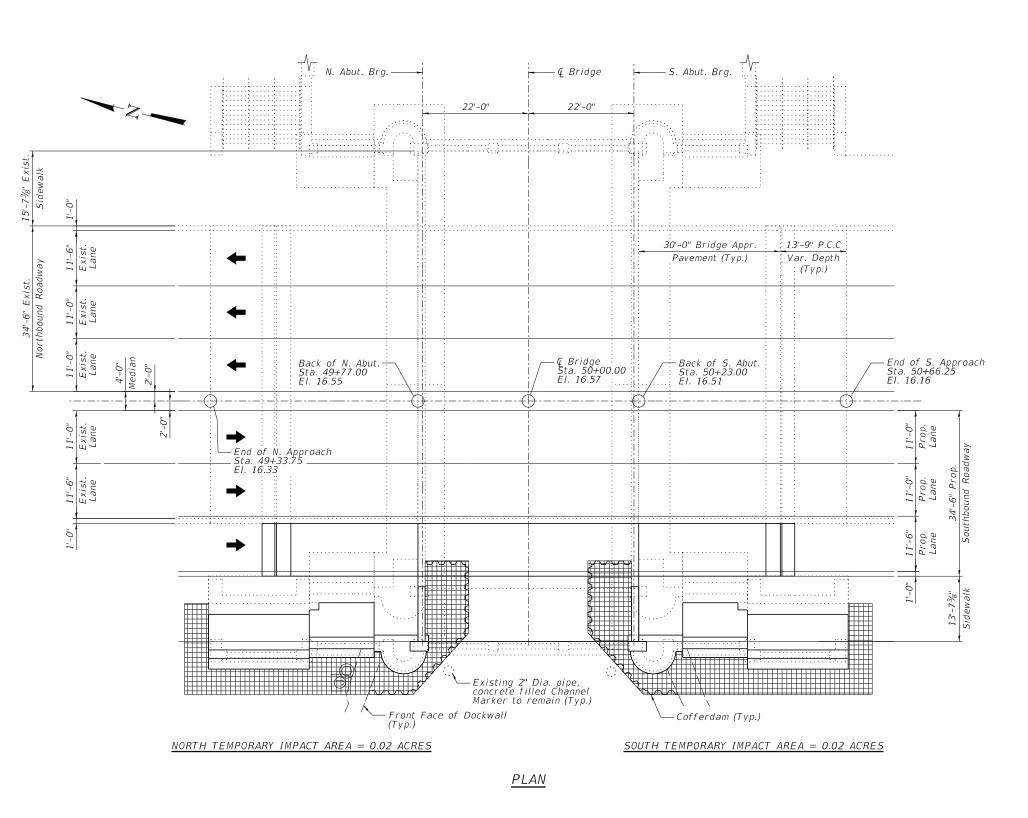
STRUCTURE NO. 016-619

STRUCTURE NO. 016-6195

CITY OF CHICAGO

DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

| FALL | SECTION | COUNTY | TOTAL SHEET | SHEET



Alfred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601 312-565-0450 Job No. 10641.00

DESIGNED - JLS

CHECKED - AJK

CHECKED - AJK

JLS

REVISED

REVISED

REVISED

USER NAME = jsurber

PLOT DATE = 9/29/2017

benesch

9th St. Lagoon Inlet\_Wetland Exhibit.dgn PLOT SCALE =

LEGEND

Temporary Wetland Impact Area

Range 14E - 3rd P.M. - Proposed Rehabilitation LOCATION SKETCH

**GENERAL PLAN - TEMPORARY WETLAND IMPACTS** S. LAKE SHORE DRIVE OVER 59TH ST LAGOON INLET F.A.U. 2873 - SEC. 80-E-418-00-BR

**COOK COUNTY** STATION 50+00.00

**STRUCTURE NO. 016-6195** 

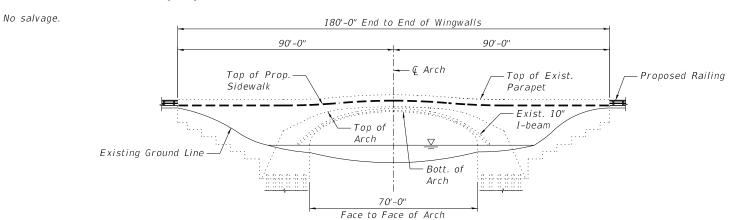
COUNTY TOTAL SHEETS NO. COOK 2 2 COUNTY CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION** SN 016-6195 CDOT PROJECT NO **DIVISION OF ENGINEERING** SHEET NO. 2 OF 2 SHEETS

Cut "X" on N.E. bolt of 2nd light pole east of Inner Harbor Bridge, east of Richards Dr. and near south curb of E. Hayes Dr., Elevation = 15.48 Chicago City Datum (CCD).

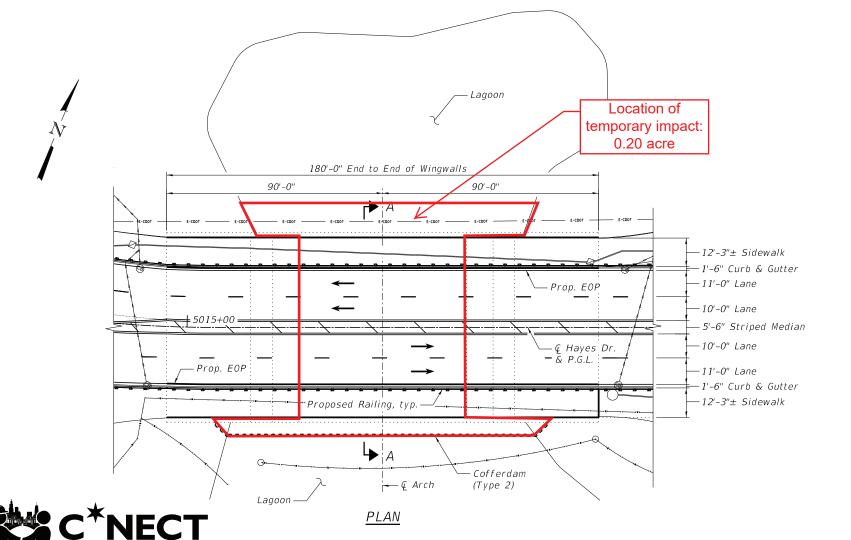
#### Existing Structure:

Hayes Drive over Jackson Park Lagoon is a single span filled spandrel concrete arch bridge, originally built in 1902, carrying two lanes of traffic in the eastbound direction and two lanes of traffic in the westbound direction. The structure has a total length of 180'-0" (end to end of wingwalls) and an overall width of approximately 79'. The length of the clear span is 70'-0".

Traffic to be maintained utilizing staged construction.



## ELEVATION



#### DESIGN SPECIFICATIONS

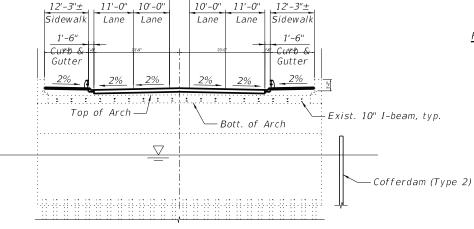
2002 AASHTO Standard Specifications for Highway Bridges

#### DESIGN STRESSES

#### FIELD UNITS (New Construction)

f'c = 3,500 psi (Sidewalk) f'c = 6,000 psi (Arch) fy = 60,000 psi (Reinforcement) FIELD UNITS (Exist. Construction)

> f'c = 3,000 psi fy = 30,000 psi (Steel)



## SECTION A-A

5'-6"

Striped

Median

#### LEGEND

Existing Lighting Conduit

∞ — Existing Underground

Electrical CD0T

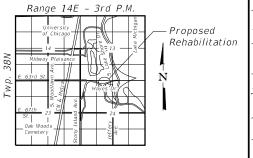
•—⊢ Existing Underground Lawn Hydrant Water CPD

Existing Underground

Storm Sewer DWM

## SCOPE OF WORK

- 1. Mill bitumnous overlay, remove concrete sidewalks and excavate fill over the top of existing arch.
- 2. Install Cofferdam and dewater underneath existing arch.
- 3. Structural concrete repair of existing arch.
- 4. Add waterproofing membrane and place compacted backfill.
- 5. Construct roadway section and HMA surface, concrete curb and gutter and new concrete sidewalks with pedestrian railing adjacent to roadway.
- 6. Masonry tuckpointing.
- 7. Remove Cofferdam.



LOCATION SKETCH

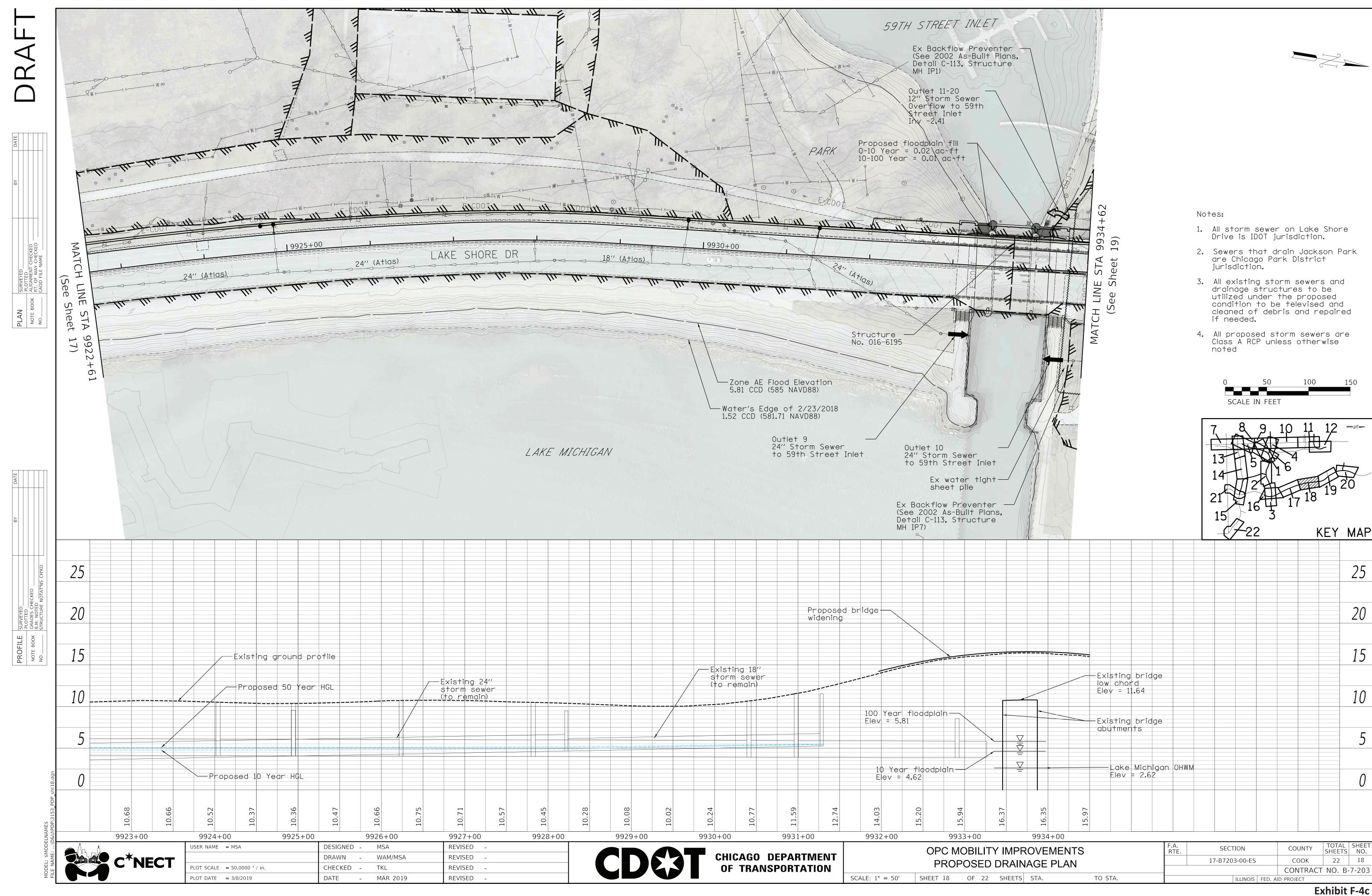
GENERAL PLAN AND ELEVATION

HAYES DRIVE OVER JACKSON PARK LAGOON

F.A.U. 1520 - SEC. 17-B7203-00-ES

<u>COOK COUNTY</u> <u>STATION 5015+81.50</u> STRUCTURE NO. 016-6196

FILE NAME =	USER NAME = rgrımm	DESIGNED - MM	REVISED -	CITY OF CHICAGO		F.A.U. RTF.	SECTION	COUNTY	TOTAL SHEET S
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION		1520 1	17-B7203-00-ES	соок	9
ABC-sht-6196-gpe.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -			CDOT PROJEC	CT NO. B-7-203	SN 01	16-6196
	PLOT DATE = 3/28/2019	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SG-1 OF 9 SHEETS		ILLINOIS FED. AID	PROJECT	(*



# **Appendix G – Minimization and Mitigation Measures**

Section 4(f) Minimization Efforts: Roadway Footprint	G-1
Preliminary Tree Replacements	G-2



**Exhibit G-1** 



**Exhibit G-2** 

# Appendix H – Coordination

Officials with Jurisdiction Coordination	
Draft Section 4(f) Letters – OWJs	H-1a
Draft Section 4f Comments – OWJs	H-1b
Federal agencies with encumbrances	
Draft Section 4(f) Letters – Encumbrances	H-2a
USACE GLFER Impacts	H-2b
USACE GLFER Replacement Area	
NPS UPARR Areas, Impacts, and Replacement	H-2d
Draft Section 4f Comments – Encumbrances	H-2e
Public Comments	H-3
FHWA Responses to Public Comments	H-4

# **Draft Section 4(f) Letters**

Officials with Jurisdiction



3250 Executive Park Drive Springfield, Illinois 62703

April 23, 2020

In Reply Refer To: HDA-IL

Reid Nelson Director, Office of Federal Agency Programs Advisory Council on Historic Preservation 401 F Street NW, Suite 308 Washington, DC 20001

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Mr. Nelson:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the Advisory Council on Historic Preservation's (ACHP) comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois, per 23 CFR 774.5(a). The Draft Section 4(f) Evaluation is enclosed for your review and available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp\_info/jackson-park-improvements.html

The proposed transportation improvements will require converting land to a transportation use from two historic properties: (1) Jackson Park Historic Landscape District and Midway Plaisance and (2) the Chicago Park Boulevard System. Per Section 4(f) regulations, because the ACHP is participating in consultation, you are considered an "official with jurisdiction" over historic properties. FHWA is seeking your comments on the draft Section 4(f) evaluation.

In addition to permanent use of Section 4(f) land in Jackson Park, there are temporary occupancies of Section 4(f) land. The temporary occupancies are described in the Section 4(f) evaluation and are locations where construction activity will occur temporarily to build bicycle and pedestrian underpasses, trails, and connections; and locations for construction staging and roadway grading occur within the park. For the temporary occupancy exception to apply, we are requesting your written concurrence that the following conditions are satisfied for the temporary occupancies that are described in the Section 4(f) evaluation:

- 1) The duration of the construction activity is temporary. The construction activity in the temporary occupancy areas are less than the time needed for construction of the project, and there will be no change in ownership of the land;
- 2) The scope of the work is minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project.

Comments should be sent to Matt Fuller at FHWA (Matt.Fuller@dot.gov) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (Nathan.Roseberry@cityofchicago.org). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller

Environmental Programs Engineer

Enclosure



3250 Executive Park Drive Springfield, Illinois 62703

April 23, 2020

In Reply Refer To: HDA-IL

Gia Biagi, Commissioner Chicago Department of Transportation 30 North LaSalle Street, Suite 1100 Chicago, Illinois 60602

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Ms. Biagi:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the Chicago Department of Transportation's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois. The Draft Section 4(f) Evaluation is available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp info/jackson-park-improvements.html

The proposed transportation improvements will require a temporary occupancy of the Midway Plaisance. The Midway Plaisance is owned and administered by the Chicago Department of Transportation, in cooperation with the Chicago Park District, and both agencies are considered a "officials with jurisdiction" over Midway Plaisance. FHWA is coordinating with you to seek your comments on the draft Section 4(f) evaluation.

The temporary occupancy described in the Section 4(f) evaluation for the Midway Plaisance and are locations where construction activity will occur temporarily to build bicycle and pedestrian underpasses, trails, and connections; and locations for construction staging and roadway grading occur within the park. For the temporary occupancy exception to apply, we are requesting your written concurrence that the following conditions are satisfied for the temporary occupancies that are described in the Section 4(f) evaluation:

- 1) The duration of the construction activity is temporary. The construction activity in the temporary occupancy areas are less than the time needed for construction of the project, and there will be no change in ownership of the land;
- 2) The scope of the work is minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project.

Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller



3250 Executive Park Drive Springfield, Illinois 62703

April 23, 2020

In Reply Refer To: HDA-IL

Michael P. Kelly Superintendent and CEO Chicago Park District 541 N. Fairbanks, 7<sup>th</sup> Floor Chicago, Illinois 60611

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Mr. Kelly:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the Chicago Park District's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois. The Draft Section 4(f) Evaluation is available at the following web address:

https://www.chicago.gov/citv/en/depts/dcd/supp\_info/iackson-park-improvements.html

The proposed transportation improvements will require converting land from Jackson Park to a transportation use. Jackson Park is owned and administered by the Chicago Park District, who is empowered to represent the agency on matters related to the property. Therefore, the Chicago Park District is considered an "official with jurisdiction" over Jackson Park and FHWA is coordinating with you to seek your comments on the draft Section 4(f) evaluation.

In addition to permanent use of Section 4(f) land in Jackson Park, there are temporary occupancies of Section 4(f) land in Jackson Park and in the Midway Plaisance. The temporary occupancies are described in the Section 4(f) evaluation and are locations where construction activity will occur temporarily to build bicycle and pedestrian underpasses, trails, and connections; and locations for construction staging and roadway grading occur within the park. For the temporary occupancy exception to apply, we are requesting your written concurrence that the following conditions are satisfied for the temporary occupancies that are described in the Section 4(f) evaluation:

- 1) The duration of the construction activity is temporary. The construction activity in the temporary occupancy areas are less than the time needed for construction of the project, and there will be no change in ownership of the land;
- 2) The scope of the work is minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project.

Comments should be sent to Matt Fuller at FHWA (Matt.Fuller@dot.gov) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (Nathan.Roseberry@cityofchicago.org). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller

**Environmental Programs Engineer** 

Mare Tulton



3250 Executive Park Drive Springfield, Illinois 62703

Federal Highway
Administration

April 23, 2020

In Reply Refer To: HDA-IL

Bob Appleman
Deputy State Historic Preservation Officer
Illinois State Historic Preservation Office
Old State Capitol Building, 2<sup>nd</sup> Floor
One Old State Capitol Plaza
Springfield, Illinois 62701

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Mr. Appleman:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the Illinois State Historic Preservation Officer's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois. The Draft Section 4(f) Evaluation is enclosed and also available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp\_info/jackson-park-improvements.html

The proposed transportation improvements will require converting land to a transportation use from two historic properties: (1) Jackson Park Historic Landscape District and Midway Plaisance and (2) the Chicago Park Boulevard System. Per Section 4(f) regulations, the Illinois State Historic Preservation Officer is an "official with jurisdiction" over historic properties. FHWA is seeking your comments on the draft Section 4(f) evaluation.

In addition to permanent use of Section 4(f) land in Jackson Park, there are temporary occupancies of Section 4(f) land. The temporary occupancies are described in the Section 4(f) evaluation and are locations where construction activity will occur temporarily to build bicycle and pedestrian underpasses, trails, and connections; and locations for construction staging and roadway grading occur within the park. For the temporary occupancy exception to apply, we are requesting your written concurrence that the following conditions are satisfied for the temporary occupancies that are described in the Section 4(f) evaluation:

- 1) The duration of the construction activity is temporary. The construction activity in the temporary occupancy areas are less than the time needed for construction of the project, and there will be no change in ownership of the land;
- 2) The scope of the work is minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project.

Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller

Environmental Programs Engineer

Mare Tulton

Enclosure

# **Draft Section 4(f) Comments**

Officials with Jurisdiction

# Jennifer M. Hyman, P.E.

## Subject:

RE: Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

From: Jaime Loichinger < jloichinger@achp.gov>

Sent: Thursday, June 11, 2020 11:30 AM

To: Fuller, Matt (FHWA) < <a href="mailto:Matt.Fuller@dot.gov">Matt.Fuller@dot.gov</a>>

Cc: Sarah Stokely <sstokely@achp.gov>

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of

Chicago, Cook County, Illinois

Dear Mr. Fuller:

On April 23, 2020, the Advisory Council on Historic Preservation (ACHP) received a notification from the Federal Highway Administration (FHWA) regarding the availability of a draft Section 4(f) evaluation for the subject undertaking. Although the comment deadline has passed, we wanted to clarify that while we appreciate the opportunity to comment on it, such an evaluation is outside the scope of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). Accordingly, we decline the invitation to review the evaluation.

Should you have any questions, please don't hesitate to contact either myself or Sarah Stokely (copied).

Sincerely,

## Jaime Loichinger

Assistant Director
Advisory Council on Historic Preservation
202.517.0219 | jloichinger@achp.gov



Administration Office

541 North Fairbanks Chicago, Illinois 60611 (312) 742-7529 (312) 747-2001 (TTY) www.chicagoparkdistrict.com

#### **Board of Commissioners**

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David A. Helfand Vice President

Donald J. Edwards Tim King M. Laird Koldyke Jose M. Muñoz Ashley Hemphill Netzky

General Superintendent & CEO Michael P. Kelly

City of Chicago Lori Lightfoot Mayor Michael P. Kelly

Superintendent and CEO
Chicago Park District
541 N. Fairbanks Ct., 7<sup>th</sup> Floor
Chicago, Illinois 60611
Michael.Kelly@chicagoparkdistrict.com

June 18, 2020

Mr. Matt Fuller
Environmental Programs Engineer
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703
Matt.Fuller@dot.gov

Re: HAD-IL

Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan

Dear Mr. Fuller:

Thank you for the opportunity to comment on the Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan. The Chicago Park District acknowledges our role as an Official with Jurisdiction and hereby submits our comments on the Section 4(f) Evaluation.

Though the Park District recognizes that the proposed project will result in the permanent and temporary conversion of historical parkland to a transportation use, the Park District supports the proposed roadway improvements and believes they are consistent with the South Lakefront Framework Plan. These improvements will benefit the park by providing improved park cohesiveness, accessibility, and safety for all park users. The Park District has been working with the City of Chicago and will continue to do so in order to minimize impacts to Jackson Park.

Furthermore, the Park District concurs that the conditions of temporary occupancy have been satisfied. The Park District will act in good faith to continue to ensure that these conditions are satisfied as designs are finalized and throughout the construction process. The Park District expects that coordination between Chicago Department of Transportation and the Park District will be an ongoing effort as designs are finalized and construction begins to make certain that any impacted land will be fully restored and that access to park amenities is maintained.

The Park District acknowledges that certain measures will be taken by the City to mitigate adverse impacts to the properties including the addition of 7.7 acres of parkland through vacated roadways within the park and the replacement of trees removed at a 1:1 ratio. Also, as a Consulting Party for the related Section 106 process, the Park District remains involved in the resolution of adverse effects to the properties realized through the Section 106 process.

Additionally, the Park District understands that easements will need to be established for existing and proposed utilities on Park District property. Certain utilities that are currently located within proposed roadway vacations would be located within Park District property if the roadway vacations are approved. Also, new storm sewers for draining the proposed underpasss are essential for their functionality. We recognize that the proposed roadway vacations and underpasses would benefit the park by adding parkland within the property and improving park cohesiveness. Easements associated with these existing and proposed utilities are essential to provide access for utility maintenance. The final acreage and locations of these easements are being coordinated with the City at this time.

We look forward to continued coordination with the City and the Federal Agencies as this project evolves.

Sincerely,

Michael P. Kelly

General Superintendent and CEO, Chicago Park District

CC: Nathan Roseberry, City of Chicago Department of Transportation

# **Draft Section 4(f) Letters**

Federal Agencies with Encumbrances



Administration

**Illinois Division** 

3250 Executive Park Drive Springfield, Illinois 62703

April 23, 2020

In Reply Refer To: HDA-IL

Joel Lynch Urban Park and Recreation Recovery Program – National Park Service 1849 C Street, NW, Org-2225 Washington, DC 20240

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Dr. Lynch:

Pursuant to 23 CFR 774.5(d), the Federal Highway Administration (FHWA) hereby requests the National Park Service's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois. The Draft Section 4(f) Evaluation available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp info/jackson-park-improvements.html

The proposed transportation improvements will require converting land from Jackson Park to a transportation use. Jackson Park is subject to a Federal encumbrance under the Urban Park and Recreation Recovery Program and therefore we are seeking the National Park Service's position on the proposed impact, as well as to determine if any other Federal requirements may apply to converting the Section 4(f) land to a different function.

Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller



3250 Executive Park Drive Springfield, Illinois 62703

Federal Highway Administration

April 23, 2020

In Reply Refer To: HDA-IL

Colin Smalley U.S. Army Corps of Engineers Chicago District 231 S. LaSalle Street Chicago, Illinois 60604

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Mr. Smalley:

Pursuant to 23 CFR 774.5(d), the Federal Highway Administration (FHWA) hereby requests the U.S. Army Corps of Engineers comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois. The Draft Section 4(f) Evaluation is available at the following web address:

https://www.chicago.gov/citv/en/depts/dcd/supp\_info/iackson-park-improvements.html

The proposed transportation improvements will require converting land from Jackson Park to a transportation use. Jackson Park is subject to a Federal encumbrance under the U.S. Army Corps of Engineers' Great Lakes Fishery and Ecosystem Restoration Program. Therefore, we are seeking the U.S. Army Corps of Engineers' position on the proposed impact, as well as to determine if any other Federal requirements may apply to converting the Section 4(f) land to a different function.

Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller



3250 Executive Park Drive Springfield, Illinois 62703

Federal Highway Administration April 23, 2020

In Reply Refer To: HDA-IL

Carol Braegelmann
Office of Environmental Policy and
Compliance
U.S. Department of the Interior
1849 C. Street, NW (MS 2628-MIB)
Washington, DC 20240

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Ms. Braegelmann:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the United States Department of the Interior's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois, per 23 CFR 774.5(a). The Draft Section 4(f) Evaluation is available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp\_info/jackson-park-improvements.html

Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

Sincerely,

Matt Fuller



Administration

**Illinois Division** 

3250 Executive Park Drive Springfield, Illinois 62703

April 23, 2020

In Reply Refer To: HDA-IL

Joseph P. Galvan, Regional Administrator Department of Housing and Urban Development Region 5 Ralph Metcalfe Federal Building 77 West Jackson Boulevard Chicago, Illinois 60604

Subject: Draft Section 4(f) Evaluation – Mobility Improvements to Support the

South Lakefront Framework Plan, City of Chicago, Cook County, Illinois

Dear Mr. Galvan:

Pursuant to 23 CFR 774.5(a), the Federal Highway Administration (FHWA) hereby requests the Department of Housing and Urban Development's comments on the Draft Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois, per 23 CFR 774.5(a). The Draft Section 4(f) Evaluation is available at the following web address:

https://www.chicago.gov/city/en/depts/dcd/supp\_info/jackson-park-improvements.html

The proposed transportation improvements will require converting land from Jackson Park to a transportation use. Two properties near Jackson Park receive Section 8 rental assistance from the U.S. Department of Housing and Urban Development (HUD). One alternative that avoids impacts to Jackson Park would require complete or partial demolition of properties that receive Section 8 rental assistance from HUD. FHWA is coordinating with you to seek your comments on the draft Section 4(f) evaluation.

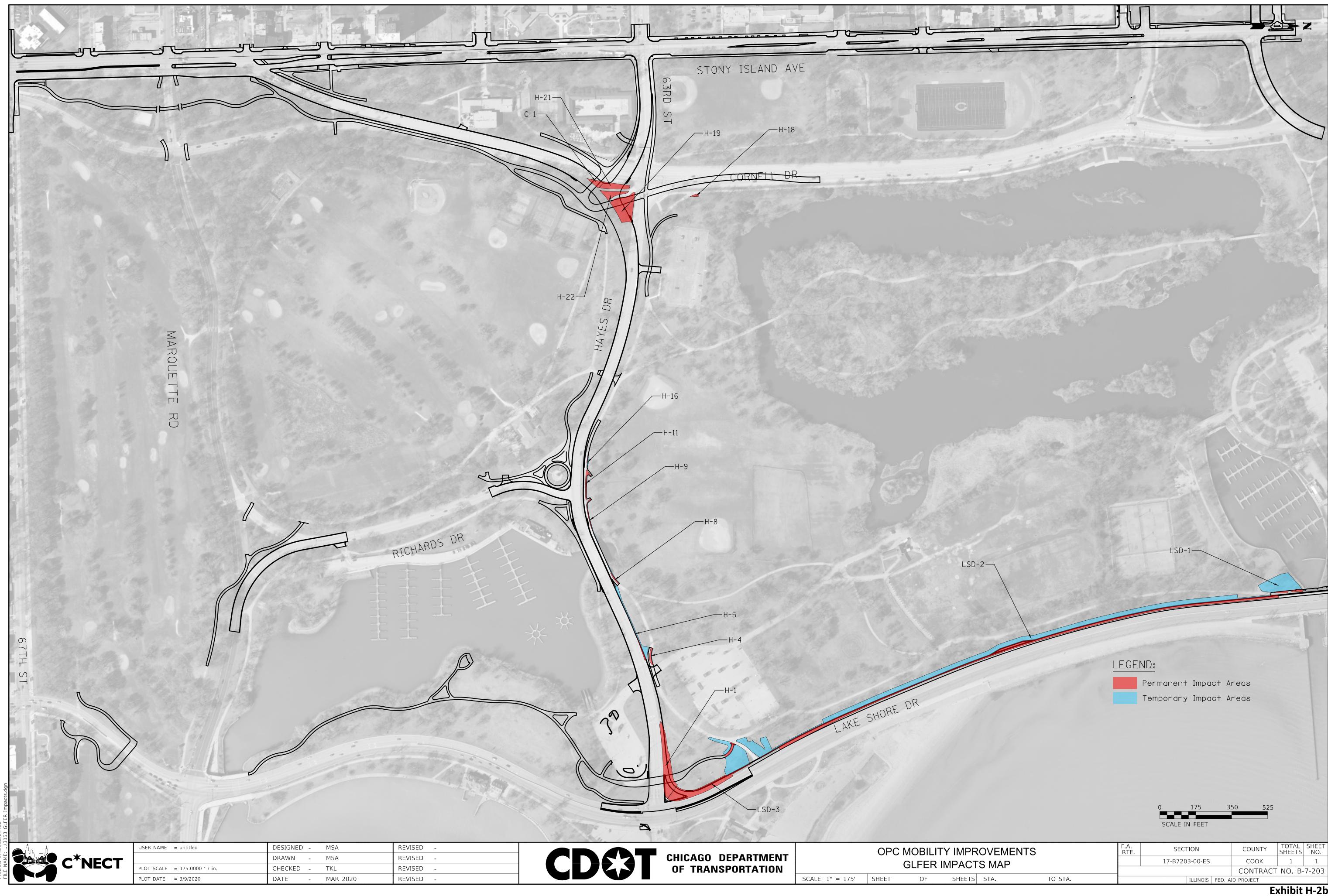
Comments should be sent to Matt Fuller at FHWA (<u>Matt.Fuller@dot.gov</u>) and to the project manager for the applicant, Nathan Roseberry at the City of Chicago (<u>Nathan.Roseberry@cityofchicago.org</u>). Please provide your comments on the document no later than June 8, 2020. If comments are not received within 15-days after the comment deadline, the FHWA will assume a lack of objection and proceed with the action.

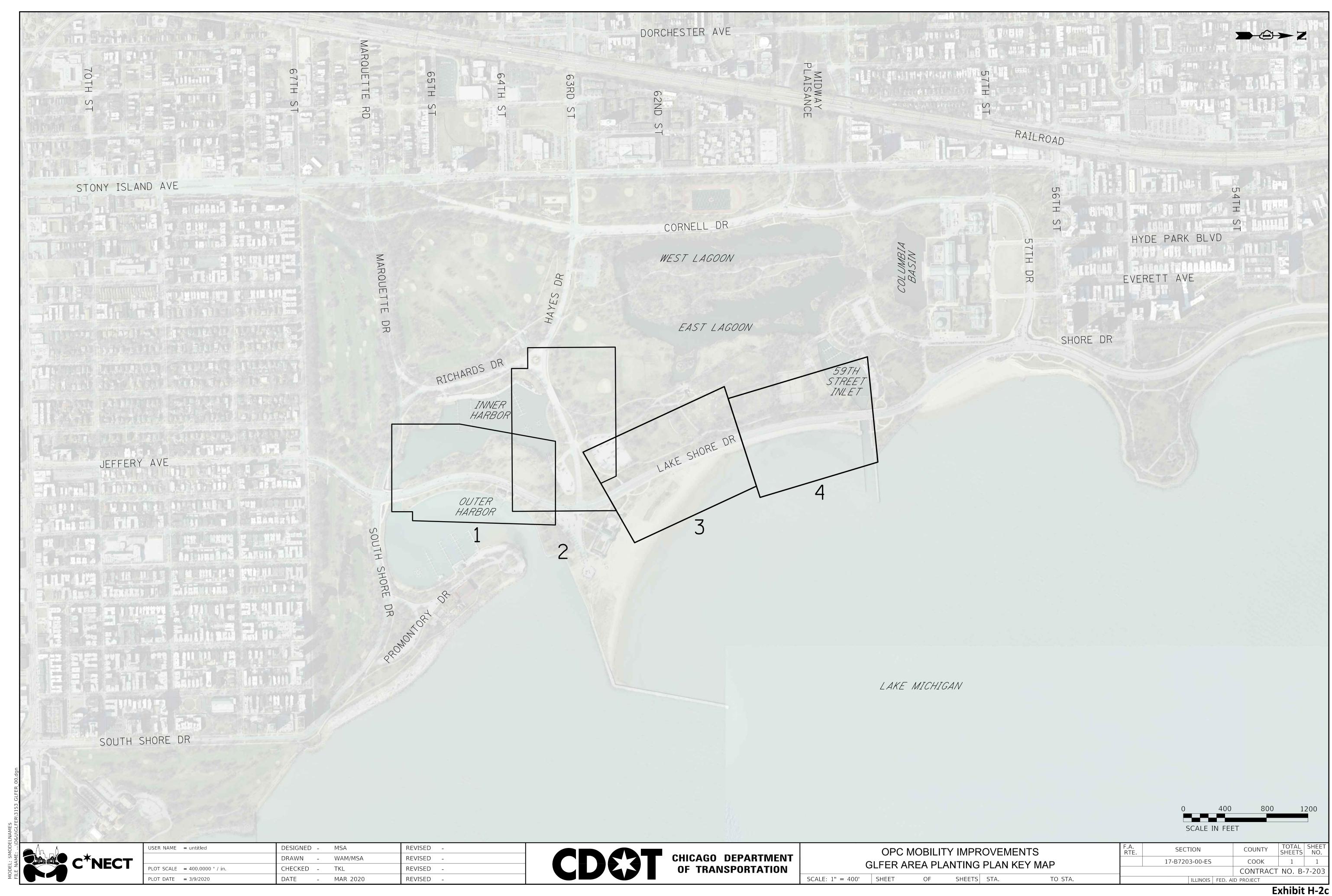
Sincerely.

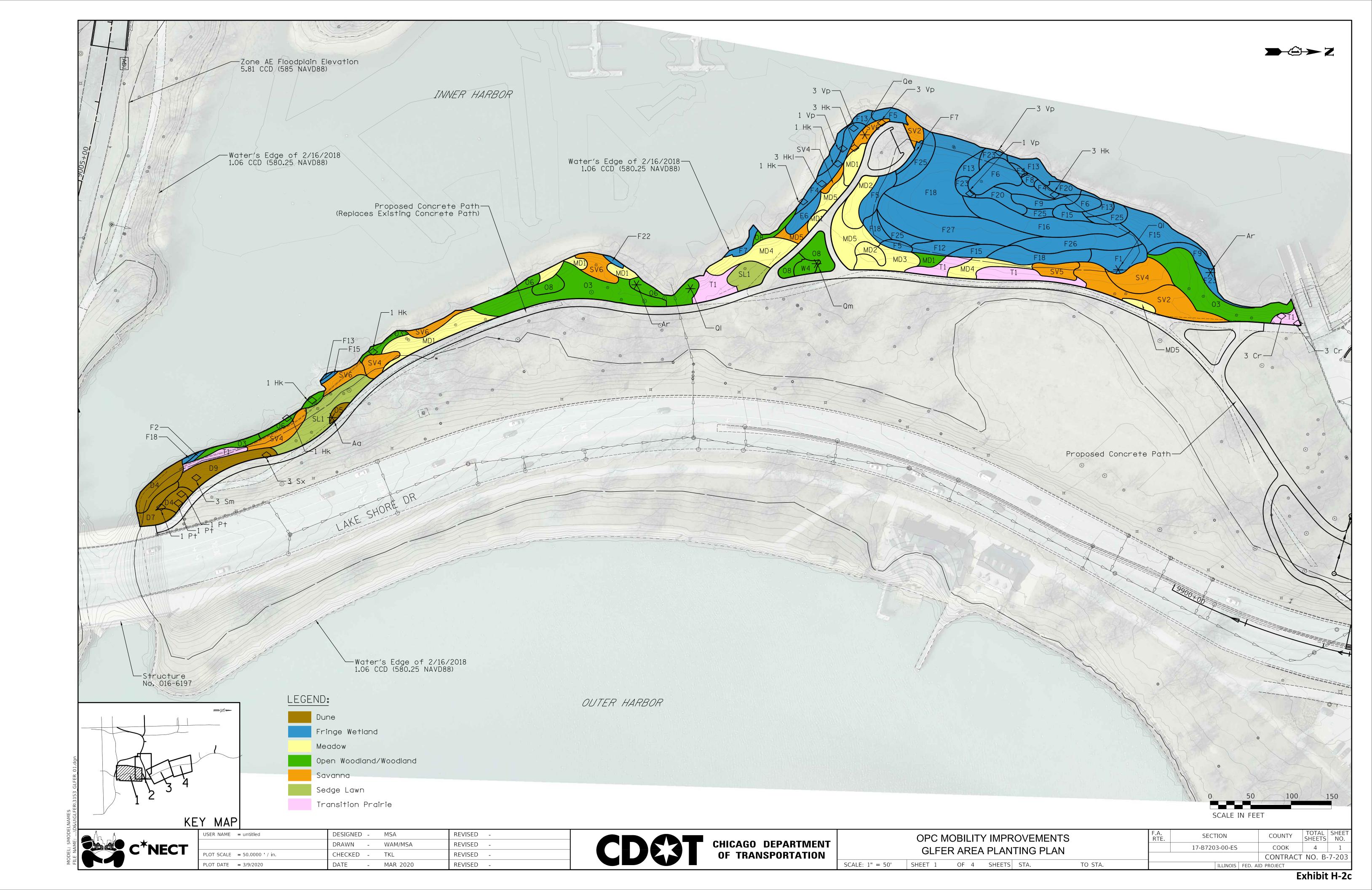
Matt Fuller

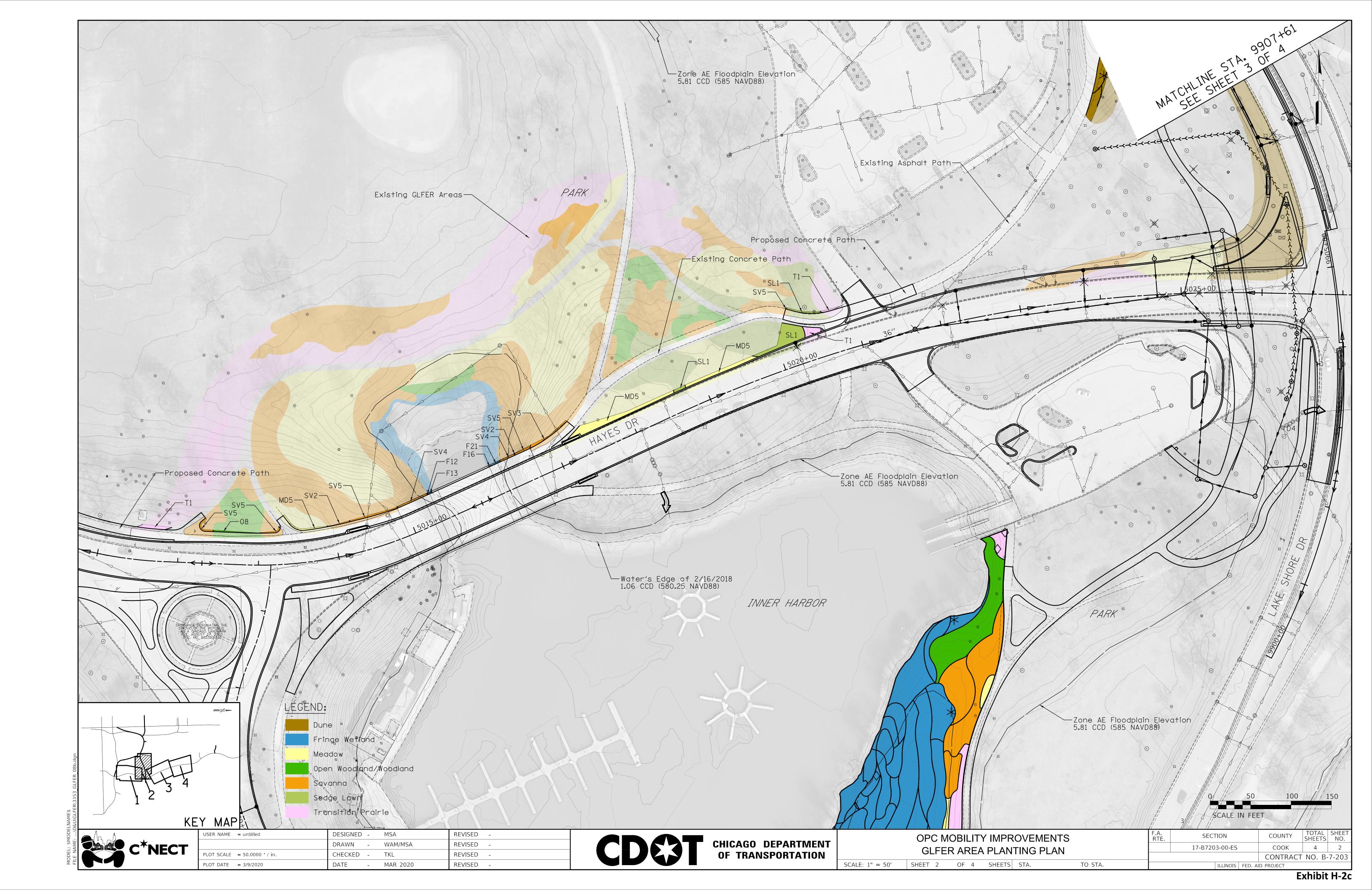
**Environmental Programs Engineer** 

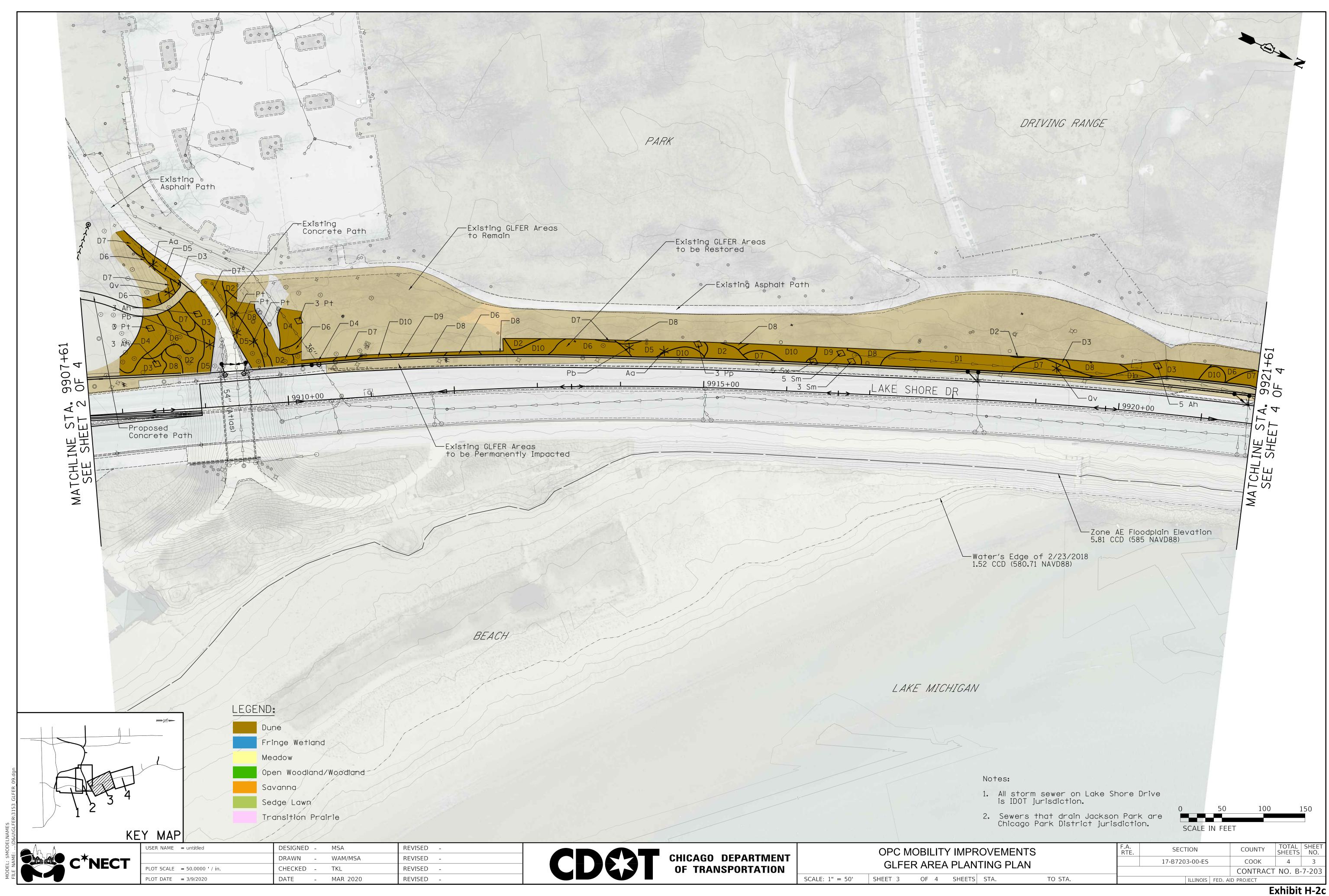
Enclosure

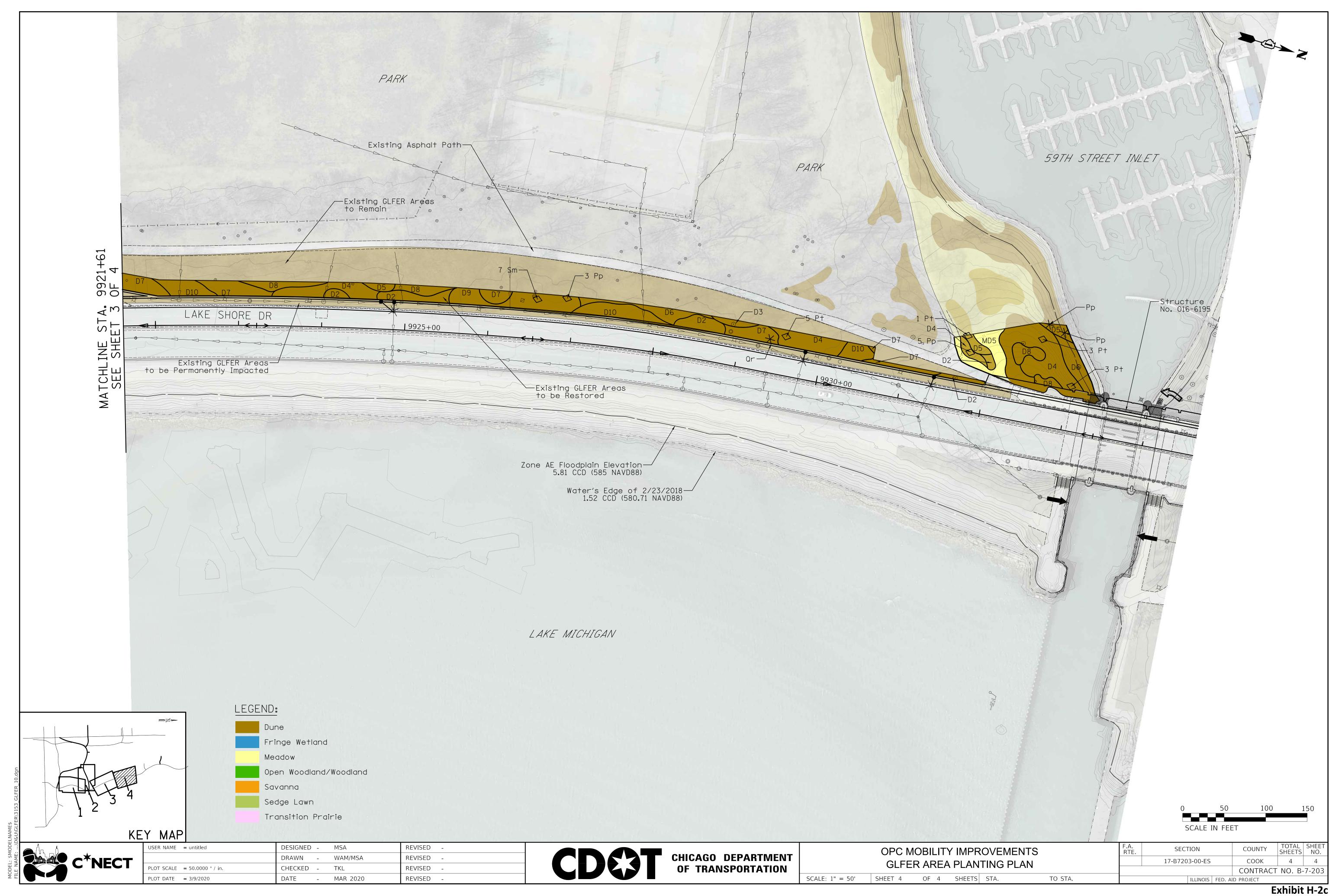




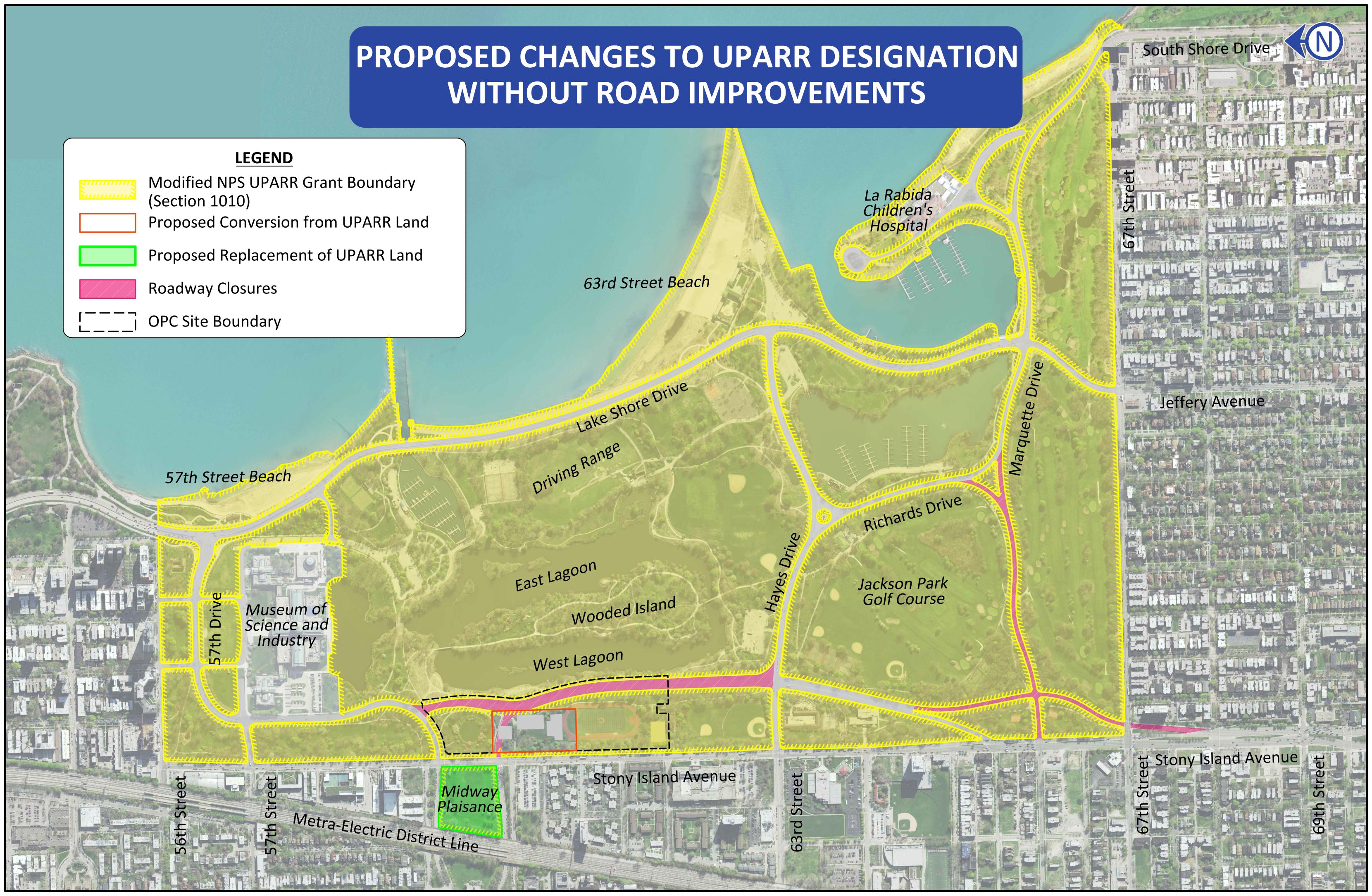


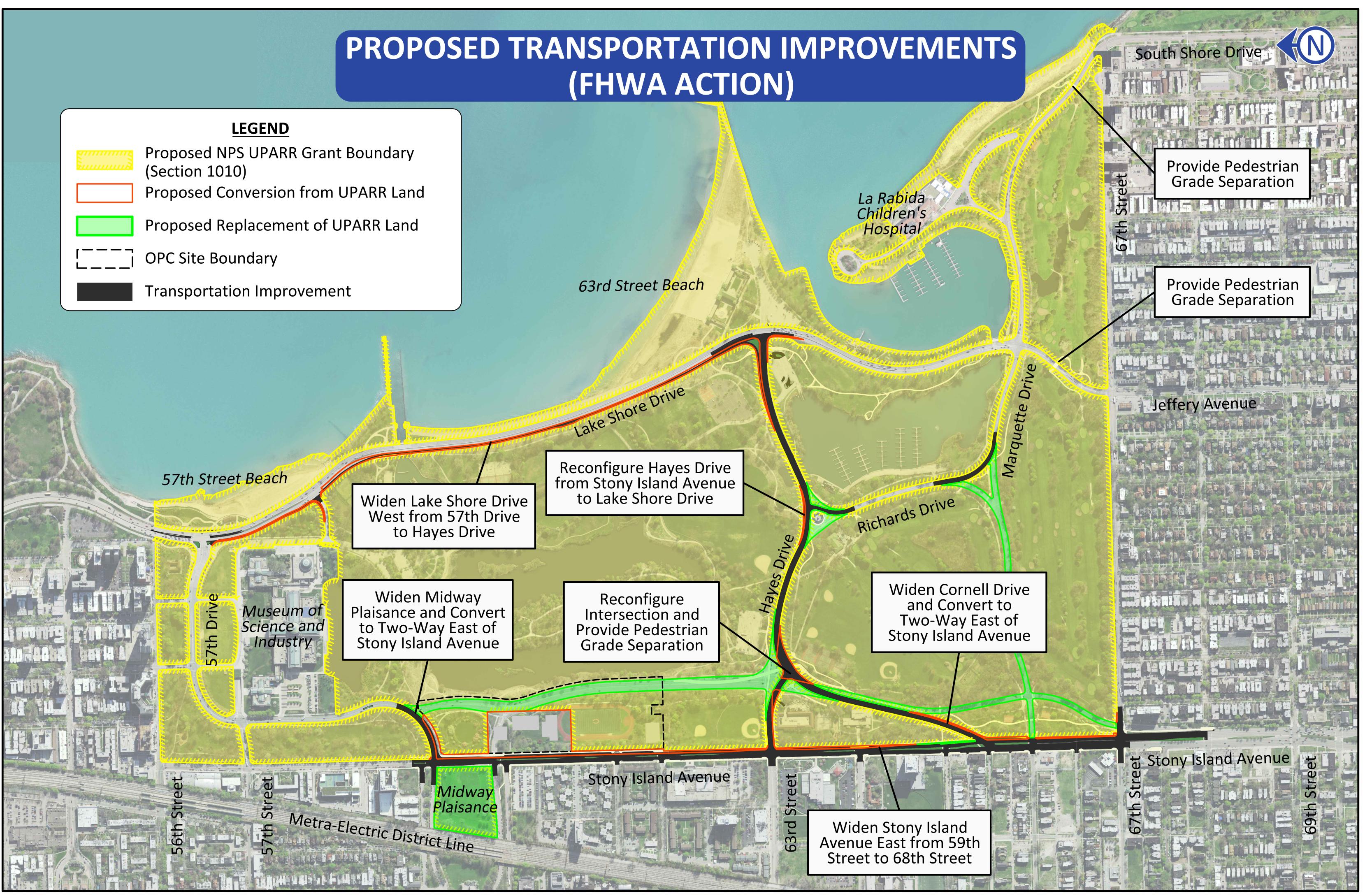


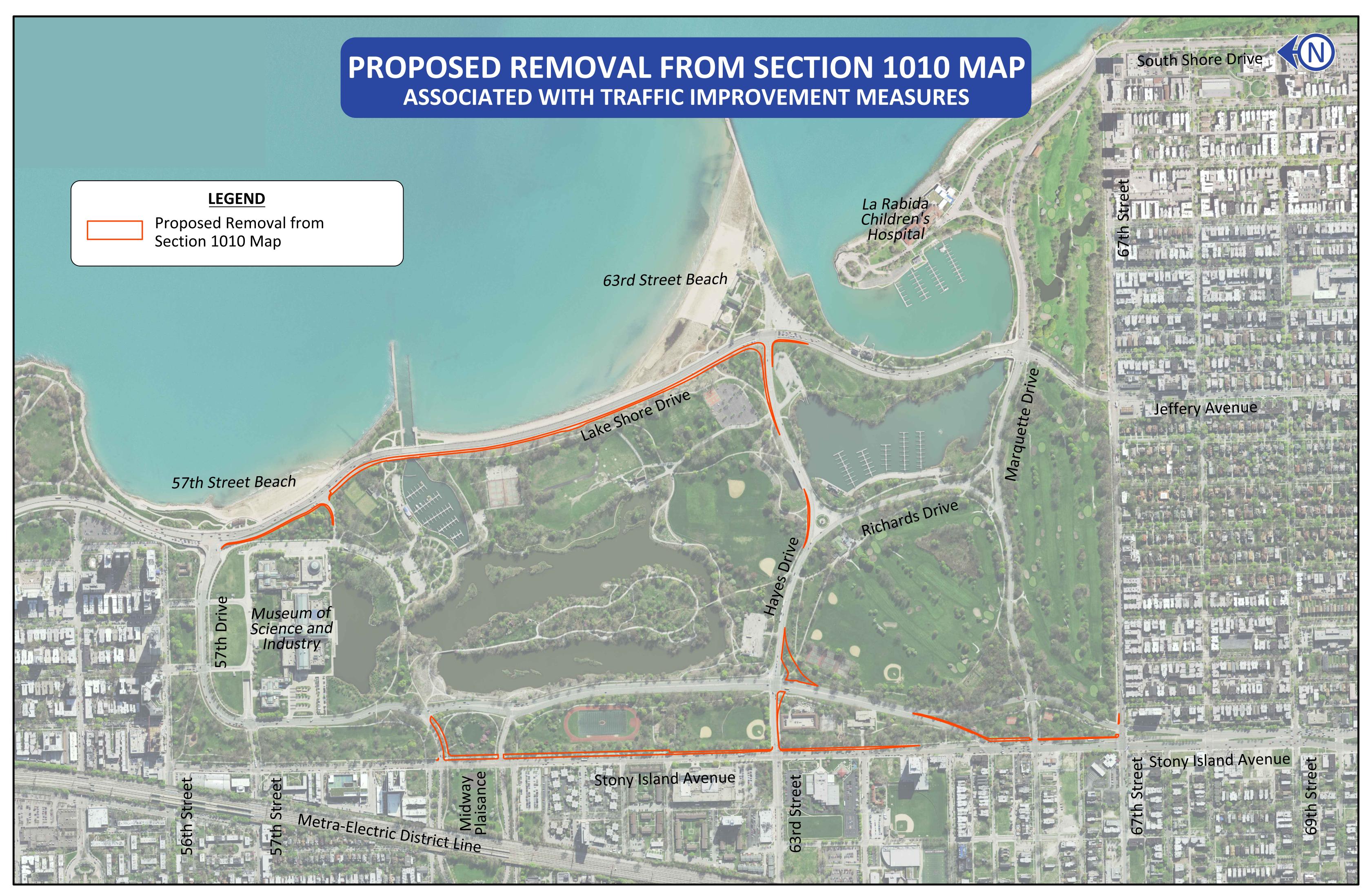


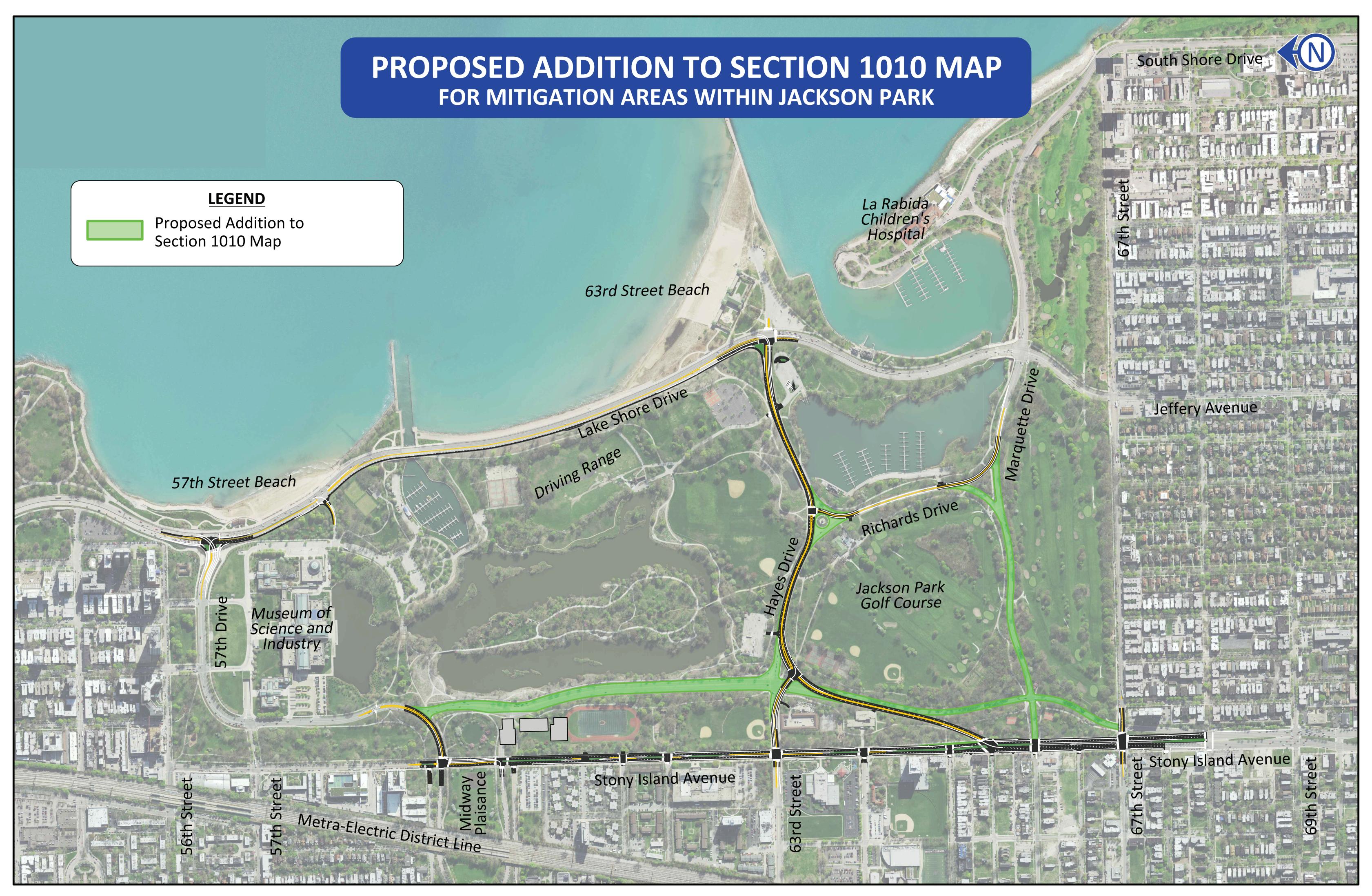














# **Draft Section 4(f) Comments**

Federal Agencies with Encumbrances



# DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT 231 SOUTH LA SALLE STREET, SUITE 1500 CHICAGO IL 60604

CELRC-ORD-ES (LRC-2017-00676; 408-LRC-2019-0014)

12 June 2020

MEMORANDUM FOR Federal Highway Administration, Illinois Division (Mr. Fuller), 3250 Executive Park Drive, Springfield, IL 62703

SUBJECT: Comments on the Federal Highway Administration Draft Section 4(f) Evaluation, Jackson Park, Chicago

1. Summary: The Federal Highway Administration (FHWA) requested that the Chicago District, US Army Corps of Engineers (Corps) review the draft report titled "Section 4(f) Evaluation – Mobility Improvements to Support the South Lakefront Framework Plan, City of Chicago, Cook County, Illinois."

## 2. Suggested Edits:

- a. On Page 3 of the draft report, first sentence, first paragraph, please cite Corps' authorities as: "Section 404 of the Clean Water Act and Section 14 of the Rivers and Harbors Act of 1899 ("Section 408")."
- b. On Page 59 of the draft report, the "Waterway Impacts" row lists the permanent fill to be authorized under §404 for the 59<sup>th</sup> Street Inlet Bridge, but does not include the temporary impacts at 59<sup>th</sup> Street Inlet Bridge (0.04 acre), or at Hayes Drive (0.20 acre). We suggest either titling the row "permanent waterway impacts" or including the temporary impacts.
- c. On page 76 of the draft report, the first paragraph of Section 8.2.5 only discusses the impacts at the 59<sup>th</sup> Street Inlet Bridge, but omits the temporary impacts at Hayes Drive.
- d. Through our public involvement efforts, the Corps has been asked about potential effects to berms created along Lake Shore Drive that were designed based on Olmsted's landscape design principles as part of the GLFER project. It is unclear from the maps showing permanent impacts to GLFER areas whether the berms along Lake Shore Drive will be permanently impacted. The report should clarify whether these berms will be temporarily or permanently impacted. If any impacts are anticipated, the report should include a map of where these berms will be relocated or repaired.
- e. On page 83 of the draft report, the heading for Section 10.2.1 is somewhat confusing, as the section addresses Section 404 impacts in addition to the impacts to the GLFER project.
- f. Also on Page 83, the discussion of the Section 404 impacts again should address the Hayes Drive temporary dewatering.
- g. On Page 72 of Appendix C and Page 17 (Table 3) of Appendix D, suggest maintaining consistency with the disposition of our comment (b), above.

CELRC-ORD-ES (LRC-2017-00676; 408-LRC-2019-0014)

SUBJECT: Comments on the Federal Highway Administration Draft Section 4(f) Evaluation, Jackson Park, Chicago

- 3. Conclusion: The Corps does not have a "position" on the proposed impact. Any alterations to the Corps' Section 506 Great Lakes Fishery and Ecosystem Restoration (GLFER) project in Jackson Park will be appropriately reviewed under our Title 33 U.S. Code Section 408 authority. The Corps is not aware of any other Federal jurisdiction not already contemplated by the FHWA in the above-cited draft report.
- 4. Point of Contact: You may contact me by phone at 312-846-5538 or by email at colin.c.smalley@usace.army.mil with any questions or clarifications on this topic.

COLIN C. SMALLEY Regulatory Project Manager Section 408 Coordinator

2



# United States Department of the Interior

## OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance Custom House, Room 244 200 Chestnut Street Philadelphia, Pennsylvania 19106-2904

June 4, 2020

9043.1 ER 20/0164

Arlene K. Kocher, P.E., Division Administrator and Matt Fuller, Environmental Programs Engineer Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703

Dear Ms. Kocher and Mr. Fuller:

The Department of the Interior (Department) has reviewed the Draft Section 4(f) report for mobility improvements to support the South Lakefront Framework Plan in the City of Chicago, Cook County, Illinois (the project). The document considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The project sponsors are the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA).

## **Background Information**

The City of Chicago intends to make changes in and adjacent to Jackson Park and the Midway Plaisance as a result of its approval of the construction of the privately funded Obama Presidential Center (OPC) and the adoption by the Chicago Park District of the South Lakefront Framework Plan (SLFP). The proposed actions evaluated in the report include roadway closures in the area, and subsequent roadway improvements to accommodate changes in travel patterns as a result of the closures implemented by the City. Bicycle and pedestrian facilities and connections are proposed to improve access and circulation to, from, and within Jackson Park. Both the construction of the OPC and the changes to roadways would have implications under Section 4(f).

Approximately 5.2 acres of Section 4(f) land within Jackson Park (less than 1% of the total park area of 551.52 acres) will be permanently used for transportation purposes under the selected alternative for the project. There are also temporary occupancies of 23.5 acres of 4(f) lands in Jackson Park and the Midway Plaisance where construction activity will occur temporarily for staging, grading, and to build bicycle and pedestrian underpasses, trails, and connections. The total Section 4(f) use of land is 28.7 acres. As part of the project, the City proposes to permanently close several roadways in Jackson Park and transfer 7.7 acres of right-of-way that is

currently used for transportation purposes to the Chicago Park District (CPD), which will be incorporated into Jackson Park for recreational area and park purposes, resulting in a net increase of 2.5 acres of 4(f) lands.

## **Section 4(f) Comments**

Section 4(f) applies to both historic and recreational resources impacted by the project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), a Historic Property Inventory (HPI) report surveyed properties within an identified Area of Potential Effect for the project to determine properties that are listed in or considered eligible for the National Register of Historic Places (NRHP). The HPI was used to identify historic properties for the Section 4(f) evaluation.

The HPI was reviewed and the determinations concurred upon by the Illinois State Historic Preservation Officer (SHPO) on July 10, 2018. The HPI was subsequently amended on January 16, 2020 to include the Chicago Park Boulevard System Historic District, which was listed on the NHRP in December 2018.

The selected alternative (alternative 9b) for the proposed undertaking would impact four Section 4(f) resources listed in the NRHP:

- Jackson Park (recreation resource)
  - O Jackson Park includes a variety of recreation areas that are open, public spaces and several active recreation uses include an 8-lane outdoor track, five soccer/football fields, two standard baseball diamonds, six softball/junior baseball diamonds, four basketball courts, twenty-four tennis courts (twenty active courts), two bowling greens, a dog park (uses four of the twenty-four tennis courts), and the Jackson Park Fieldhouse fitness center and gymnasium. The property also includes a driving range and an 18-hole golf course, two public beaches and 365 boat slips in three harbors. Passive recreation amenities include seven playgrounds, twelve picnic groves, two formal gardens, one community production garden, and three natural areas.
- Midway Plaisance (recreation resource)
  - The Midway Plaisance provides a space for recreation including temporary soccer/football fields and a refrigerated ice/skating rink. Adjacent to ice/skating rink the warming hut is used year-round during various activities. The remainder of the Midway Plaisance is open space that includes the University of Chicago's Winter Garden, trails, and monuments.
- Jackson Park Historic Landscape District and Midway Plaisance (historic resource; a collective listing of the two properties described above)
  - The Jackson Park Historic Landscape District and Midway Plaisance was officially listed as a historic district in the NRHP in 1972. It possesses national significance relating to several historical themes, including its association with Frederick Law Olmsted and its importance as the site of the 1893 World's Columbian Exposition. The nomination form indicated that the properties possess national and state significance, and represents the following areas of significance: architecture, landscape architecture, science, sculpture, and urban planning.

While the entire park landscape retains good integrity overall, the integrity of the western perimeter has been compromised.

- The Chicago Park Boulevard System (CPBS) Historic District (historic resource)
  - O A 26-mile stretch of contiguous parks and boulevards including parks, squares, boulevards and significant adjoining properties. The District is known historically as the first comprehensive system of greenways for a major city in the United States. It includes the entire boundary of the Jackson Park Historic Landscape District and Midway Plaisance; therefore, impacts to the resources above are also impacts to the CPBS Historic District.

Three other historic properties within the APE would not be impacted by the selected alternative, but other project alternatives would result in 4(f) uses:

- Island Terrace Apartment Building (impacted under alternative 1)
  - O The structure was one of the neighborhood's first Modern high-rises designed to provide affordable apartments to moderate and low-income renters. Built in 1969, when more expensive highrise rental apartments were being erected nearby in South Shore, the Island Terrace Apartment Building possesses strong local significance in relation to history of the Woodlawn community. The property retains a high level of architectural integrity by possessing the aspects of location, design, workmanship, materials, feeling and association.
- Jackson Park Terrace Historic District (impacted under alternative 1)
  - O Designed by renowned African-American planners and architects, Whitely-Whitley, the complex was developed by The Woodlawn Organization, a grass-roots organization that had been fighting against slum clearance programs and displacement of existing residents since the early 1960s. The 1974 complex, which provided affordable housing and numerous services to its tenants, possesses strong local significance to Woodlawn's community history. The complex retains a high degree of integrity of location, design, workmanship, materials, feeling, and association.
- Hyde Park High School/Academy (impacted under alternative 9a)
  - O Hyde Park Academy High School is located on the west side of Stony Island Avenue in the Woodlawn neighborhood. It currently houses over 700 students in grades 9-12. The school has a history of noteworthy alumni and retains excellent historical integrity. The property is not currently on the NRHP but has been identified as an eligible property in the HPI.

On February 18, 2020, the Illinois State Historic Preservation Officer (SHPO) concurred that the proposed undertaking would have an adverse effect on Jackson Park Historic Landscape District and Midway Plaisance and the Chicago Park Boulevard System because it would alter characteristics of the historic properties that qualify them for listing in the NRHP. The Advisory Council on Historic Preservation (ACHP) concurred with the findings of adverse effect on these properties on April 1, 2020.

The Department's review concurs with the draft determination that the project's selected alternative would constitute an adverse effect to the Jackson Park Historic Landscape District and Midway Plaisance, and the Chicago Park Boulevard System, and constitutes a use under

Section 4(f). The Department also concurs that there is no feasible or prudent alternative that would meet the purpose and need of the project and avoid the use and impact of the Section 4(f) properties.

The FHWA, NPS, U.S. Army Corps of Engineers, and the City of Chicago, in consultation with the SHPO and ACHP and other consulting parties, are developing a Memorandum of Agreement (MOA) formalizing measures to mitigate the adverse effect to these historic properties as required by the National Historic Preservation Act. Those measures will be incorporated by FHWA into the Final Section 4(f) evaluation.

The project would impact lands currently encumbered by and managed consistent with the Urban Parks and Recreation Recovery (UPARR) (54 U.S.C. §2005) program. Under this program, federal funds were provided by grants for improvements to recreational resources at Jackson Park. Any property improved or developed with UPARR grant funds may not be converted to non-recreation uses without the approval of the National Park Service (NPS), which administers the program. Under the UPARR Act, NPS shall approve a partial conversion when it is in accord with the current Jackson Park recovery action plan or similar plan, and if recreation properties and opportunities of reasonably equivalent location and usefulness are provided (54 U.S.C. §200507).

The NPS is currently reviewing a request for partial conversion of recreational use at Jackson Park pursuant to UPARR program requirements. The development of an environmental assessment (EA) to review the impacts of the project pursuant to the National Environmental Policy Act (NEPA) is also ongoing and under NPS review. Project details and information in the Draft Section 4(f) report are consistent with the UPARR conversion request materials and draft EA.

The Department has no objection to the Draft Section 4(f) evaluation.

The Department has a continuing interest in working with the FHWA and the Illinois DOT to ensure impacts to resources of concern are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Regions 3, 4, and 5, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by email at tokey\_boswell@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson

Regional Environmental Officer

cc:

Anthony Quigley, P.E. Deputy Director, Region 1 Engineer Illinois Department of Transportation 201 West Center Court Schaumburg, IL 60196

Matt Fuller Environmental Programs Engineer Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703

Nathan Rosebury Assistant Chief Highway Engineer Chicago Department of Transportation 30 N. LaSalle Street, Suite 500 Chicago, Illinois 60602



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Midwest Regional Office, Region V Ralph Metcalfe Federal Building 77 West Jackson Blvd Chicago, IL 60604-3507

OFFICE OF THE REGIONAL ADMINISTRATOR

June 22, 2020

Mr. Matt Fuller U.S. Department of Transportation Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703

Re: Draft 4(f) Evaluation HDA-IL Proposed Mobility Improvements to Support the South Lakefront Plan Chicago, Illinois

Dear Mr. Fuller:

Thank you for your letter of April 23, 2020 inviting the U.S. Department of Housing and Urban Development (HUD) to provide comments on the draft 4(f) evaluation of an infrastructure plan to the Federal Highway Administration and the Illinois Department of Transportation. Documents provided with the letter describe nine build alternatives for accommodating the widening of Stony Island Avenue and other road construction in connection with the planned Obama Presidential Center. Two of the alternatives (1 and 9A) propose the demolition of all or part of two privately-owned HUD assisted multifamily properties comprising 552 dwelling units in connection with the highway project in order to allow for the widening of Stony Island Avenue to the West All other alternatives preserve all 552 units of HUD assisted housing. HUD does not state a view on what the preferred alternative is but, rather, supports the conclusion of the least harms analysis in the draft 4(f) evaluation which finds that Options 1 and 9A should not be adopted.

The analysis completed in the April 22, 2020 Draft Section 4(f) Evaluation determines that alternatives 1 and 9A pose unnecessary harm as they involve the demolition of multifamily properties that have been determined to be historic when less harmful alternatives are available to achieve the South Lakefront Plan objectives. In light of the dwindling supply of affordable homes for citizens on Chicago's South Side, we strongly urge the Federal Highway Administration and Illinois Department of Transportation to reject alternatives 1 and 9A, which would be overly costly, and which would reduce the supply of high-quality affordable housing in a neighborhood where that resource is needed. HUD opposes any alternative being considered that proposes the demolition of all or part of Jackson Park Terrace Apartments or Island Terrace Apartments for the reasons stated herein.

#### I. Jackson Park Terrace Apartments

Jackson Park Terrace Apartments currently provides housing to 322 families in the Woodlawn neighborhood, and 127 units of the property are assisted with a HUD Housing Assistance Payment rental subsidy contract for very low- income households. Alternatives 1 and 9A necessitate the demolition of one of Jackson Park Terrace's three-story buildings, an action that significantly impairs HUD's programmatic and financial investments in the property. The housing assistance at this property allows families to pay 30% of their income as rent, and the HUD subsidizes the remainder of the households' monthly rent payment. HUD has committed to providing rental subsidy to Jackson Park Terrace through 2037, with an option to renew the HAP contract upon expiration. In addition, all 322 units of the property must serve low-income families in accordable with a HUD Use Agreement that mandates use of units at the property that are not assisted with Section 8 as affordable housing through 2023. Finally, there is a HUD insured mortgage of \$17,250,200 on the property, which matures in 2046. The property rests on land that is leased to the Owner by the University of Chicago. Jackson Park Terrace is of significant historical importance and eligible for inclusion on the National Register of Historic Places, as it was developed by an African-American architecture firm , Whitley-Whitley Architects and Planners, and has served as an essential affordable housing resource for lowincome Woodlawn renters for nearly 50 years.

Though alternatives 1 and 9A only require a partial demolition of Jackson Park Terrace (one three-story building consisting of 6 units), removal of any units impairs this property's ability to offer affordable housing to the neighborhood, and deprives HUD of the required affordability period mandated by the Use Agreement. The property is a participant in HUD's Rental Assistance Demonstration program, which allows the Department to preserve scarce rental subsidy at a time when HUD is not authorized by Congress to create new project-based Section 8 housing and places certain affordability requirements upon the property. The loss of any units from this property would be extremely detrimental, as they cannot be replaced or restored by HUD. The value that the affordable units at Jackson Park Terrace offer to the neighborhood, and the inability to replace them if lost, is substantial.

The premises proposed for demolition are also part of the collateral for a HUD insured mortgage of over \$17,000,000. Though the exact replacement value of this single building has not been separately assessed, Jackson Park Terrace had an estimated replacement cost exceeding \$45,000,000 when it was most recently refinanced with HUD. Even if only one of the buildings of the property were to be taken pursuant to alternatives 1 or 9A, the cost of condemning the premises, demolishing the property, and rehousing the affected families in affordable housing (if possible) would be considerable. Demolition of any units of Jackson Park Terrace violates the covenants of the FHA-insured mortgage and of the land lease from the University of Chicago to maintain 322 rental units at the property.

#### **II.** Island Terrace Apartments

Alternatives 1 and 9A both propose a complete demolition of Island Terrace Apartments, a HUD assisted residential high rise, consisting of 264 residential units. Island Terrace has a HUD Section 8 Housing Assistance Payment Rent Subsidy Contract (HAP Contract) that provides

rental subsidies for 88 households. The property has a historic relationship with HUD as it was constructed in 1968 under HUD's 221(d)(3) mortgage insurance program. Island Terrace has been included within the National Register of Historic Places as a result of its architectural design by Dubin, Dubin, Black and Moutoussamy HUD maintains an active oversight relationship with the property as the result of the rental subsidy that is provided to 88 very low income households.

While the loss of affordable housing at Jackson Park Terrace would be significant, the loss caused by demolition of Island Terrace is much more severe. The 88 families who benefit from the HUD HAP contract would need to relocate, and the insufficient supply of low-income housing in Woodlawn would either require that the families place their names on long waiting lists or be subject to displacement from the neighborhood. The stress placed on the local housing market by displacing all 264 households at Island Terrace would be unsustainable and would make it even harder for the low-income families to find acceptable housing in the neighborhood. HUD has contracted with the property to provide rental subsidy to Island Terrace through 2035, and its demolition would violate the HAP contract and deprive HUD of its rights and obligations under the agreement to provide 88 units of rental subsidy for the term of the contract.

The financial cost of demolishing Island Terrace would be considerable and may not have been fully accounted for. Though HUD does not have access to a recent appraisal of Island Terrace, its estimated replacement cost in 2012 was determined to exceed \$27,000,000. This amount has surely increased as the property has refinanced and performed renovations of building systems, and the surrounding rental market has strengthened considerably. The cost to condemn Island Terrace, demolish it, and relocate tenants to other affordable housing sites (if possible) would be substantial and would represent an unwise use of taxpayer dollars in HUD's view.

#### III. Impacts on the Woodlawn Community

Beyond the two properties at issue, HUD has a significant investment in the surrounding neighborhood as a whole. In 2011, HUD awarded Preservation of Affordable Housing ("POAH") and the City of Chicago a grant of \$30.5 million to invest in the Woodlawn Neighborhood. POAH was able to leverage the HUD grant to secure investment in many areas of the neighborhood, and has since brought 800 units of affordable housing online, has opened the Woodlawn Resource Center for job placement and education, and has launched Woodlawn Children's Promise Community to increase the quality of instruction and leadership in schools. These endeavors have attracted local businesses and a 40,000 square foot grocery store to the neighborhood which previously was a food desert. It would be ill advised to displace tenants from Woodlawn just as mixed income revitalization is being realized. In addition, the housing that POAH has developed in connection with HUD's Choice Neighborhoods investments have waiting lists with waits in excess of three years. All other assisted housing developments in the immediate area are similarly situated. There simply is no replacement housing in the immediate vicinity of Jackson Park Terrace and Island Terrace to accommodate the relocation of displaced tenants.

For the aforementioned reasons, HUD strongly opposes any FHWA or DOT alternative under review to demolish Jackson Park Terrace and Island Terrace, in whole or in part. Thank you for your consideration of the Department's comments.

Sincerely,

Joseph A. Galvan

Regional Administrator Region V – The Midwest **Public Comments** 

#### Jennifer M. Hyman, P.E.

Subject:

RE: Draft Section 4(f) Evaluation of Changes to Jackson Park

From: Jackson Park Watch < jacksonparkwatch@gmail.com>

Sent: Saturday, June 6, 2020 2:23 PM To: Matt Fuller < Matt.Fuller@dot.gov>

Cc: Nathan Roseberry < Nathan. Roseberry @cityofchicago.org>; rnelson@achp.gov < rnelson@achp.gov>;

jloichinger@achp.gov <jloichinger@achp.gov>; sstokely@achp.gov <sstokely@achp.gov>; Arlene.Kocher@dot.gov

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<mschmidchicago@verizon.net>; Jackson Park Watch (bnelms2120@gmail.com) <bnelms2120@gmail.com>

**Subject:** Draft Section 4(f) Evaluation of Changes to Jackson Park

## Jackson Park Watch P.O. Box 15302, Chicago, Illinois 60615

jacksonparkwatch@gmail.com www.jacksonparkwatch.org www.facebook.com/jacksonparkwatch

June 6, 2020

Matt Fuller **Environmental Programs Engineer** Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703

Via E-mail: Matt.Fuller@dot.gov

RE: Draft Section 4(f) Evaluation of Changes to Jackson Park

Dear Mr. Fuller:

We write to comment on the Draft Section 4(f) Evaluation, relating to proposed changes to Jackson Park to accommodate the construction there of the Obama Presidential Center (OPC). While the Draft Section 4(f) Evaluation (entitled "Mobility Improvements to Support the South Lakefront Framework Plan" and dated March 2020) does not require public input, it has been made available for public review on the City of Chicago's website, and we wish to state our concerns about the draft for the public record.

As a Consulting Party to the Section 106 review of the adverse effects of the Obama Presidential Center and related road changes on Jackson Park, we have closely followed the presentation and review of these plans over the past three years. In 2018 we submitted two statements (April 18, 2018 and July 4, 2018) addressing earlier

drafts of documents relating to the 4(f) and NEPA reviews. We also submitted statements addressing 4(f) issues as part of the Section 106 review (August 20, 2019; February 18, 2020; May 5, 2020). We trust those earlier statements are part of the public record, but wish here to focus on key issues that remain unaddressed.

<u>Use of the SLFP as cover.</u> The title of the draft document and the definitions of the project and of the Purpose and Need for the proposed FHWA action are based on the false premise that the proposed changes to Jackson Park were developed through and endorsed by the 2018 South Lakefront Framework Plan (SLFP) process. In fact, the SLFP is an *ex post facto* plan that was premised on the assumption that the OPC and related road changes, as well as the proposed golf course project, were done deals; it was an exercise conducted as an attempt to legitimize and give cover to those pre-existing plans. The SLFP process was launched on June 21, 2017, a month after the OPC plan was unveiled. CDOT presented its fully developed road proposal at that same June 21 meeting. No discussion of the OPC plan and the companion CDOT plan was allowed at the various SLFP meetings over the course of the following eight months. The Section 106 review was launched and the first version of the FHWA Purpose and Need for Action statement was drafted while the SLFP process was still going on, months before its conclusion.

Erroneous segmentation of the project to be reviewed. The effort in the Draft Section 4(f) Evaluation to present the City's plan for the OPC and the related road changes as actions entirely separate from and independent of the FHWA's actions that are subject to 4(f) review is erroneous and should be disregarded. The document acknowledges (in Section 2.1) that "Closures of South Midway Plaisance and Cornell Drive between 62nd Street and 59th Street are necessary to accommodate the development of the Obama Presidential Center...." What the draft document does not make clear is the sequencing of such essential work. The sequence is made clear in the Use Agreement between the City of Chicago and the Obama Foundation included as Appendix "D" of the ordinance (O2018-7136) passed by the Chicago City Council on October 31, 2018, approving plans for the OPC and related road changes. Section 4.14 of the Use Agreement, Closure of Roads within OPC Site, is directly relevant: "The Foundation acknowledges, however, that the permanent closure of the Cornell Segment depends on the completion by the City of transportation improvements on Lake Shore Drive, Hayes Drive, and the portion of Stony Island Avenue located between East 63<sup>rd</sup> Street/Hayes Drive, and the North Midway Plaisance Segment, and certain utility work within the right-of-way of the Cornell Segment." Stated differently, FHWA action is required to facilitate and enable the addition of the needed travel lanes on Lake Shore Drive and a portion of Stony Island Avenue and to make the needed changes to Hayes Drive prior to the permanent closure of Cornell Drive and but for which the closure of Cornell Drive between 59th and 63rd Street could not occur. Given these clear statements, the attempt to segment into "City" and "FHWA" actions for purposes of the federal reviews, including the 4(f) review, is improper and potentially unlawful.

<u>Use of improper, illogical baseline.</u> Directly following from the improper segmentation of the proposed changes to Jackson Park into "City actions" and "FHWA actions" is the establishment in Section 5 of the Draft Section 4(f) Evaluation of an improper and illogical No-Action Alternative baseline for the 4(f) review. This baseline presumes that portions of Cornell Drive and the Midway Plaisance have already been closed and that the OPC has already been constructed. Such a presumption runs contrary to law, practice and common sense. Put differently, the No-Action Alternative baseline should properly include, in addition to the current configuration of Jackson Park, only roads that would otherwise be closed or improved *even if the OPC were never built* in Jackson Park, a standard that does not apply to the proposed closure of Cornell Drive or EB Midway Plaisance. Again, the effort by the City to invoke the Park District's South Lakefront Framework Plan as justification for the No-Action Alternative baseline is fallacious and a red herring. At best, the SLFP's proposed road closures provide alternatives for consideration, but not the baseline.

For a significant project such as the Obama Presidential Center proposed for a significant space such as Jackson Park, it is essential that the FHWA conduct a legitimate and proper 4(f) review – one that is grounded in an accurate depiction of the project and with a properly defined No-Action Alternative baseline and one that considers all feasible and prudent alternatives that could avoid or minimize harm to Jackson Park. We urge the

FHWA and the other federal and state agencies involved in this review to apply those standards in the next version of the Section 4(f) Evaluation.

Sincerely,

Brenda Nelms and Margaret Schmid Jackson Park Watch

cc: Nate Roseberry, Chicago Department of Transportation; Arlene K. Kocher and David Clarke, Federal Highway Administration; Lee Terzis, Joel Lynch and Morgan Elmer, National Park Service; Colin Smalley, US Army Corps of Engineers; Carol Braegelmann, US Department of the Interior; Joseph Galvan, US Department of Housing and Urban Development;

Reid Nelson, Jaime Loichinger and Sarah Stokely, Advisory Council on Historic Preservation; Anthony Quigley and Brad Koldehoff, Illinois Department of Transportation; Bob Appleman, Anthony Rubano and CJ Wallace, Illinois State Historic Preservation Office; Eleanor Gorski, Chicago Department of Planning and Development; Michael Kelly and Heather Gleason, Chicago Park District; Maurice Cox Chicago Department of Planning and Development; Gia Biagi, Chicago Department of Transportation; Samir Mayekar, Deputy Mayor, City of Chicago

#### Attachments:

JPW statements of April 18, 2018; July 4, 2018; August 20, 2019; February 18, 2020; May 5, 2020

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June 8, 2020

Matt Fuller Environmental Programs Engineer Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703

Dear Mr. Fuller,

Openlands is pleased to submit the following comments to the 4(f) Evaluation related to Jackson Park. As a Consulting Party to the Section 106 process surrounding the Obama Presidential Center, we are quite familiar with the project. Although comment submission for the 4(f) Evaluation is open to the public, it is under this context that we respectfully provide the following comments pertaining to the overall process.

Though the 4(f) evaluation is thorough and includes all of the mandated requirements, Openlands nevertheless fears that FHWA implementation of the process has improperly segmented the multiple reviews required by the various Agencies (Federal Highway Administration (FHWA), National Park Service (NPS) and US Army Corps of Engineers (USACE)) and the Project Sponsors. This improper segmentation can and has been perceived by members of the public that both the Local Sponsors and Agencies are pursuing this segmentation to their advantage. This segmentation of the process allows for the following to occur:

- A. Potentially unlawful segmentation that allows an agency to artificially divide a major federal action into smaller components to avoid application of NEPA to some of its segments. We note specifically that actions are connected if they:
  - 1. Automatically trigger other actions which may require environmental impact statements.
  - 2. Cannot or will not proceed unless other actions are taken previously or simultaneously.
  - 3. Are interdependent parts of a larger action and depend on the larger action for their justification.

In this regard, the larger action is the OPC and the proposed 4(f) takings would not occur but for the Project Sponsors mandate to close Cornell and Marquette Drives and reconfigure the Stony Island intersection at the Midway Plaisance

B. Incorrect Assessment of Baseline and No Action Alternatives: Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. 23 C.F.R. § 771.111(f)(3). This means that a project must not dictate or restrict any future roadway alignments. However, by allowing the Local Sponsor jurisdiction, the FHWA has left out the most important no action alternative: the analysis under the circumstance that all

roads remain open. Once again, we fear that this potentially opens the FHWA to impropriety based on its selection of the proposed closures as a baseline condition. This process has stalled long enough, and further potential procedural hurdles are unwelcome. Had the FHWA considered the true no-action alternative, issues relating to process would not be in jeopardy.

In closing, we remind the FWHA that any federal agency contemplating a project, or that has regulatory jurisdiction (i.e. permitting authority) over a project must ensure that activity complies with 40 CFR 1500 – 1508. The FHWA as the "lead" Federal agency in this project that has multiple federal components, also has this compliance responsibility. It would be a shame to see so much work and time further marred by incorrect and unlawful process administration. Please let us know if you would like to discuss these issues further, otherwise we look forward to the FHWA addressing these issues so that the project can move forward.

Very truly,

Gerald Adelmann

(.w. Alch

President and CEO, Openlands

cc: David Clarke, Federal Highway Administration; John Fowler, Advisory Council on Historic Preservation; Jaime Loikinger, Advisory Council on Historic Preservation; Lee Terzis, National Park Service

### **PROTECT OUR PARKS**

3300 N. Lake Shore Drive, Unit 10-D

Chicago, IL 606

Protectourparks.org

RECEIVED

MAY 0 1 2020

April 25, 2020



TO:

Arlene K. Kocher, P.E. Anthony Quigley, P.E.

Division Administrator Deputy Director, Region 1 Engineer

Federal Highway Administration Illinois Department of Transportation

3250 Executive Park Drive 201 West Center Court

Springfield, Il 62703 Schaumburg, Il 60196

Via email: <u>abby.monroe@cityofchicago.org; matt.fuller@dot.gov</u>

### Re: DRAFT SECTION 4 (f) EVALUATION

If all the reviewing agencies were from the very beginning conscientiously performing their mandated duty, then consideration of cost consequences and "Avoidance" would have to come first and, with objective understanding of Chicago's current budget challenges, this entire exercise to evaluate "proposed improvements for the [proposed OPC] project [to] include roadway improvements within and adjacent to Jackson Park to accommodate [hypothetical] changes in traffic patterns as a result of [no other reason than construction

of the OPC in Jackson Park]" would have been seen as gratuitously promoting fiscal malpractice and, given attention to reality, totally unnecessary, misconceived, and essentially budget insanity.

The 2020 Chicago budget started with a known deficit of \$838 million. And accounting firm Deloitte & Touche has prepared an audited report that Chicago already has outstanding bonded debt of \$29.4 BILLION dollars, of which unfunded pension debt already amounts to \$28 BILLION dollars, and that deficit is now estimated to increase by \$200 million in 2021 and \$400 million in 2022.

Protect Our Parks (POP), an Illinois nonprofit 501(c)(3) organization of independent citizens and park district taxpayers, is an interested party to the Section 106 and 4 (f) reviews and an opponent of the corrupt misuse of dedicated public park land, and the waste of public resources and tax money for the benefit of a private entity.

The prospect of a currently bankrupt local government needlessly, recklessly, and foolishly spending multi-millions of dollars for local Jackson Park streets and roadways to be relocated and enlarged to serve the hypothetical, speculated, future traffic needs of an OPC whose legal existence is still being litigated in court is a classic example of amoral violation of the public interest and trust.

Other Consulting Parties, with whom Protect Our Parks totally agrees, i.e the Cultural Landscape Foundation, and Jackson Park Watch, have succinctly stated the real issue: "Avoidance

and not mitigation should be the required first course of action under consideration."

Avoidance is, of course, the specific relief being litigated in the Protect Our Parks lawsuit now pending in the Seventh Circuit Court of Appeals, which has been consolidated with a second related appeal directly addressing the failure of the trial court to receive evidence about the final Section 106 AOE Review and, consequentially, this most recent 4 (f) draft "Mobility Improvements to Support the [OPC]" is entirely dependent upon the results of the lawsuit presently advancing in the 7th Circuit Court of Appeals raising all the same adverse effects issues as a matter of Public Trust doctrine. (Consolidated Appeals Nos. 19-2308 and 19-3333) No. 18-cv-3424)

It is "curious" that to date no City representative has addressed the basic issue of "avoidance" in these reviews which, in this situation, would require no more than repositioning the site of the proposed OPC just a few block west of historic Jackson Park and into the long underserved Washington Park neighborhood that, unlike Jackson Park, is both readily available and desperately in need of new investment and development that have no legal or environmental prohibitions.

Lest it be forgotten what the Park District itself has said, open space, access to unspoiled nature, and dedicated public parks are indispensable to provide the needed relief and quality of life in congested industrial and expanding urban centers, and Chicago has heretofore had the blessing and wisdom to take environmental advantage of that 24 miles of Lake Michigan lakefront by preventing any form of commercial exploitation. In particular, the neighborhoods of Hyde Park, Woodlawn, and

south shore Chicago have had the unique opportunity to experience the benefit and use of world famous Jackson Park, which is the largest public park of its kind on the south side that directly serves the local communities, and is a public amenity that if not misappropriated for an Obama Center also enjoys the rarity of appearing on the National Register of Historic Places.

Sincerely,

HERBERT L. CAPLAN

Hulut & Capolan

President

Protect Our Parks

**FHWA Responses to Public Comments** 



#### **Illinois Division**

3250 Executive Park Dr. Springfield, IL 62703 (217) 492-4640 www.fhwa.dot.gov/ildiv

August 25, 2020

In Reply Refer To: HPER-IL

Ms. Brenda Nelms and Ms. Margaret Schmid Jackson Park Watch P.O. Box 15302 Chicago, Illinois 60615

Dear Mss. Nelms and Schmid:

Thank you for your letter dated June 6, 2020, which provided Jackson Park Watch's comments on the Draft Section 4(f) evaluation. We acknowledge Jackson Park Watch has submitted, and we have received, comments on the project through the Section 106 process and confirm all your previously submitted comments will be included in the project record.

As described in the Draft Section 4(f) evaluation, the Section 4(f) requirements apply only to agencies within the US Department of Transportation (USDOT), such as the Federal Highway Administration (FHWA). Therefore, the focus of the Draft Section 4(f) evaluation is on analyzing <u>transportation alternatives</u> that avoid and minimize the conversion of Section 4(f) property to a <u>transportation use</u> and ensuring the <u>FHWA action</u> includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

You did not provide comments specific to these aspects of FHWA's Section 4(f) analysis; rather, you raised issues related to: (1) FHWA's "no action" definition for the highway project, (2) concerns with the distinction made between City of Chicago (City) actions and FHWA's actions, including "segmentation", and (3) the role of the South Lakefront Framework Plan (SLFP) in supporting the purpose and need for the project. While these issues are not directly relevant to the Section 4(f) analysis, we offer the responses below to further explain FHWA's position and decision-making rationale.

#### "NO ACTION" DEFINITION

In your comments, you suggest the "no action" for FHWA's transportation project should be the current condition of Jackson Park without any road closures.

The FHWA's "action" is, by regulatory definition, a highway, transit, or railroad project proposed for U.S. DOT funding (see 23 CFR 771.107). For this project, the FHWA proposed "action" is the potential Federal-aid funding of transportation improvements in and around Jackson Park. No funding or approval is required from FHWA for the proposed closure of roads in Jackson Park or the construction of the OPC, and therefore, these activities are not considered part of FHWA's action.

The FHWA defines the "no action" condition to include future conditions in the project area, within the planning horizon of the transportation project, but it excludes the proposed highway

project. By defining the no action in this manner, the purpose and need for the FHWA action can be clearly defined and a suitable range of transportation alternatives can be evaluated. The "no action" alternative is appropriately defined for this project to consider traffic effects of the road closures by the City and construction of the OPC in Jackson Park; and it excludes any proposed action by FHWA.

If we did as you suggest in defining the "no action" scenario, then there would be no need or basis for FHWA to take an action, and therefore no need for FHWA to conduct an environmental review. The City's decision to close roads in Jackson Park is the impetus for FHWA's proposed action. Therefore, FHWA's "no action" cannot be defined without assuming those actions will be implemented.

However, the converse is not true. The FHWA's action is not the reason or the cause for the City's decision to close roads in Jackson Park. Rather, the City's decision to close roads are driven by local planning objectives for Jackson Park, independent of FHWA's proposed action.

#### **SEGMENTATION**

Under this topic, you claim the City's plan for the OPC and the road closures are not separate or independent from FHWA's action, and therefore the City's actions should be subject to the Section 4(f) requirements. Further, you state this position is supported because the City has decided it will require the roadway improvements, potentially funded by FHWA, to be completed prior to the City closing a portion of Cornell Drive.

First, FHWA acknowledges the City's decision to close roads is the cause, or the need, for FHWA's proposed action. Local planning decisions are often the impetus for transportation improvements because local planning decisions can impact traffic patterns and volumes. Those local planning decisions are within the authority of local officials and are not subject to FHWA's approval, nor are they subject to Section 4(f) requirements. As we described in the Draft Section 4(f) evaluation, the Section 4(f) requirements only apply to transportation projects funded by agencies within the U.S. Department of Transportation (U.S. DOT), such as FHWA, and not actions taken by non-U.S. DOT agencies, such as the City. The Draft Section 4(f) evaluation analyzes fully the proposed FHWA funded project, as required by Section 4(f). Section 4(f) does not require analysis of actions by local agencies and therefore the road closures and construction of the OPC are not evaluated as Section 4(f) impacts in the Section 4(f) analysis.

Second, the sequencing of actual construction activities is at the discretion of the City. Specifically, it is up to the City to decide what order the road closures, construction of the OPC, and construction of potentially Federally funded highway projects should occur. The Federal environmental review process must be complete prior to proceeding to construction of the Federally funded transportation project. The City's sequencing preferences do not impact the Federal decision-making process.

Finally, FHWA ensures transportation projects are not improperly segmented during the National Environmental Policy Act process. The FHWA's regulations (see 23 CFR 771.111(f)) identify the criteria that must be met in defining the FHWA action to avoid improperly segmenting a transportation project. The FHWA's action must be defined such that the project (1) connects logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e., be usable and be a

reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The FHWA's proposed action satisfies these criteria.

#### THE ROLE OF SLFP

In your letter, you suggest the FHWA action is based on a "false premise" that the changes in Jackson Park were developed and endorsed by the 2018 South Lakefront Framework Plan (SLFP) process. The SLFP is a local planning document developed by the Chicago Park District, the purpose of which is to provide "a community-based vision for the future of Jackson Park and South Shore Park." Local planning decisions are not subject to FHWA review or approval; however, those decisions can be the impetus for transportation improvements, which become the subject of FHWA action when the project sponsor wishes to use Federal-aid funds for transportation improvements.

The FHWA acknowledges the Federal environmental review process was initiated in early November 2017, at which time the Chicago Park District's development of the SLFP planning document was ongoing. The Chicago Park District completed the SLFP planning process in April 2018, and the plans for closing roads, as well as other planning objectives (such as construction of the OPC in Jackson Park and improving bicycle and pedestrian access to Jackson Park), are included in the SLFP document.

As noted above in the "NO ACTION" discussion, FHWA's need for action is based upon the City's decision to close roads in Jackson Park, which is consistent with the Chicago Park District's SLFP. As part of FHWA's environmental review process, we consider whether our transportation projects are consistent with goals and objectives of any local urban planning (see 23 CFR 771.111(h)(2)(v)(A)). The FHWA considers the Chicago Park District's SLFP a local urban planning document and our need for action is consistent with the goals and objectives identified in that plan. While the SLFP planning process was concluded in April 2018, FHWA's environmental review process is ongoing and has not yet been completed.

#### **CONCLUSION**

Thank you for providing your comments on the draft Section 4(f) evaluation. We are hopeful we were able to address your concerns. Please contact Matt Fuller at Matt.Fuller@dot.gov; or by phone: (217) 492-4625 should you have any questions.

Sincerely,

Arlene K. Kocher Division Administrator

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#### **Illinois Division**

3250 Executive Park Dr. Springfield, IL 62703 (217) 492-4640 www.fhwa.dot.gov/ildiv

August 25, 2020

In Reply Refer To: HPER-IL

Mr. Gerald Adelmann President and CEO - Openlands 25 East Washington Street, Suite 1650 Chicago, IL 60602-1708

Dear Mr. Adelmann

Thank you for your letter dated June 8, 2020, which provided Openland's comments on the Draft Section 4(f) evaluation. We appreciate your acknowledgment the draft Section 4(f) evaluation is "thorough and includes all of the mandated requirements."

While you did not provide comments specific to the draft Section 4(f) analysis, you raised concerns with potential segmentation under the National Environmental Policy Act (NEPA) and with the Federal Highway Administration's (FHWA) "no action" definition for the highway project. While these issues are not directly relevant to the Section 4(f) analysis, we offer the responses below to further explain FHWA's position and decision-making rationale.

#### **SEGMENTATION**

In your letter, you suggest that the "larger action" is the Obama Presidential Center (OPC) and that the proposed Section 4(f) conversions to a transportation use would not occur if the City of Chicago (City) chose not to close Cornell Drive and Marquette Drive. You also note that potentially unlawful segmentation allows an agency to artificially divide a major Federal action into smaller components to avoid application of NEPA to some of its segments.

The FHWA acknowledges the City's decisions to close roads in Jackson Park, in part to accommodate the OPC, is the cause, or the need, for FHWA's proposed action. Local planning decisions are often the impetus for transportation improvements because local planning decisions can impact traffic patterns and volumes. Those local planning decisions are within the authority of local officials and are not subject to FHWA's approval, nor are they subject to Section 4(f) requirements. As we described in the Draft Section 4(f) evaluation, the Section 4(f) requirements only apply to transportation projects funded by agencies within the U.S. Department of Transportation (U.S. DOT), such as FHWA, and not actions taken by non-U.S. DOT agencies, such as the City. The Draft Section 4(f) evaluation analyzes fully the proposed FHWA funded project, as required by Section 4(f). Section 4(f) does not require analysis of

actions by other agencies, and therefore the road closures and construction of the OPC are not evaluated as Section 4(f) impacts in the Section 4(f) analysis.

The FHWA ensures transportation projects are not improperly segmented during the NEPA process. The FHWA's regulations (see 23 CFR 771.111(f)) identify the criteria that must be met in defining the FHWA action to avoid improperly segmenting a transportation project. The FHWA's action must be defined such that the project (1) connects logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. FHWA's proposed action satisfies these criteria.

#### "NO ACTION" DEFINITION

You expressed concerns that the FHWA is using an incorrect baseline and "no action" alternative for FHWA's transportation project and that the "no action" should assume all roads in Jackson Park will remain open.

The FHWA's "action" is, by regulatory definition, a highway, transit, or railroad project proposed for U.S. DOT funding (see 23 CFR 771.107). For this project, the FHWA proposed "action" is the potential Federal-aid funding of transportation improvements in and around Jackson Park. No funding or approval is required from FHWA for the proposed closure of roads in Jackson Park or the construction of the OPC, and therefore, these activities are not considered part of FHWA's action.

The FHWA defines the "no action" condition to include future conditions in the project area, within the planning horizon of the transportation project, but it excludes the proposed highway project. By defining the no action in this manner, the purpose and need for the FHWA action can be clearly defined and a suitable range of transportation alternatives can be evaluated. The "no action" alternative is appropriately defined for this project to consider traffic effects of the road closures by the City and construction of the OPC in Jackson Park; and it excludes any proposed action by FHWA.

If we did as you suggest in defining the "no action" scenario, then there would be no need or basis for FHWA to take an action, and therefore no need for FHWA to conduct an environmental review. The City's decision to close roads in Jackson Park is the impetus for FHWA's proposed action. Therefore, FHWA's "no action" cannot be defined without assuming those actions will be implemented.

However, the converse is not true. The FHWA's action is not the reason or the cause for the City's decision to close roads in Jackson Park. Rather, the City's decision to close roads are driven by local planning objectives for Jackson Park, independent of FHWA's proposed action.

#### **CONCLUSION**

Thank you for providing your comments on the draft Section 4(f) evaluation. We are hopeful we were able to address your concerns. Please contact Matt Fuller at <a href="Matt.Fuller@dot.gov">Matt.Fuller@dot.gov</a>; or by phone: (217) 492-4625 should you have any questions.

Sincerely,

Arlene K. Kocher

**Division Administrator** 

Serlan K Kocker



#### **Illinois Division**

3250 Executive Park Dr. Springfield, IL 62703 (217) 492-4640 www.fhwa.dot.gov/ildiv

August 25, 2020

In Reply Refer To: HPER-IL

Mr. Herbert Caplan Protect Our Parks 3300 N. Lake Shore Drive, Unit 10-D Chicago, IL 60657

Dear Mr. Caplan:

Thank you for your letter dated April 25, 2020, which you sent in response to the release of the Federal Highway Administration (FHWA) Draft Section 4(f) evaluation, which was approved on April 22, 2020 with a 45-day review period concluding on June 8, 2020. Your comments will be included in the project record.

Your letter did not provide comments specific to the draft Section 4(f) analysis and raised issues related to the City of Chicago's (City) planning decisions to allow construction of the Obama Presidential Center in Jackson Park. Those local planning decisions are within the authority of local officials and are not subject to FHWA's approval, nor are they subject to Section 4(f) requirements. As we described in the Draft Section 4(f) evaluation, the Section 4(f) requirements only apply to transportation projects funded by agencies within the U.S. Department of Transportation (U.S. DOT), such as FHWA, and not actions taken by non-U.S. DOT agencies, such as the City. The Draft Section 4(f) evaluation analyzes fully the proposed FHWA funded project, as required by Section 4(f).

Thank you for providing your comments on the draft Section 4(f) evaluation. Please contact Matt Fuller at Matt.Fuller@dot.gov; or by phone: (217) 492-4625 should you have any questions.

Sincerely,

Arlene K. Kocher Division Administrator

Cerlan K Kocker

#### Appendix I – South Lakefront Framework Plan



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#### **DEAR FELLOW CHICAGOANS,**

I am proud to share with you the South Lakefront Framework Plan. This plan is a community-based vision for the future of Jackson Park and South Shore Park. Residents and local stakeholders played a pivotal role in designing and shaping a better future for the South Lakefront. Through this planning process, insights from park users helped develop a Framework Plan that is sound and steadfast for the enjoyment of current residents and future generations.

The plan sets a course for the evolution of the south lakefront parks and provides a flexible structure allowing it to evolve with future demands and outlines recommendations for land use and management over the next ten years.

Through an extensive community process, the Park District and its partners have hosted 13 meetings to discuss various topics, including passive and active recreation, water use and ecology, connectivity as well as culture and history on Chicago's south lakefront. Public input from these meetings has resulted in a long-term vision for future park improvements that allows residents and visitors new opportunities to play, learn, and relax.

This framework plan summarizes the ideas and vision of Chicagoans for the South Lakefront, and will be used to guide the design and stewardship of Jackson and South Shore Park. Confirmed park elements include the creation of new playing fields, 16.5 acres of new parkland, 20 picnic groves, 13 acres of new natural area, a hydrological connection of the lagoon to Inner Harbor and improved trail connections and lakefront trail separation.

I invite you to explore this document that your input helped create. This is just the beginning. We look forward to working with the community as future projects emerge and the planning vision is realized.

Sincerely

Chicago Park District | General Superintendent & CEO

## acknowledgements

#### **INSTITUTIONAL PARTNERS**

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Michael Ruemmler

#### TGR DESIGN

Byron Bell

Shane Robichaud

Beau Welling

Chase Webb

## FRAMEWORK PLAN CONSULTANT TEAM

SmithGroupJJI

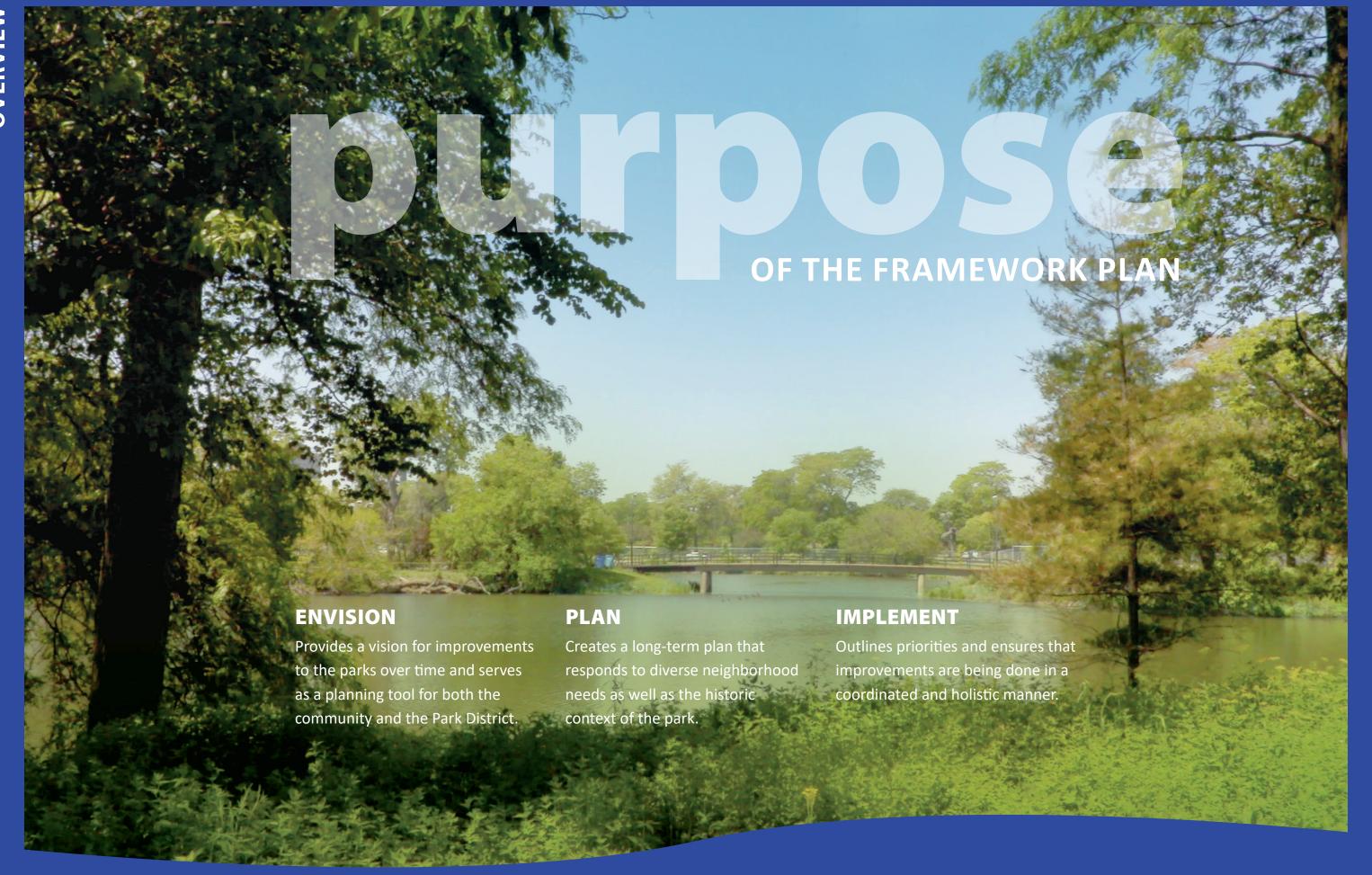
Carol Yetken Landscape Architects

Studio V Desigi

Mimi Productions

SMR Pictures





The 2018 Framework Plan for the South Lakefront reflects a community-based vision for the combined 628 acres of Jackson Park and South Shore Cultural Center. For nearly 150 years, these two parks have played a vital role in the life of Chicago, providing highly valued recreational spaces for the local community, hosting city-wide events, and attracting visitors from around the globe. The South Lakefront reflects both the continuity of Frederick Law Olmsted's original 1871 vision and the changing needs of park users and the community over time. This plan builds on this legacy of serving contemporary park users within a closely-knit fabric of historically significant cultural, recreational, and natural landscapes.

This Framework Plan respects the 1999 plan for Jackson Park and South Shore Cultural Center. It respects the previous foundation while addressing new needs and opportunities for these cherished community resources. A key impetus for updating the plan was to integrate several major projects that had been proposed for the South Lakefront: the Obama Presidential Center in Jackson Park; the merger and restoration of the Jackson and South Shore golf courses into one premier 18-hole community course; and necessary roadway changes to facilitate these projects. The Park District and the community recognized the need to address these individual projects as part of a comprehensive, holistic vision for the South Lakefront.

Through an intensive 10-month process, the Park District engaged the community to help develop a vision for the South Lakefront's future. The resulting plan reflects the voices and opinions of a multitude of users who deeply value Jackson Park and South Shore Cultural Center. The Plan seeks to balance this broad diversity of park users – from those who use the parks for exuberant recreation to those who seek quiet refuge; from visitors across the street to visitors from across the globe.

The 2018 Framework Plan envisions a future for Jackson Park and South Shore Cultural Center that is fully informed by the communities and people who cherish and use these parks. It is a future that renews the South Lakefront's 10.5 miles of lake and lagoon shoreline, leveraging unique recreational and ecological opportunities along the water. It embraces the commitment to the historic and cultural legacy of the South Lakefront.

## COMPONENTS OF THE FRAMEWORK PLAN

The South Lakefront Framework Plan documents the 10-month-long community-driven process and the resulting recommendations for charting the future of Jackson Park and South Shore Cultural Center. The parks are treasured assets of their communities, and park users were active in shaping the Plan. The voices of community participants are reflected throughout the document, displayed as direct quotes and embodied in every change proposed in the Plan.

In order to create a holistic long-term plan for complex existing parks, a vision was established, and guiding principles developed to enact changes that fulfill the vision. Program elements for the plan, determined by the park users, are knitted together in the design through implementation of design strategies. Changes to the parks are presented by systems which incorporate the guiding principles and design strategies in locating program elements. Each system explains the changes proposed to achieve the future envisioned by the community members.

#### **A VISION**

The community vision describes WHAT the parks should be in the future.

#### THE GUIDING PRINCIPLES

The guiding principles explain HOW the parks will achieve the vision.

## PROGRAM ELEMENTS & DESIGN STRATEGIES

The program is the collection of uses and activities that must be accommodated within the parks. Design strategies guide how the many program elements are best integrated into the physical plan.

#### **SYSTEMS & RECOMMENDATIONS**

This document provides an in-depth look at each holistic park system and identifies recommended actions to shape the future parks envisioned by the community. The images and text describe Jackson and South Shore parks in their envisioned future state, calling out characteristics shaped by the proposed changes integrated with existing structures and landscapes.

Community feedback collected through the planning process is reflected across the systems, represented in speech bubbles. The system recommendations are tied back to the Plan's principles, presented throughout the systems as a constant measuring stick for the Framework Plan.

#### **THE PLAN**

The Plan illustrates how the program elements can fit together in the physical constraints of the parks. This section of the document provides enlarged portions of the plan for a closer look.

#### **IMPLEMENTATION**

The changes proposed by the Framework Plan will be implemented over time, as funding is allocated and design completed. The listed recommendations should be considered by projects for the South Lakefront.



13 community meetings 10 months 860 verbal comments 2300 attendees 24 stakeholder meetings 60 open house boards 333 live poll responses

90 stakeholder participants 65 evaluation notes

254 website comments 430 comment cards 350 post-it notes



#### **COMMUNITY-DRIVEN PROCESS**

The planning process continually engaged community members through meetings with stakeholder groups, a series of interactive public meetings, and a project website. Each phase of the process gathered and synthesized extensive community input to develop and refine the plan.

The **DISCOVERY** phase focused on understanding the concerns of residents and the existing conditions in the parks. Break-out sessions utilized real-time polling to inform community conversations about the South Lakefront's ecology and aesthetics, mobility and transportation, use and programming, and culture and history.

The **VISIONING** phase engaged stakeholder groups to share how they currently use the parks, what works well and what could be improved, and their concerns about proposed changes. These stakeholder sessions helped identify key programmatic needs and shape the overall community vision for the future of the South Lakefront.

A detailed analysis was also conducted during the Visioning phase, mapping the existing conditions of recreation systems, water use and quality, ecology, connectivity, and culture and history. The results of this analysis were shared with the public and used to solicit observations and ideas for park improvements. The feedback from these meetings helped inform a strong understanding of the parks' existing functions and the community's desires and priorities for the future.

The **SCENARIOS** phase synthesized all this input and information to create three distinct options illustrating a range of future possibilities for the parks. Each of the three scenario plans highlighted different unifying themes while still offering a balance of uses reflecting public desires and priorities. A public open house invited participants to evaluate the scenarios and share their preferences for park programming and improvements. Focused stakeholder meetings provided additional feedback on the three scenarios, informing the creation of one preferred framework plan.

This preferred plan was presented to the community during the final **FRAMEWORK PLAN** phase. This document reflects the information shared with the public, and community input gathered in the Framework

#### **THE VISION**

To help inform and build a community vision, participants at stakeholder and public meetings during the Visioning phase were invited to complete this prompt: "In the future, Jackson Park and South Shore Cultural Center should be . . . "

The diverse responses were collected as a collage of sticky notes, and organized into the three themes:

- A Balance of Activity & Nature
- A Welcoming Place for All
- A Beacon of the Community

The aggregated community responses are depicted in the following visioning graphic. The speech bubbles reflect the aspirational ideas expressed by individual members of the community. These unique perspectives were brought together to create a cohesive, guiding vision for the future of the South Lakefront.

Vegetation around Natural and bird-friendly athletic fields to cut back on high winds Renewing; building Fun space near Lake Quality, maintained facilities, A perfect balance of A case study for natural/ Park filled better community-Michigan spaces at all times culture and nature social healing New state of with active human and the art music ecological physical court activity Natural Recognized as Increased boats and revenue one of the last Open A balance of activities/recreation natural areas and green space; an urban park area, Outdoor concert New and up-graded field house Awesome pickleball courts respecting along the lake area for classical and to share with friends space popular concerts Two football fields. A Balance of baseball complex, turf A progressive model Positive park field, seating, lights, for community-nature A place for concession stand activity in every integration fitness, art, **Activity & Nature** part of the park culture, special events Combined recreation and nature Epicenter Fulfilling the for pickleball A park with spaces for people that are Olmsted ideal of tournaments Natural areas are enhanced relieving tension integrated with natural ecological richness and lessons and access to them developed A space where people can to provide healing experiences access nature balanced with and a full range of activity - active and community needs People-friendly passive - balanced, and in-tune with and lakefront park Upgraded field house Facility for education in-service of its community. Kids Days every day on the 59th Street Harbor as an Richness; needs Wonderful natural Nature and harbors: As much activity as extension of the OPC mission of people and Inviting to nature and the Natural areas that areas supporting quiet open possible!!! of community engagement, nature; a jewel for neighboring community have volunteers birds, butterflies, space training, youth outreach, the city working daily to and elderly walkers boating and beyond maintain Lakefront café with table and Community horse riding days Indoor/ **Ecologically-rich** chairs with umbrellas to enjoy outdoor sports coffee, snacks, food Integrate nature stewardship, Track multi-plex local communities, and historic and field heritage A dog park on the lakefront with storage New state of the art and equipment indoor and outdoor to run full multi-use multiplex Facilities to provide more meets **Exhibit hall classes** programs, leagues, tournaments, Fun, and special events active. natural harbors





The guiding principles for the South Lakefront Framework Plan are a product of community input, the 1999 Framework Plan, contemporary planning best practices, and the mission of the Chicago Park District.

The guiding principles for the Plan integrate new thinking and community input while carefully considering the South Lakefront's planning legacy and historic role in the city. The 1999 South Lakefront Framework Plan was carefully reviewed, carrying over many of the relevant ideas identified there. Input from community members established important themes early in the planning process. Contemporary best practices in park planning and design were factored in, accounting for changes over the past 20 years. Finally, the principles were vetted to ensure that they align with the mission of the Chicago Park District.

The guiding principles served as a tool to guide and evaluate proposed changes throughout the planning process. The design elements incorporated into the plan shape spaces that embody the guiding principles, and deliver on the community vision.

The 11 guiding principles of the Framework Plan outline actions for making the vision for the future become a reality. The principles are grouped into three categories to highlight overarching themes.

# SERVE THE COMMUNITY, **INSPIRE THE WORLD**

Maximize recreation and leisure opportunities

for children and families.

- Serve the local community through a balance of diverse programmatic spaces
  - active to contemplative, athletics to arts.
- **Strengthen connections** within the parks and with the community through improved programming, access, and

engagement.

# **STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY**

- **Establish healthy ecosystems** supporting a diversity of green spaces, wildlife, and water systems.
- Integrate buildings and landscapes to shape **beautiful parks** that provide an enhanced quality **of life** for their users.
- Underscore the many natural assets of the lakefront park landscape.
- Celebrate and reconnect with the water

# **RENEW & MAINTAIN PARK LEGACY**

- Reinvigorate the parks as a global attraction with cultural destinations and historically significant landscapes.
- Draw on historic use, character, and design **philosophy** to inform the future.
- Leverage infrastructure improvements and catalytic projects to springboard the parks to another century of greatness.
- Continue to promote spaces that connect the **community** with nature.

# **DESIGN STRATEGIES**

The South Lakefront Framework Plan is centered on the people who use the parks, serving a broad spectrum of users fishermen and athletes, historians and boaters, festival attendees, school groups, and families. The Plan strives to serve the needs of these many users with a balance of activity and nature for visitors from near and far.

The program for Jackson Park and South Shore Cultural Center was developed through input from the community during the planning process. During the Visioning phase, park users shared their desires for specific programming and activities in the parks and made suggestions for how best to balance them. The Scenarios phase combined these program elements into three distinct plan options. Each option illustrated a range of possibilities for the future, emphasizing different aspects of the parks while offering a balance of uses to provide the greatest public benefit. Community feedback on the three scenarios informed the balance of uses and programmatic elements included the Framework Plan.

Several design strategies emerged during the detailed site design of the parks as the vision, guiding principles and program were applied and tested. These strategies help shape the parks' physical design, recognize the many competing needs of future users, and provide flexibility to evolve over time.

### **PLAN PARKS FOR PEOPLE**

The South Lakefront's legacy is rooted in the idea that parks serve a democratic and restorative role in city life. The framework plan embraces this philosophy, and the mission of the Chicago Park District, to create spaces that enhance the quality of life for their users. The framework plan keeps park users at the forefront as it shapes a future for Jackson Park and South Shore Cultural Center. Natural areas allow visitors to experience the restorative value of reconnecting with nature while supporting stewardship and education. Playing fields, picnic groves, park paths, and programming invite users to relax in the park through social interactions, physical activity, appreciation of the arts, or simply an escape from city life.

### **INTEGRATE LAND AND WATER**

The intersection of land and water in the South Lakefront pre-dates human settlement here and captivated Frederick Law Olmsted in his designs for Jackson Park. The South Lakefront has 6.5 miles of interior shoreline and 3.9 miles of Lake Michigan coastline. 16% of the South Lakefront planning area's 628 acres is made up of interior water bodies. The interface of land and water is a defining and foundational feature of the South Lakefront, and celebrated through the framework plan.

### **MAXIMIZE EVERY MOVE**

In order to serve the widest range of users and realize the greatest community benefit, the South Lakefront maximizes every proposed change to serve multiple end-goals. For example, the Framework Plan proposes lakefill park space at 63rd Street Beach that addresses the wave impacts and sedimentation that occur at Jackson Outer Harbor, while also providing improved parking, a new promontory nature sanctuary, and new waterfront picnic groves and fishing access. Maximizing every move will allow more of the goals for the South Lakefront to be realized.

### **ESTABLISH PERFORMANCE LANDSCAPES**

The South Lakefront is a part of a network of integrated ecosystems serving the environment and public health. In Jackson Park and South Shore Cultural Center, soccer fields and picnic groves can help absorb and hold stormwater to prevent flooding. The lagoons that offer natural beauty and animal habitat can also filter stormwater to remove pollutants before they reach Lake Michigan. Thoughtful design can embrace design principles while also integrating the level of performance engineering that is required by the modern urban landscape.

### **ABOUT THE PLAN**

The Framework Plan resulted from an intensive consensus-building process. The Plan is a guide for the future development of the parks, reflecting the vision of the community and balancing diverse user needs. As a framework, this document does not go to the same level of detail as a development master plan. Rather, it depicts the built-out potential of the parks to realize the community vision for the South Lakefront. The plan serves as a guide for integrating, phasing, and funding the proposed improvements over time.

The overall program and plan for Jackson Park and South Shore Cultural Center is illustrated here. Recommendations for steps to realize the plan are summarized in the sections that follow, each focusing on one of the park systems of recreation, water and ecology, connectivity, and culture and history.

Each system reflects the community input collected through the planning process, applies the design strategies, and outlines recommendations for physical changes to achieve the principles and goals.

### **RECREATION**



**Basketball Courts** 



**Senior Baseball Diamonds** 



Track and Turf Field 400m Track with Multi-Sport Field



Soccer/ Football Fields



**Tennis Courts** 



**Pickleball Courts** 



**Bowling & Croquet Greens** 



**Field House** Renovate Existing Alternate for New Construction



**Special Events** East Meadow & Hayes Fields, 63rd Street Beach, Museum of Science & Industry, South Shore **Cultural Center** 



Dog Park Adjacent to Inner Harbor



**Picnic Groves** 



**Formal Gardens** 



**Play Areas** 



**Spray Pads** 56<sup>th</sup> Street Playground 63<sup>rd</sup> Street Beach



**Restrooms at Comfort Stations and Community Buildings** 



**Driving Range Expanded in Current Location** 370 yards



**Combined 18-hole Course** 7,161 yards, par 70



**Golf Pavilion with Parking** New Golf Pavilion on Jeffery Avenue



**Teaching Facility with Parking** Short Course at Cecil Partee

### **WATER & ECOLOGY**



**Bayou Connection with Islands** Connecting Lagoon & Harbor



**New Peninsula Breakwater** +7.0 acres at 63rd Street Beach



La Rabida Shoreline

+9.4 acres of Habitat Beach and Stone Breakwater



**Natural Area** 90 acres



**Fishing Points** 



**Non-Motorized Craft** Inner Harbor and Bayou



**Outer Harbor Slips** 130 Slips + Transient & Fuel Dock



**Inner Harbor Slips** 120 Slips + Rentals



59th Street Harbor

Water Taxi Dock 125 Slips New Harbor Building



Columbia Basin Paddle Boats



**Beach House at South Shore** 

### CONNECTIVITY



**Regional Bike Trail** 5.3 miles



**Sidewalks & Paths** 18.9 miles



**Nature Trails** 2.7 miles



**New Underpasses** 



**Boardwalk** 

### **CULTURE & HISTORY**



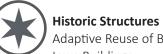
**South Shore Cultural Center** Renovated



**Coast Guard Building** Relocated, Restaurant



**Obama Presidential Center** New Museum and Grounds



Adaptive Reuse of Burnham and Iowa Buildings

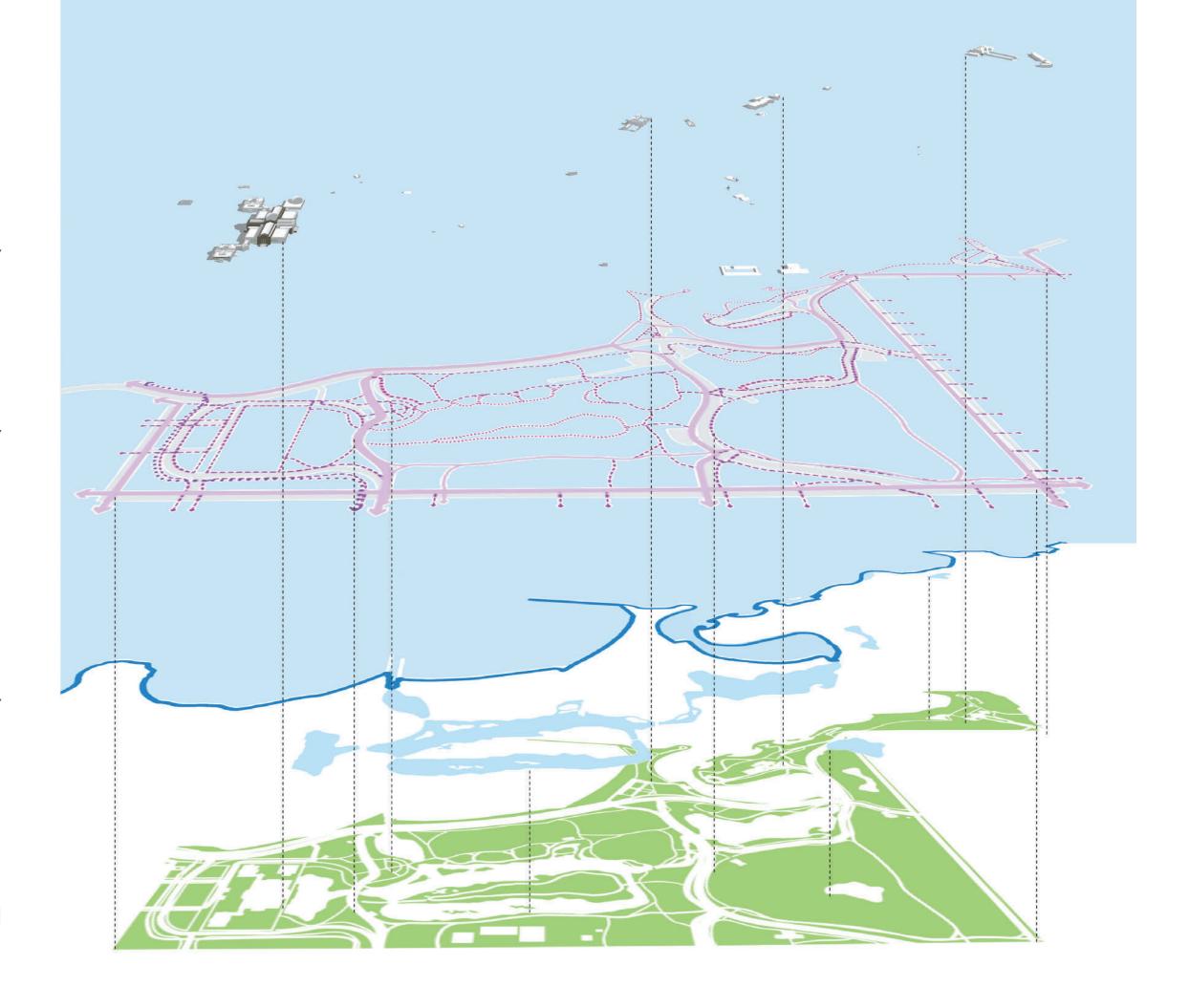


**CULTURE & HISTORY** 

**CONNECTIVITY** 

**WATER & ECOLOGY** 

**RECREATION** 



The Framework Plan synthesizes its recommendations for park use and improvements into four distinct yet interconnected systems: Recreation; Water and Ecology; Connectivity; and Culture and History. This system-based organization of recommendations was developed and refined during the public process to better focus and clarify the complex range of improvements required to achieve the plan vision.

### RECREATION

Jackson Park and South Shore Cultural Center support a wide range of recreational spaces and activities, making Recreation a key system for the framework plan. Active recreation spaces include the running track and interior turf field, baseball/softball diamonds, soccer/ football fields, basketball courts, tennis courts, lawn bowling/croquet greens, pickleball courts, the golf course and driving range, playgrounds, and the field house. The diverse areas for passive recreation include picnic groves, gardens, and natural areas, as well as open meadows and walking paths. The ability to host special events such as the Chosen Few music festival or the Chicago Half Marathon is also addressed as part of the Recreation system, as they share spaces that must support multiple uses.

# **WATER & ECOLOGY**

The Lake Michigan coastline and internal water bodies in the South Lakefront offer a unique assortment of programming and activities, from its three different beaches and three distinct harbors to its lagoons, bayou, and basin. Water activities span beach-going, motor boating and sailing, kayaking, canoing and paddle boarding, paddle boating, fishing, and passive activities that are specifically related to being near the water. The water bodies are also intrinsically linked to the ecology of the parks, the two working in unison to shape the South Lakefront's ecosystems. Considered as part of a unified system, the Plan's recommendations for integrated shoreline, Lake Michigan coastline, and land-based improvements maximize landscape performance potential along with environmental stewardship and beauty.

### CONNECTIVITY

Connectivity in the South Lakefront occurs on many different levels and scales. The Plan's mobility-centered system addresses how people come to the parks and how they move through them. The Framework Plan examines vehicular movement through the street hierarchy and parking; transit options currently serving the parks; and a network of multi-use paths and pedestrian connections ranging from regional scale to more intimate nature trails and boardwalks. Programmatic uses are also addressed in relation to Connectivity, and the capacity of the South Lakefront's systems to bring together runners, walkers, cyclists, horseback riders, students, and seniors from adjacent neighborhoods and around the region.

### **CULTURE & HISTORY**

Dating back to Frederick Law Olmsted's design for the Columbian Exposition of 1893, the South Lakefront has long been a destination for national and international visitors. This legacy continues today and into the future. School groups, families, artists, and educators come to Jackson Park and South Shore Cultural Center. They visit the Museum of Science and Industry, take classes or attend performances at the South Shore Cultural Center, walk through the historic Wooded Island and Osaka Garden, and may soon visit the Obama Presidential Center. Cultural uses and historic legacy represent a key system for the South Lakefront Framework Plan.





dog walkers **golfers** tennis players **kids** coaches **ball players lawn bowlers seniors** picnickers **festival attendees students athletes campers** pick-up game players **families** 



### **RECREATION SUMMARY**

The Framework Plan builds upon the success of recreation in Jackson and South Shore parks through a variety of spaces for activity, from active to social to contemplative and restorative. These spaces abut and blend together, uniting a diversity of users.

**The urban edge** – the periphery of the park close to the neighborhoods – functions well as passive space, its form dating back to the Olmsted plan. The gentle berms and trees shape spaces comfortable for picnicking, casual games, family gatherings, and playgrounds. Neighboring residents value this unprogrammed space. The Framework Plan builds on the successes of the urban edge. A new splash pad adds to the **56th Street playground.** Activation of the lowa Pavilion offers a new picnic pavilion.

The Music Court and Bowling Green offer another mix of recreation spaces. The Music Court provides picnicking, bird watching, and community gathering space supported by the new 59th Street Harbor building. The Bowling Green continues its long history and value as the city's only lawn bowling and croquet greens. The addition of pickleball in this area creates a balanced center of activity with sports that cater to an older generation. Proximity of bathrooms and parking contribute to a successful activity zone.

The **East Meadow** is home to the Jackson Park Driving Range, expanded Bobolink Meadow, and flexible meadows. The expanded driving range meets the contemporary needs of golfers. Bobolink Meadow's expanded natural area encompasses the driving range, and offers more habitat, bird watching, stewardship, and educational opportunities. The flexible meadows can accommodate up to two full soccer/football fields, host special events, and contain picnic groves. An access road places parking close to the areas of activity while the Driving Range Building provides restrooms nearby.

The **Hayes Fields** provide a complex of playing fields and flexible meadows. The meadow can host three senior baseball fields and a soccer/ football field. The baseball backstops are tucked into the edges of the meadow to create wide open spaces that can serve athletics, or host large events. Natural areas and shaded lawn surround the meadows to create picnic groves and blend together the active and passive recreation spaces.

Sports courts, playgrounds, and the track and field are clustered close to Stony Island Avenue where they are easily accessible to the nearby schools and residents. The **Jackson Park Track and Field** is grouped with tennis courts to provide a synergy for camps and coaches. The **Field House** grounds offer tennis, basketball, and a playground creating an activity zone for all ages. Should funds become available for a new field house, the plan designates a location for the new facility. Building a new field house north of Hayes Drive creates a strong relationship between the active recreation spaces and field house. Removal of the existing structure could open more flexible space close to the adjacent neighborhood.

The renovated **golf course** merges Jackson Park and South Shore courses into a single 18-hole course meeting contemporary play and safety standards. Park trails weave through and around the course. The edge along 67th Street maintains park space for the community of South Shore. The golf pavilion on Jeffery Avenue enlivens the street edge and engages the community. Cecil Partee becomes a golf education facility.

**South Shore Cultural Center** boasts a mix of recreation spaces. It has dramatic lakefront golf holes; natural areas for habitat, bird watching, and stewardship; a formal garden; lawn for picnicking and gatherings; and nature play for the children.



**Picnic Groves** 



**Formal Gardens** 



Senior Baseball Diamonds



Soccer/ **Football Fields** 

# **SERVE THE COMMUNITY INSPIRE THE WORLD**

Strengthen connections within the parks and with the community through improved programming, access, and engagement.

> "Creating it in a way so that you feel like you're in a natural space to get away from the city...if we can start creating small, natural, communal spaces within this large space that would be fantastic."

barbecuing/gathering."



Draw on historic use, character, and design philosophy to inform the future.



# **RECOMMENDATIONS FOR PICNIC GROVES** & UNPROGRAMMED SPACE



# **Build upon the existing success** of picnic groves.

Continue the parks' legacy of great picnicking through improving connection between picnicking spaces and other park amenities. Access to parking and restrooms or adjacency to the neighborhood makes groves desirable and successful.



# Maintain unprogrammed areas in the parks.

The users of Jackson and South Shore parks desire flexible park space without a specific function — a place for people to enjoy the outdoors, sit on a bench, talk with a neighbor. A mix of lawn and shade, benches, and paths shape successful unprogrammed park spaces.



### **RECOMMENDATIONS FOR FLEXIBLE MEADOWS**

Integrate passive and active use spaces.

> Integrating picnicking and natural areas with playing fields contributes to longer visitor stays in the parks and to use by people of all ages.

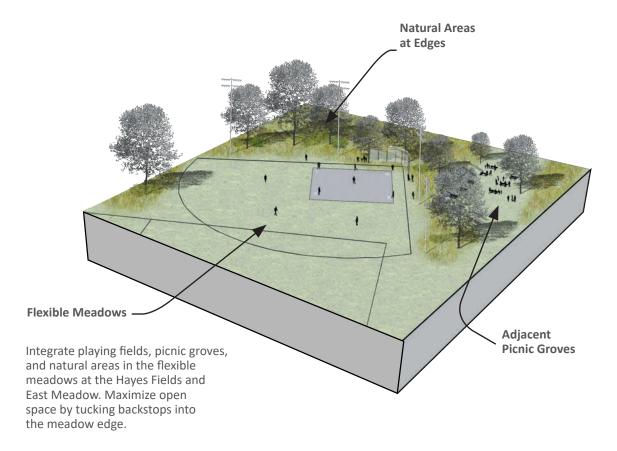
**Provide restrooms close** to areas of activities.

> Engagement with park users revealed that access to restrooms can determine the success of spaces in the parks. Comfort stations encourage longer stays and multi-generational enjoyment of the parks.



### **Accommodate larger** special events.

Contiguous open space provides large footprints for special events, such as Chosen Few, Bike the Drive, and the Chicago Half Marathon. A mix of shaded spaces and open lawns shape ideal spaces for all-day events.



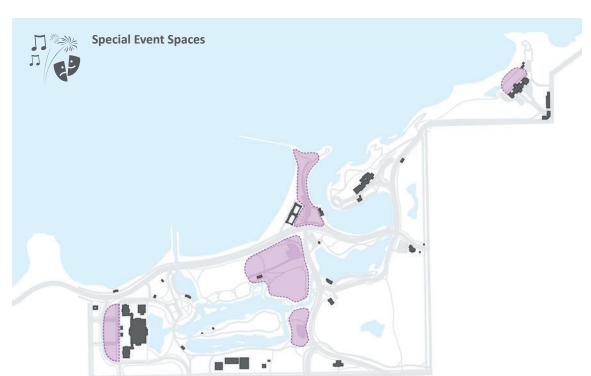




Flexible meadows at East Meadow & Hayes Fields

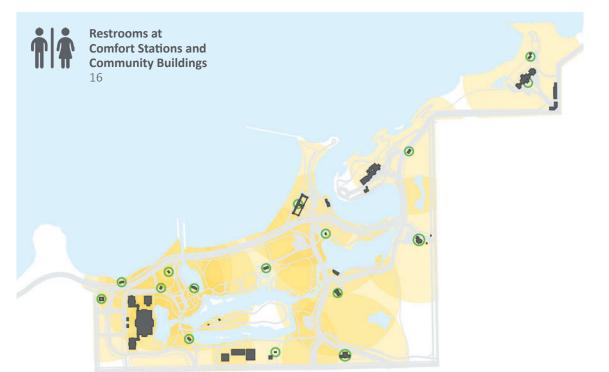


Picnic grove at South Shore Cultural Center



The area outlined indicates open space ideal for permitting special events.





The overlapping colors represent spaces within a five minute walk to a restroom of the proposed plan. A darker color indicates access to more restrooms.

Restroom Location

Color scale indicates the number of restrooms within a 5-minute walk.





**Basketball Courts** 



**Senior Baseball** Diamonds



Track and Turf Field 400m Track w/ Multi-Sport Field



Soccer/ Football **Fields** 



**Tennis Courts** 



**Pickleball Courts** 



**Bowling/ Croquet** Greens



**Field House** Renovate Existing

Alternate to Build New

"If a good facility is built and well maintained, people will keep coming back."

# **SERVE THE COMMUNITY INSPIRE THE WORLD**

Maximize recreational and leisure opportunities for children and families.

### **RENEW & MAINTAIN PARK LEGACY**

Continue to promote spaces that connect the community to nature.



### **RECOMMENDATIONS FOR COURTS & PLAYING FIELDS**

Provide quality facilities to maximize playing time.

> Lights, field drainage, and flexibility of use will extend the hours of use of facilities and serve the needs of many users.

**Group recreation facilities along** Stony Island to allow for easy access from the schools and neighborhoods.

> Locate the track and turf field and tennis together provides a complex to better serve the nearby schools and community users.

Renovate the Field House; or alternate option to build new.

> Renovate the existing Field House in place. If funds become available, a new Field House could be constructed north of Hayes to connect with the adjacent recreation facilities.

Design the track and field to accommodate a multi-sport turf field.

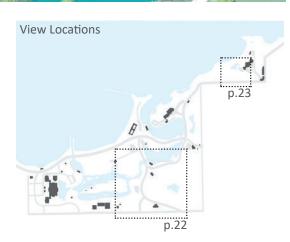
> A wider field can host more sports, including soccer, football, and lacrosse. The wider track will allow for faster running speeds and include more field events.

**Co-locate lawn bowling/croquet** and pickle ball.

Diversifying the bowling green area will maximize the use of the building and serve more users.

Create a baseball/softball field complex in meadow near Hayes Drive.

> Contiguous fields allow for multiple school teams to practice together.



The Hayes Fields, Field House, track and field,

### RECOMMENDATIONS FOR THE GOLF COURSE

**Combine the Jackson and South Shore** courses to create one 18-hole course that meets contemporary levels of safety and play standards.

> The flow of play will allow for a returning nine-hole course to maintain the short game option that many locals enjoy at the current course.

The routing plan allows for park paths through and around the course and maintains unprogrammed park space at the edges.

A teaching facility at Cecil Partee will introduce new generations to the legacy of golf in Jackson Park.

Integrate biodiversity throughout the golf course.

> Natural areas and biodiversity throughout the course will contribute to a healthy ecosystem overall, and create natural beauty on the course for golfers and neighbors.

Create visual and physical community connections.

> Provide paths around the golf course to allow community use at the perimeter. Minimize fencing where compatible with safety measures.

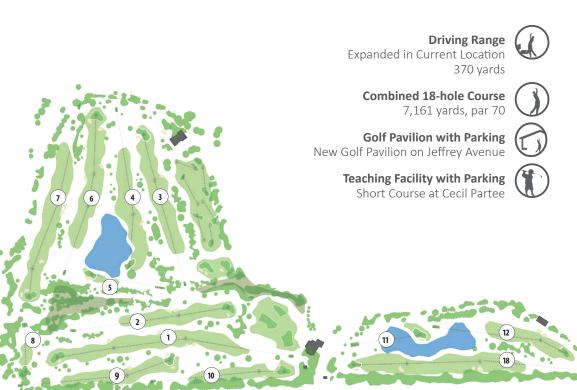
Locate golf facilities strategically to serve the golf course and the community.

> Placing the golf pavilion on Jeffery Avenue will bring together the adjacent community, golfers, and other park users.

Cecil Partee becomes a educational center for the next generation of golfers.

Keep the golf course accessible to Chicago residents and youth.

> Consider tiered pricing structure to ensure the course remains accessible to the community and residents of the city of Chicago. Residents outside of Chicago will face premium fees.



SCORECARD								
Hole	Par			Tee 3			Tee 6	
1	5	667	634	581	520	471	281	
2	4	441	432	412	351	307	203	
3	4	429	408	373	328	299	176	
4	4	453	430	384	353	316	216	
5	3	204	193	177	161	142	71	
6	4	467	444	406	364	325	225	
7	5	579	551	514	452	404	259	
8	3	136	131	123	104	89	52	
9	4	425	412	370	328	296	106	
FRONT	36	3801	3635	3340	2961	2649	1589	
10	4	368	350	319	287	256	139	
11	3	189	180	161	147	132	63	
12	4	382	363	332	298	266	164	
13	4	488	464	418	381	340	229	
14	4	504	479	436	393	351	246	
15	3	211	200	184	165	147	80	
16	4	365	359	334	301	254	152	
17	3	199	191	168	155	125	68	
18	5	654	618	552	507	449	268	
ВАСК	34	3360	3204	2904	2634	2320	1409	
TOTAL	70	7161	6839	6244	5595	4969	2298	



Score card and routing plan for the new 18-hole golf course.



currently exists."

"I am a huge supporter of the golf course renovation plan

in the city. As a young child my grandfather and father

taught me the game. The game's cornerstone is one of integrity and the lessons from golf are lessons I live by. "

> "Excited about the restoration, looking forwarded to a challenging course with beautiful scenery. I look forward to safer trails throughout."

# **STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY**

Establish healthy ecosystems supporting a diversity of green spaces and water systems.



beach-goers kayakers park stewards fishermen seniors ecologists families nature enthusiasts boaters kids educators bird-watchers



### WATER & ECOLOGY SUMMARY

Water use, quality and ecology throughout the parks are intrinsically intertwined. Together the water bodies and land area provide habitat for many species of birds, animals, fish, and plant life. These spaces also support activities in a wide range of boating and bathing, stewardship, and education. Each portion of the parks offers a range of experiences to support users and steward healthy environments.

The **57th Street beach** continues its success as a lakefront destination with a beach house and close proximity to the Hyde Park neighborhood.

The **Columbia Basin** builds on its popular activities of picnicking and fishing. Deepening the basin allows for paddle boats to introduce new recreational activity while creating better fish habitat.

The **59th Street Harbor** is home to the Museum Shores Yacht Club. The plan calls for repairing the breakwall at the harbor mouth. A new harbor building is located on the edge of the Music Court to serve both the needs of the yacht club and be an amenity to the community.

The **lagoon** and **Wooded Island** are treasures of Jackson Park. Recent work by the U.S. Army Corps of Engineers restored the banks of the lagoon. A new boardwalk connects Bobolink Meadow to the Darrow Bridge, inviting park users to experience the lagoon without disturbing the restoration work or habitat areas. A new physical connection, called the bayou, unites the lagoon and the Inner Harbor. Naturalized shorelines along the bayou and parts of the Inner Harbor provide canoers or kayakers the intimate experience of a water body while protecting the restoration of the

lagoon shores. A small dam called a weir keeps the paddle craft and fish from entering the lagoon, maintains the precise water levels, and harnesses the lagoon's role in water treatment. Paths and bridges around and across the bayou connect users with nature and a variety of experience near, over, or on the water.

The **Inner Harbor** strikes a balance of motorpowered and human-powered boating. The slips for the South Shores Yacht Club are right-sized to match anticipated demand, with the addition of a dock for rental boats. Paddle craft such as canoes, kayaks, and paddle boards will have access to the calmer waters of the Inner Harbor with parking, a rental concession, and restrooms. The Inner Harbor blends paddle craft, motor boating, and water safety and educational opportunities. Reflecting its growth, the **Outer Harbor** increases in slips for

the Jackson Park Yacht Club, with a dock designated for transient boaters and fuel. Minimal lakefill along the mouth of the harbor creates space for expansion of harbor parking, close to the docks. Both harbors adopt contemporary harbor best-practices for security and access from head piers. This allows for less fencing, improved integration into the park, and a continuous harborwalk bringing people to the water's edge on a hardscaped walk.

To address the existing problem of sedimentation and wave action in the Outer Harbor, new lakefill creates habitat beaches and a peninsula at the 63rd street beach to temper wave action. Rubble breakwalls along the Lake Michigan coastline by La Rabida will naturally form cellular beaches to support wildlife. Trails lead to look-out points, offering quiet moments on the lake. The lakefill at

**63rd Street Beach** supplements a popular beach destination with new picnic groves, improved parking, and promontory nature sanctuary to support migratory birds and offer views of the city. The peninsula creates an ideal fishing location.

Both 63rd Street Beach and South Shore Cultural Center offer balanced beach destinations for families. Lakefront beach, natural areas, picnic groves, a play area, and a new beach house with restrooms and concessions at South Shore invite users to stay the whole day.



**Bayou Connection** with Islands

Connecting Lagoon & Harbor



**Non-Motorized Craft** Inner Harbor and Bayou



**Outer Harbor Slips** 130 Slips Transient & Fuel Dock



**Inner Harbor Slips** 120 Slips + Rentals



**Bayou Connection** with Islands

Connecting Lagoon & Harbor



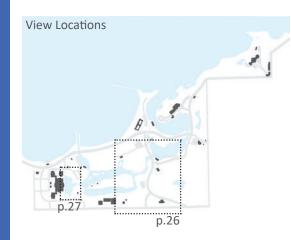
Non-Motorized Craft

Inner Harbor and Bayou

creating more water space – revitalizing an

# **SERVE THE COMMUNITY INSPIRE THE WORLD**

Maximize recreation and leisure opportunities for children and families.





**INNER HARBOR** 

# **RECOMMENDATIONS FOR HARBORS & LAGOON**

- Re-introduce paddle boats on the Columbia Basin.
- Right-size the Inner Harbor for anticipated demands.

Provide a slip-count reflecting current and anticipated demand, and incorporate a dock for power boat rentals.

**Embrace a diversity of boating** on the Inner Harbor with recreational amenities and educational opportunities.

> Kayaks, canoes, and paddle boards can be rented or launched in the Inner Harbor and into the bayou. The quiet waters of the Inner Harbor are ideal for water safety and boating education.

accommodate on-going growth. Increase slips, modify dock access through a head pier configuration and provide expanded parking on lakefill adjacent to docks.

**Expand the Outer Harbor to** 

**Construct new harbor building** at Museum Shores Yacht Club.

> Support yacht club's efforts to construct new harbor building.

Provide secure access for yacht clubs, opportunities for rental or transient docks, and access for the whole community to engage with the water.

> Use of head piers can facilitate security for yacht club members and transient or rental boaters.

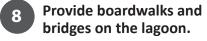
**Create publicly** accessible harborwalks.

The Inner Harbor is right-sized to accommodate power boats and paddle craft. The bayou connects the lagoon to the harbor with control structures to

protect the sensitive ecology of the

lagoon and its shores.

Harborwalks bring people to the water's edge on a hardscaped surface, connect with the yacht clubs, and create a variety of ways to experience the water from land.



These create opportunities to connect to nature without disturbing shoreline habitat and offer vantage points for viewing the lagoons and educational moments.

# **STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY**

Underscore the many natural assets Island and Bobolink of the lakefront park landscape.

### **PROGRAM ELEMENTS**

**Columbia Basin** Paddle Boats

Fishing





# **RENEW & MAINTAIN PARK LEGACY**

Draw on historic use, character, and design philosophy to inform the future.

### **RECOMMENDATIONS FOR BEACHES & LAKEFRONT**

Provide well-rounded beach destinations.

> Beach houses with restrooms and concessions serve beach-goers for the entire day.

Blending beach with adjacent lawn for picnicking, nature areas, and play spaces provide a multi-generational park space.

- Build a new beach house at South **Shore Cultural Center.**
- Support the fishing community. Designated locations identify ideal places for recreational fishing.
- Build new lakefill at the 63rd Street Beach/mouth of the Outer Harbor to minimize wave action and sedimentation in the harbors.

The lakefill peninsula will protect the Outer Harbor and provide new park space for the community.

**Create habitat beaches** along the La Rabida peninsula coastline.

> Rubble breakwaters will address littoral drift and reduce wave impact in the Outer Harbor. Created beach cells will provide new lakefront habitat, paths, and educational opportunities for park-goers. The breakwater and habitat beaches will create a new edge at one of the oldest segments of lakefront revetment.





Continue to promote spaces that connect the community to nature.

Water quality and access are extremely important to me, as is green space and a healthy, extensive tree canopy."

# **INSPIRE THE WORLD**

Serve the local community through a balance of diverse programmatic spaces — active to contemplative, athletics to arts.





**63rd Street Beach** 7.0 acres of new park at Lakefill Peninsula



Fishing



Natural Areas



"I would like the changes to maintain or increase the natural areas, and leave space for butterflies and birds so that they can thrive just as people do, when they have contact with nature."

# **STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY**

Establish healthy ecosystems supporting a diversity of green spaces and water systems.



**Beach at South Shore Cultural Center** 



**STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY** 

Integrate buildings and landscapes to shape beautiful parks that provide an enhanced quality of life for their users.

### RECOMMENDATIONS FOR PERFORMANCE LANDSCAPE

**Enhance natural areas to** provide measurable sustainable performance benefits.

The naturalized areas of the South Lakefront can serve the Olmsted aesthetic of framing space and views while also serving an important environmental function. These zones play a vital role in stormwater management, strengthening the parks' capacity to handle heavy rainstorms while improving water quality within the lagoons, harbors, and basin.

Add native plant communities to provide critical habitat while increasing natural area acreage in the parks.

> Increasing the park's natural areas will contribute to the Park District's goal of adding 2,020 acres of natural areas to Chicago's park and open space system by the year 2020.

Manage and treat stormwater through natural green infrastructure systems.

> Expand and integrate best practices in performance landscape design throughout the South Lakefront.

Increase green infrastructure capacity to slow, hold and filter stormwater runoff before it enters Lake Michigan.

> Leverage land and water-based practices to provide educational opportunities for park visitors as well as to enhance aesthetics and sense of place.

**Create landscape features** that can temporarily provide stormwater detention during heavy rain events.

> Integrate bioswales, biofiltration basins, and rain gardens with the parks' flexible meadows, picnic groves, and natural areas. These systems can capture runoff from playing fields and parking lots, enhancing stormwater infiltration and filtration.

**Build stormwater structures** as an integrated part of streets and parking lots.

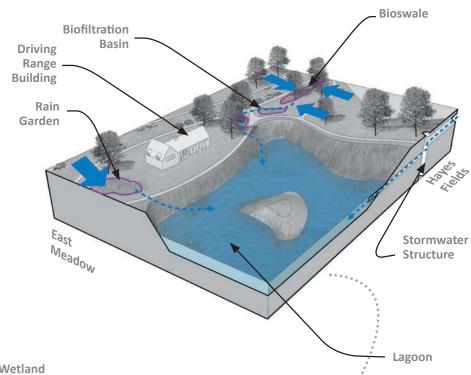
> These structures collect and separate debris and pollutants from runoff before it enters the water bodies.

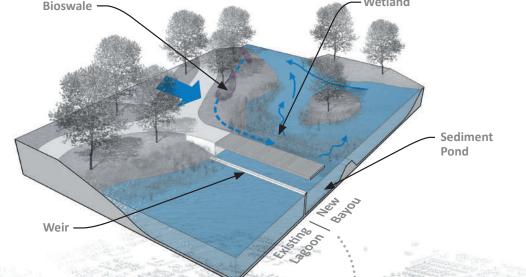
Use living shoreline strategies, wetlands, and sediment ponds along the South Lakefront's bayou, lagoons, and harbor.

> Aquatic plants help clean the water, sediment ponds collect runoff particles, and wetlands provide filtration and aeration benefits.

These diagrams use specific park locations to demonstrate how land and water-based features can be incorporated with park design to handle heavy rains and stormwater runoff, remove water-borne pollutants, and improve ecological and human health. The application of these features creates a performance landscape.

At the junction of the bayou and the lagoon, a low dam, call a weir will control the flow of water, fish, and paddle craft from the lake into the lagoons. A sediment pond can be integrated with the weir. Features such as the bioswale and wetlands are shown edging the bayou, but can be applied in multiple locations along the living shoreline. Rain gardens and biofiltration basins can be integrated with natural areas or around picnic groves and playing fields, like the example of the East Meadow shown.





Integrated water and land systems form a network of ecological spaces along the South Lakefront. The network establishes healthy ecosystems and integrates green infrastructure features to create a performance landscape.

# RECOMMENDATIONS FOR LAGOON, BAYOU, AND HARBOR SHORELINES

# **Expand the network of living** shorelines within the parks.

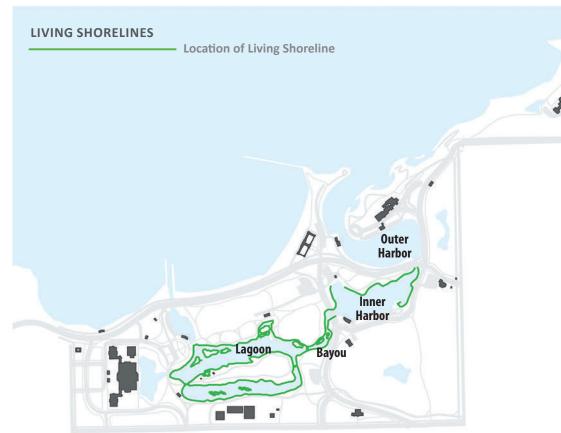
Ecological planting strategies will naturalize the edges of the bayou and parts of the existing harbors. A twolevel riparian edge supports various plant, animal, and insect species as a resource for food, shelter, and/or mating. A mix of Sedge Meadow, Savanna Woodland and Fringe Wetland communities on the shore extends the recent habitat restoration along the

lagoon edges and Wooded Island. Underwater aquatic plant-beds and habitat structures support various fish and amphibian species in the lagoon, bayou, and inner harbor.

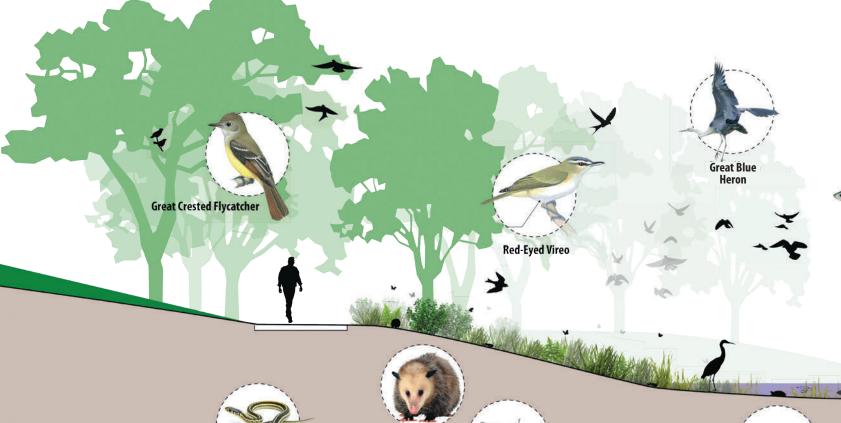
# Align habitat improvements with potential funding opportunities.

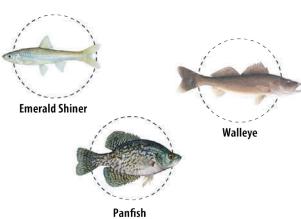
New waterfront edges along the bayou and rebuilt shorelines at La Rabida Peninsula and South Shore Cultural Center present opportunities to further naturalize riparian and coastal edges.

These environments support great lakes conservation efforts for water quality, habitat and fishery health, and align with the priorities of regional conservation organizations like the Great Lakes Restoration Initiative and the Great Lakes Protection Fund to help pre-position future implementation projects for funding opportunities.



Naturalized edges of the lagoon, bayou, and sections of the Inner Harbor comprise the living shorelines.





animal, and plant habitat, and provide park users with nature paths, stewardship opportunities, and educational opportunities.

**Garter Snake** 

Blue-spotted Salamander

**Painted Turtle** 

**Open Lagoon** 

**Passive and Active Recreation Extension of USACE Restoration** 

> Sedge Meadows, Savanna Woodlands & **Fringe Wetland Shoreline communities**

**Treatment & Habitat Wetlands Submergent and Emergent Aquatic Beds** 

**American Toad** 

### **RECOMMENDATIONS FOR LAKE MICHIGAN COASTLINE**

### **Protect and soften lakefront areas** with nature-based shorelines.

Offshore breakwaters along the La Rabida peninsula will absorb and deflect the impact of waves from Lake Michigan, creating spaces of "quiet" water behind them that form the conditions for "softer" and more bio-diverse waterfront environments to flourish. These areas of calm water

serve as nursery habitat for certain species of fish, and the crevices and gaps in the breakwaters serve as protective cover for mudpuppies and aquatic reptiles. The establishment of gravel beaches and grassland dune communities will provide critical and unique lakefront habitat for a variety of bird, mammal, reptile and insect species.



# **Reconstruct the Lake Michigan** coastline at South Shore Cultural Center with stone revetment.

As the La Rabida peninsula transitions to the coastline of South Shore Cultural Center, a more armored revetment is recommended to best protect against wave erosion and provide the experience of a lakefront golf course.

### **SHORELINE**

Edges of interior water bodies: the harbors, bayou, lagoon, and basin

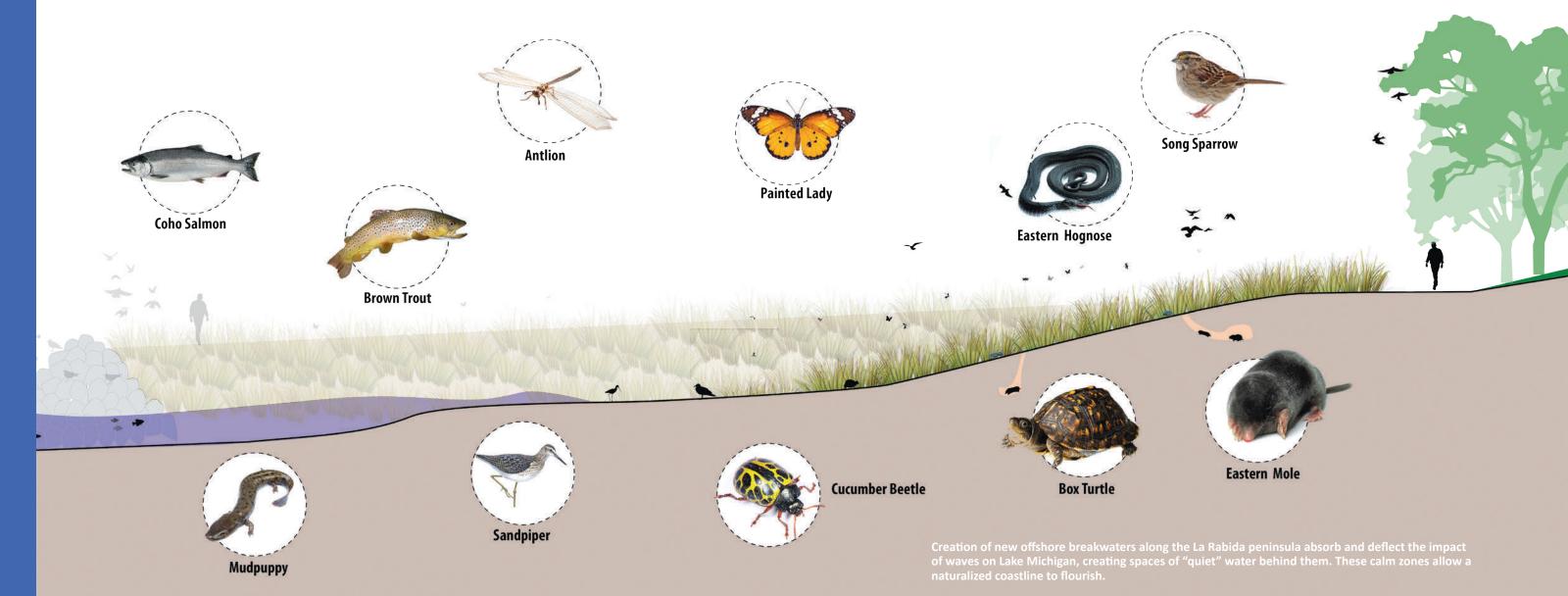
# 6.54 mi

### COASTLINE

Lake Michigan water's edge

### 3.95 mi

The Lake Michigan coastline and internal water bodies are defining features of the South Lakefront. New lakefill, breakwalls forming habitat beaches, and the bayou connection add to the overall length of water's edge in Jackson and South Shore. In total, the parks contain more internal shoreline than Lake Michigan coastline.

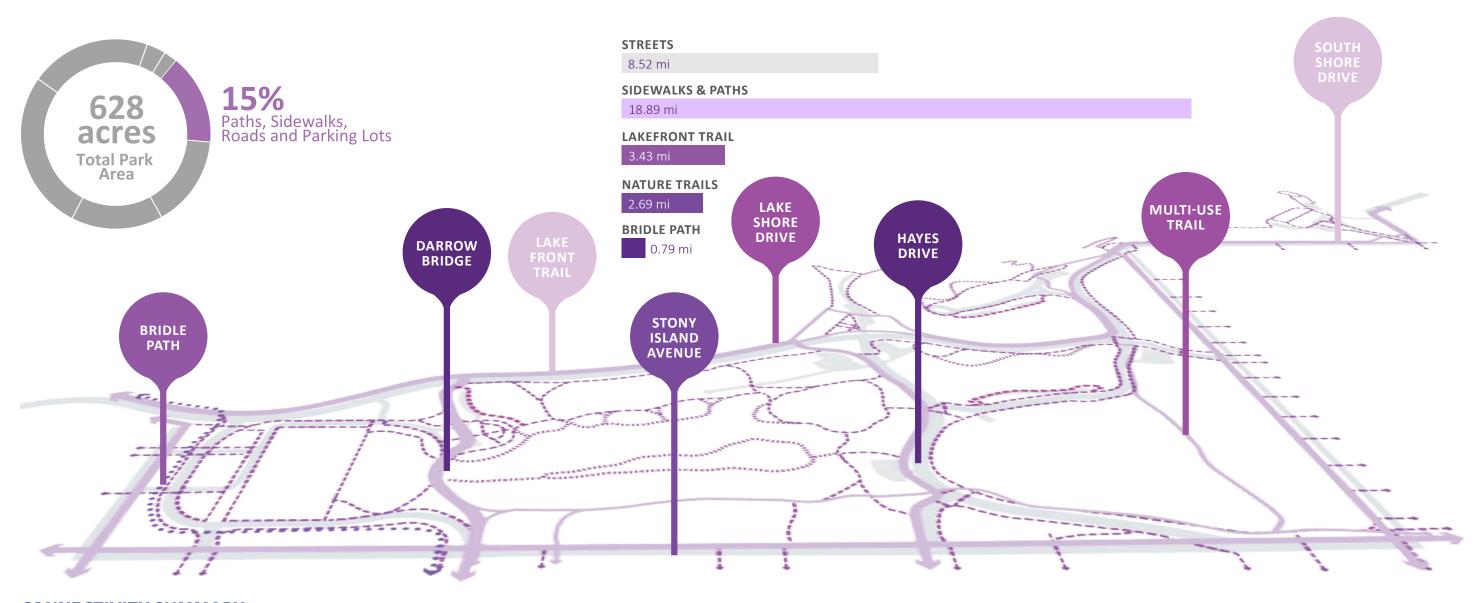


Lake Michigan **Gravel Beach Natural Coastline** 





drivers bike riders youth transit riders walkers horseback riders families *runners* neighbors joggers students cyclists *seniors* 



### **CONNECTIVITY SUMMARY**

The Framework Plan provides a holistic look at connectivity to, through, and within the parks. The connectivity systems includes the street network, transit, parking, multi-use trails, sidewalks and park paths, and specialty trails.

The Framework Plan illustrates proposed changes to connectivity within the parks including the closure of four roadway segments: eastbound Midway Plaisance between Stony Island and Cornell Drive, Cornell Drive between Midway Plaisance and Hayes Drive, Marquette Drive between Stony Island and Richards Drive, and northbound Cornell Drive between 65th and 67th Streets. Concurrent to this framework plan, the Chicago Department of Transportation is proposing targeted improvements to mitigate traffic impacts resulting from the roadway closures. The roadway closures were presented and discussed with the public during the framework planning process. With the roadway closures, the Park District

anticipates improved park cohesiveness through better connected parkland; opportunities for expanded multi-use trails within the park; and improved accessibility within the park as a result of this increased trail system.

The regional Lakefront Trail parallels **Lake Shore** and **South Shore Drives**, providing 3.43 miles within the parks of bike and pedestrian paths for recreational use and active transportation. The plan incorporates the **Lakefront Trail** separation project and proposes enhancements to alleviate pinch points.

A multi-use trail will connect the Lakefront Trail to Stony Island over the **Darrow Bridge.** A multi-use path will bring cyclists and pedestrians past the lagoon and the proposed Obama Presidential Center from the Midway Plaisance to 63rd Street. Marguette Drive is proposed to become a multi-use trail through the golf course from **Stony Island Avenue** to

Richards Drive. Planned restoration of the Darrow Bridge will enable better east-west connections through Jackson Park for pedestrians and cyclists.

Sidewalks and park paths are unified in a hierarchy of connections through the parks. **Primary paths** are made up of sidewalks following the major roads and multi-use paths forming non-vehicular east-west connections. **Sidewalks and paths** knit together the primary paths, forming loops throughout the park to provide a variety of interconnected pathways for walking, running, or biking. Specialty trails offer unique experiences in the parks; nature **trails,** and harborwalks offer park users an intimate experience with nature and the water, while bridle paths continue the legacy of horseback riding in the parks.

The Framework Plan includes four new **underpasses.** In addition to the existing connections, the proposed underpasses facilitate better connectivity and safety. An underpass at Hayes Drive and Lake Shore Drive connects the 63rd Street Beach, to the East Meadow and Inner Harbor while accommodating a free-flowing right-hand turn from Lake Shore Drive onto Hayes Drive. At the intersection of 63rd Street, Hayes Drive, and Cornell Drive a new underpass provides a continuous connection for the multi-use path. New underpasses at 67th Street and South Shore Drive, and mid-block on Jeffery Avenue allow for safe connections for all park users, including pedestrians, cyclists, and golfers.

The function of roads has changed since the early designs of the South Lakefront, and as the needs of the parks and streets evolve they must balance traffic concerns with park functions. Lake Shore Drive (US 41) weaves through Jackson Park and continues along the bounding

edge of South Shore Cultural Center as South Shore Drive. Changes proposed include widening Lake Shore Drive by one southbound lane from 57th Street to Hayes Drive. Portions of Cornell Drive and Marquette Drive are proposed to be closed with multi-use trails for walking and biking connections. Stony Island Avenue and Hayes Drive would also see changes with the proposed roadway improvements.

**Parking** close to areas of activities bolsters successful park spaces. Stewarding beautiful parks requires balancing spaces for cars with spaces for people and nature. The Framework Plan gives careful consideration to parking, outlining locations for additional parking and reconfiguration of existing lots to increase parking needed by park users. Continued collaboration with transit operators can offset the need for parking through a diversity of mobility options to serve the parks.



**Regional Bike Trail** 5.3 miles



**Sidewalks & Paths** 18.9 miles



**Nature Trails** 2.7 miles



New Underpasses

### RECOMMENDATIONS FOR CONNECTIVITY

1 Implement lakefront trail separation.

Relieve pinch points of the Lakefront Trail to accommodate better trail alignment for safety and enjoyment of trail users.

# Create a hierarchy of paths.

Use intuitive wayfinding through path hierarchy and paving materials to build clarity to park circulation.

Integrate signage and wayfinding.

Locate interpretive signage for history and nature, and wayfinding throughout the park.

Construct new underpasses to improve safety and connectivity.

New underpasses will seamlessly link areas of high activity across streets.

Emphasize park gateways.

Incorporate signage, artwork, and open space design to highlight the gateways, identified by primary entry points from all means of connectivity.

Provide specialty trails for a diversity of park experiences.

Provide nature trails, harborwalks, and bridle paths to invite a broad array of users and provide different experiences for park visitors.

Integrate streets and parking lots into the landscape.

Incorporate streets and parking lots into comfortable, safe, and beautiful park spaces with walkways, signage, and plantings.

8 Provide parking close to areas of activity.

Locate dispersed parking lots close to areas of high activity to minimize the distance from parking to park destinations, improving user experience.

9 Encourage multi-modal access.

Strategically incorporate recent and growing transportation modes—bikeshare nodes, rideshare drop-off points—to create better internal park connections, and complement and promote transit and pedestrian travel to the park.

Design spaces that are safe, comfortable, and accessible for everyone.

Projects in the parks are subject to review and compliance with best practices for universal accessibility.

Strengthen urban connections by positioning the park for future generations.

Continue to incorporate innovations that can deliver connectivity and urban mobility, including WiFi in the parks, bikeshare infrastructure and app-based rideshare accommodations such as geo-fencing and clear ride share pick-up/drop-off locations.





"Increased access to the lakeshore and sanctuaries for bikes."

> "Please consider safe access for pedestrians/ kids crossing Stony Island it's a big road!"

# **SERVE THE COMMUNITY INSPIRE THE WORLD**

Strengthen connections within the parks and with the community through improved programming, access, and engagement.

# **RENEW & MAINTAIN PARK LEGACY**

Leverage infrastructure improvements and catalytic projects to springboard the parks to another century of greatness.

OFF-STREET PARKING	EXISTING CONDITIONS	FRAMEWORK PLAN	
MSI East	85	85	
Music Court	215	215	
Bowling Green	4	0	
Tennis & Dog Park	20	0	
East Meadow (Driving Range)	20	80	
Hayes & Lake Shore	205	205	
63rd Street Beach	150	320	
Hayes & Cornell	180	160	
Golf: Cecil Partee	20	40	
Golf: Pavilion	-	180	
Boat Launch	-	90	
La Rabida Peninsula	220	340	
Promontory Drive Lot	99	200	
Promontory Drive	121	140	
South Shore Cultural Center	260	300	
TOTAL	1599	2355	
Net Gain		756	
PASSHOLDER PARKING	EXISTING CONDITIONS	FRAMEWORK PLAN	
59th Street Harbor	80	90	
Inner Harbor	65	65	
Outer Harbor	75	150	
TOTAL	220	305	
Net Gain		85	

GRAND TOTAL	1819	2660
Net Gain		841









### **CULTURE & HISTORY SUMMARY**

The framework plan builds on the legacy of serving contemporary park users while respecting a fabric of historically significant cultural, recreational, and natural landscapes.

Historic buildings and institutions contribute to the cultural value of the parks and attract visitors from near and far.

### **CULTURAL INSTITUTIONS**

Jackson and South Shore parks are home to several noteworthy cultural destinations. The Museum of Science and Industry occupies a building from the Columbian Exposition. Its exhibits and events attracted 1.5 million visitors in 2016.

The Obama Presidential Center, in design at the time of this planning process, will bring a new influx of visitors from around the globe while bolstering the local community.

The South Shore Cultural Center hosts classes in the arts and cooking, holds performances and concerts, serves as a hub for the local community, and is a popular wedding and event venue.

The Osaka Garden on Wooded Island is another historic treasure that dates to the Columbian Exposition and continues a longlasting relationship with Japan. The plan looks to foster connections with its cultural institutions, continuing the legacy of cultural destinations and balanced activity in the parks. A detailed action plan for Osaka Garden lists desired improvements to the perimeter fence and main gate, tea house, plantings, lighting,

gardens, shoreline, and arched bridge as well as adding interpretative elements, and staff for security and education.

### **HISTORIC BUILDINGS & STRUCTURE**

The South Lakefront parks are home to many historic buildings, structures, and objects. The buildings include many small comfort stations, the Iowa Pavilion, Cecil Partee, the 9th Hole Golf Shelter /Burnham Building, and the 63rd Street Beach House. Historic structures include the Promontory Drive (La Rabida) seawall and the six bridges in Jackson Park. On-going preventative maintenance of these structures will ensure their longevity. The **Statue of the Republic,** the Osaka Torii Gate, and a few specific lamp posts and lanterns comprise the historic objects.

The plan integrates these objects and structures into a cohesive landscape and breathes new life into some of the historic buildings. Many of the historic comfort stations throughout the park continue to serve park users as public restrooms. Buildings such as the **Iowa Pavilion, Cecil Partee,** and the **Burnham Building** are rehabilitated to serve contemporary park users as a picnic pavilion, golf education center, and comfort station respectively. Any rehabilitation work will follow applicable state and federal review processes.

**South Shore Cultural Center** has on-going plans for building improvements. These include restoring the outdoor theater, pergola, balustrades, and stucco; repairing and repainting all windows and doors; repainting the dining room; repairing water damage in the

entry and lobby; repairing the roof; and replacing the north elevator and service entry doors. The Plan anticipates the implementation of these improvements. An additional facility study is recommended to assess space utilization within the building and identify potential programming.



**South Shore Cultural Center** 



**Coast Guard Building** Relocated, Restaurant



**Obama Presidential Center** New Museum and Grounds



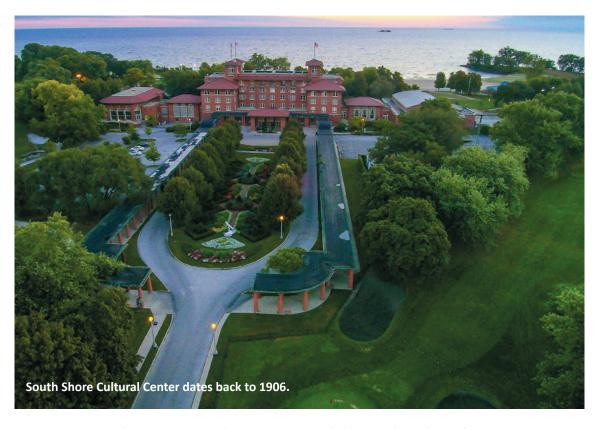
**Historic Structures** Adaptive Reuse of Burnham and Iowa Buildings

# **SERVE THE COMMUNITY INSPIRE THE WORLD**

Serve the local community through a balance of diverse programmatic spaces: active to contemplative; athletics to arts.

# **RENEW & MAINTAIN PARK LEGACY**

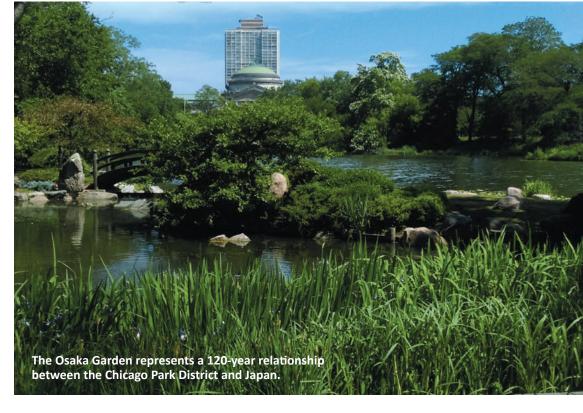
Reinvigorate the parks as a global attraction through cultural destinations and historically significant landscapes.



La Rabida Children's Hospital is another historic South Lakefront building with a unique purpose. Situated on a promontory, the building reflects infrastructure and roadways plans dating back to 1906. Much like the park it is located in, the building has evolved over time to serve the changing needs of its users while retaining its historic value. The Framework Plan seeks to embrace and enhance the functions of the institution. Improved parking on the La Rabida peninsula will better serve hospital staff, patients, and visitors, and the naturalized coastline will be designed to be sensitive to the hospital's function and security.

While the Jackson Park Maintenance Building has occupied the corner of 63rd Street and Stony Island since the 1930's, it does not serve a highest and best use for the park and its patrons. Its position at a prominent park gateway could be better utilized through adaptive reuse or demolition of the building to make way for more flexible lawn. The proposal to remove the building in favor of open lawn space received community support. This open space would provide an offset to the reduction in field space from the golf course redevelopment. The future use or demolition of this building should be carefully studied, and any subsequent work completed in accordance with state and federal review processes.

The Coast Guard Building, dating back to the early 1900s, sits near the mouth of Jackson Outer Harbor. This location has limited its adaptive reuse potential due to lack of parking and access for deliveries and operations. Vehicles serving the building often park on the Lakefront Trail, obstructing recreational users. The plan suggests relocating the Coast Guard Building, moving it a few hundred feet to be closer to 63rd Street Beach. This move would locate the building closer to parking and areas of activity. It would relieve a pinch point for the Lakefront Trail, allowing for a greater separation of bicycle and pedestrian trails. This relocation would still preserve the building's historic legacy as a guardian of the mouth of the Outer Harbor, but better positions the building for successful adaptive reuse to serve the community moving forward.



### **NATURAL LANDSCAPES**

The landscape of Jackson Park is itself a noteworthy historic and cultural asset. Frederick Law Olmsted selected and designed the site for the 1893 Columbian Exposition, and again in 1895 to transition from the fair grounds to an urban park. While only partially implemented, the key elements of Olmsted's design - long vistas across the landscape, large tree-lined flexible meadows for recreation, and a celebration of the lakefront, lagoons, harbor, and basin- have been a consistent component in the historic development of the park. The role of these historic design elements will continue to guide this living landscape as it evolves to meet the contemporary needs of its users. Future projects should be selected and located to preserve and maintain areas of high historical integrity to continue the design inspiration and legacy of Jackson Park.

The landscape of **South Shore Cultural Center** is the product of a different design intent, reflecting its history as a private club turned public park and community center. The building architecture and site design represent a highly formal core of carefully framed open spaces surrounded by a more informal golf landscape of turf lawns and trees. Continuity with this design aesthetic will sustain the park's history while also supporting evolution to better serve contemporary users.



# **HISTORIC SIGNIFICANCE**

Jackson Park plays a role in Chicago that is very typical of significant historic sites in the United States. It is listed on the U.S. National Register of Historic Places and continues to provide a living reflection of Chicago's urban transformation as well as park trends over the past century. While much of its renowned design remains intact, its active and highly utilized public landscapes will continue to evolve over time to serve the changing needs and priorities of park users and the surrounding community. This plan seeks to balance the park's historic significance while striving for forward-looking strategies to ensure its legacy as an active, living landscape serving its community.

# **RENEW & MAINTAIN PARK LEGACY**

Draw on historic use, character, and design philosophy to inform the future.

# **STEWARD ENVIRONMENTAL INTEGRITY & BEAUTY**

Integrate buildings and landscapes to shape beautiful parks that provide an enhanced quality of life for their users.

# View Locations

# **RECOMMENDATIONS FOR CULTURAL DESTINATIONS**

Welcome the Obama **Presidential Center.** 

> Integrate the Obama Presidential Center with Jackson Park to create a cohesive, continuous park environment to serve the local community and worldwide visitors.

Foster relationships with cultural institutions in the parks.

> Collaborate with institutions in the park for indoor/outdoor programming.

Conduct a facility study for the **South Shore Cultural Center.** 

> Utilize the facility study to identify ways to strengthen cultural and arts programming.

Implement the planned construction improvements for **South Shore Cultural Center.** 

> As funding is allocated, implement the planned interior and exterior improvements to ensure longevity of the structure.

**Relocate Coast Guard Building.** Facilitate adaptive reuse of the Coast Guard Building by locating closer to parking and park activities near the 63rd Street Beach.

- Activate the Iowa Pavilion as a picnic pavilion.
- Continue improvements to the Osaka Garden.

On-going maintenance and improvements outlined in the Osaka Garden detailed action plan will continue a world-class cultural experience and century-long relationship with Japan.

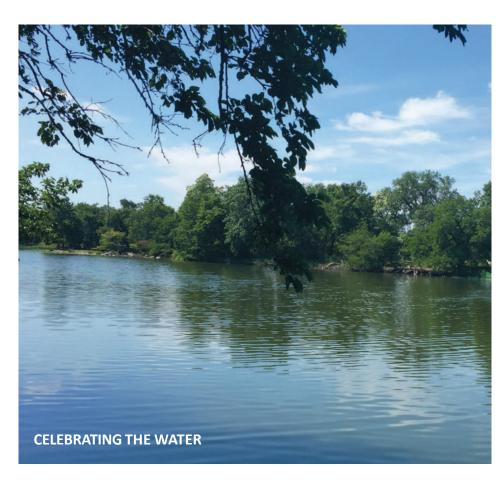
# REHABILITATION & REUSE OF EXISTING STRUCTURES





# INTEGRATING OLMSTED'S PRINCIPLES







### **RECOMMENDATIONS FOR HISTORIC STRUCTURES & LANDSCAPES**

Recognize the role of parks as adaptive landscapes.

> Parks, as cultural landscapes, continually evolve in the way they respond to community and cultural needs. The South Lakefront Plan responds to the need to adapt over time to serve the park users.

Draw on historic use, character, and design philosophies.

> Refer to Olmsted's principles of urban park design in shaping spaces to serve the contemporary needs of the parks.

Rehabilitate and adaptively reuse existing structures.

> Embrace existing and historic structures in the parks through regular maintenance, rehabilitation, and adaptive reuse in ways that serve the community now and for the future.

Position the parks for future greatness.

> Integrate innovative strategies in landscape design, recreation, and cultural destinations to embrace the spirit of greatness established by the Columbian Exposition and continue the legacy of the parks.

Consider development of a **Cultural Landscape Report** for the parks.

> A Cultural Landscape Report (CLR) documents the history, existing conditions, and historically significant landscapes and offers recommendations for future treatment.

> Proposed changes in the parks should be evaluated in the context of the CLR to understand potential adverse effects and determine the appropriate preservation, restoration, rehabilitation, or reconstruction strategies in accordance with the U.S. Department of the Interior standards.

**Consider updating the existing National Register Nomination.** 

**Consult with the State Historic** Preservation Officer (SHPO).

> Work with the SHPO regarding changes to park landscapes, buildings, structures, or objects.

IMPROVED SEPARATION LAKEFRONT TRAIL • ADDITIONAL WATER RECREATION • IMPROVED PLAYING FIELDS CONTEMPORARY HARBORS • WORLD CLASS CULTURAL DESTINATIONS • RICH HISTORY • INTERCONNECTED WATER

+13
ACRES NATURAL AREA

380
HARBOR SLIPS

+16.5
ACRE PARK VIA LAKEFILL

20 PICNIC GROVES

25.8
MILES TRAILS & SIDEWALKS



# **JACKSON PARK NORTH**



The illustrative plan demonstrates how the many program elements come together in the physical bounds of the parks. The systems of recreation, water and ecology, connectivity, and culture and history are intertwined, each contributing to the cohesive whole of Jackson Park and South Shore Cultural Center. These enlarged views of the plan give a closer look at the composition of the future of the parks shaped through the Framework Plan.

### **PROGRAM ELEMENTS**



### Picnicking

6 Picnic groves Existing: 5 picnic groves



# **Bowling Green**

2 Lawn bowling/croquet greens 8 Pickleball courts



# **59th Street Harbor**

New harbor building at to serve yacht club and community Repaired breakwall Water taxi dock



### Lagoon

Boardwalk connecting Bobolink Meadow to the Lagoon



### **Columbia Basin**

Deepen for paddle boats and fishing Existing: Seasonally stocked fishing



### **Museum of Science** & Industry Lawn

Hosts Special Events Existing: Lawn is host for Bike the Drive



# Multi-Use Path

Ped/Bike trail connection across Darrow Bridge



**Play Areas** 1 Play Area 1 Splash Pad Existing: 1 play area





New program elements



Existing program elements



### Picnicking

7 Picnic groves Existing: 4 picnic groves



### Football/Soccer Fields

Existing: 5 fields



# **Driving Range**

370 yards



# Dog Park

At Inner harbor Existing: on tennis courts



# **Ball Diamonds**

3 Senior Diamonds Existing: 2 senior, 6 junior



# Track & Field

400m Track and Multi-Sport Turf

Existing: 400m Track and Turf Football Field



### **Natural Area**

Expanded Bobolink Meadow and new living shoreline natural areas



### **Lagoon Connection**

Bayou connection with islands



### Multi-Use Path

Ped/Bike trail west of lagoon



# Underpass

2 underpasses along Hayes Drive



### **Play Areas**

1 Play Areas



### **Tennis Courts**

9 Courts Existing: 20 courts



### **Basketball Courts**

4 Courts Existing: 4 courts



### **Field House**

Renovate in place; site for potential new construction



# **Obama Presidential Center**

Museum & Grounds

**Alternate: New Field House** 



# **JACKSON PARK CENTRAL**



# **JACKSON PARK HARBORS**



#### **PROGRAM ELEMENTS**



#### Picnicking

2 Picnic groves Existing: 1 picnic groves



#### Dog Park

Adjacent to Inner harbor Existing: on tennis courts





#### **Inner Harbor**

125 Slips + Dock for Rentals Non-motorized Craft share the water Existing: 149 slips



#### **Outer Harbor**

130 Slips + Dock for Transients and Fuel Improved Wave and sediment protection Expanded parking Existing: 92 slips



#### **Natural Area**

Naturalized lagoon edges and increased natural area; new nature sanctuary at 63rd Street Beach



#### Coastline

Nature-based coastline with rubble breakwater to form habitat beaches Lakefill at 63<sup>rd</sup> Street Beach



#### **Coast Guard Building**

Relocated along harbor mouth



#### **Lakefront Trail**

Improved separation of Lakefront Trail



#### Underpass

1 on Jeffery, 1 at 67th Street & South Shore Drive



#### Fishing

2 Fishing Locations Existing: 1 fishing location



#### Harborwalk

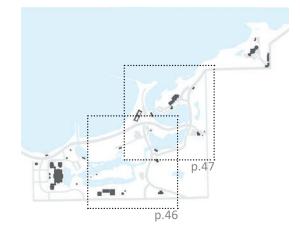
Publicly-accessible promenade along Inner and Outer Harbors



New program elements



Existing program elements



# **JACKSON PARK SOUTH**

#### **PROGRAM ELEMENTS**





#### **Golf Course**



Combined 18-hole course 7,161 yards, Par 70

Teaching facility & short course at Cecil Partee Pavilion building on Jeffery Avenue Existing: 18-hole course & 9-hole course

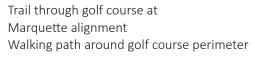


#### **Natural Area**

Natural area integrated into the course



#### Park Paths





#### Multi-Use Trail

Off-street ped/bike trail connecting to Stony Island



#### **Play Areas**

2 Play Areas Existing: 2 play areas



**Underpass at Jeffrey** 



# **SOUTH SHORE CULTURAL CENTER**



#### **PROGRAM ELEMENTS**



#### Picnicking

4 Picnic groves Existing: 4 picnic groves



#### **Natural Area**

Nature sanctuary wetlands and dune habitat New natural area integrated with golf course



#### **Park Paths**

Trail through golf course at to Cultural Center



#### **Lakefront Trail**

Enhanced Lakefront Trail separation



#### Underpass

1 at 67<sup>th</sup> Street & South Shore Drive



#### **South Shore Cultural Center**

Implement planned renovations Conduct space planning study





#### **Golf Course**

Combined 18-hole course 7,161 yards, Par 70 Teaching facility & short course at Cecil Partee Pavilion building on Jeffery Avenue Existing: 18-hole course & 9-hole course



#### Play Areas

1 Nature Play Area



#### **Beach House**

New beach house

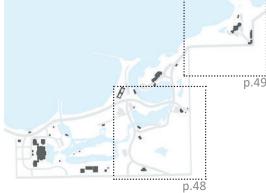




New program elements



Existing program elements



# implementation

This Framework Plan serves as a guide to future development in Jackson Park and South Shore Cultural Center. The Plan looks forward to the next 10 or more years of the parks. It anticipates that changes will be implemented over time; some projects will begin sooner than others that may come years into the future. This plan establishes the community's collective vision for the future of the parks and provides a method of evaluating changes through the guiding principles.

Projects will be implemented as funding becomes available. At that point, each individual project will proceed with design and any applicable local, state, or federally mandated review processes. Design of a specific project may vary from what is shown in the illustrative plan for the framework, but will be weighed against the principles to make sure they are in alignment with the Plan. As any design evolves, the Park District will continue to engage with the community.

While the Framework Plan does not identify funding, it does include design elements that align with potential funding sources. The plan's systems of Recreation, Water and Ecology, Connectivity, and Culture and History also reflect potential funding sources. Recommendations identified under Water and Ecology may coordinate with U.S. Army Corps of Engineer (USACE) initiatives. For example, the USACE Great Lakes Restoration Initiative (GLRI) aligns funding to plan, design, and construct restoration projects in the Great Lakes watershed. Elements of the Framework Plan, such as the living shoreline and nature-based coastline reflect this type of project. Recommendations captured in Culture and History may be applicable for grants from the US Department of the Interior.

The Plan recommendations, grouped by system, provide a holistic guide for Jackson and South Shore parks. The Plan does not outline a specific schedule for phasing each change. Rather, implementation of any single recommendation may trigger others from the interconnected systems. In this way the Plan's systems provide strategies for comprehensively achieving the principles and making the vision a reality.

#### LIST OF ALL THE RECOMMENDATIONS

#### RECREATION RECOMMENDATIONS

- **1** Build upon the existing success of picnic groves.
- 2 Maintain unprogrammed areas in the parks.
- 3 Integrate passive and active use spaces.
- 4 Provide restrooms close to areas of activities.
- **5** Accommodate larger special events.
- **6** Provide quality facilities to maximize playing time.
- **7** Group recreation facilities along Stony Island to allow for easy access from the schools and neighborhoods.
- 8 Renovate the Field House; or alternate option to build new.
- **9** Design the track and field to accommodate a multi-sport turf field.
- **10** Co-locate lawn bowling/croquet and pickle ball.
- 11 Create a baseball/softball field complex in meadow near Hayes Drive.
- 12 Combine the Jackson and South Shore courses to create one 18-hole course that meets contemporary levels of safety and play standards.
- **13** Integrate biodiversity throughout the golf course.
- **14** Create visual and physical community connections.
- **15** Locate golf facilities strategically to serve the golf course and the community.
- **16** Keep the golf course accessible to Chicago residents and vouth.

#### **WATER & ECOLOGY RECOMMENDATIONS**

- 1 Re-introduce paddle boats on the Columbia Basin.
- 2 Right-size the Inner Harbor for anticipated demands.
- **3** Embrace a diversity of boating on the Inner Harbor with recreational amenities and educational opportunities.
- 4 Expand the Outer Harbor to accommodate on-going growth. Provide expanded parking on lakefill adjacent to docks.
- **5** Construct new harbor building at Museum Shores Yacht Club.
- 6 Provide secure access for yacht clubs, opportunities for rental or transient docks. and access for the whole community to engage with the water.
- 7 Create publicly accessible harborwalks.
- **8** Provide boardwalks and bridges on the lagoon.
- **9** Provide well-rounded beach destinations.
- 10 Build a new beach house at South Shore Cultural Center.
- **11** Support the fishing community.
- 12 Build new lakefill at the 63rd Street Beach/ mouth of the Outer Harbor to minimize wave action and sedimentation in the harbors.
- 13 Create habitat beaches along the La Rabida peninsula coastline.

- **14** Enhance natural areas to provide measurable sustainable performance benefits.
- **15** Add native plant communities to provide critical habitat while increasing natural area acreage in the parks.
- **16** Manage and treat stormwater through natural green infrastructure systems.
- 17 Increase green infrastructure capacity to slow, hold and filter stormwater runoff before it enters Lake Michigan.
- **18** Create landscape features that can temporarily provide stormwater detention during heavy rain events.
- **19** Build stormwater structures as an integrated part of streets and parking lots.
- 20 Use living shoreline strategies, wetlands, and sediment ponds along the South Lakefront's bayou, lagoons, and harbor.
- **21** Expand the network of living shorelines within the parks.
- 22 Align habitat improvements with potential funding opportunities.
- 23 Protect and soften lakefront areas with nature-based shorelines.
- **24** Reconstruct the Lake Michigan coastline at South Shore Cultural Center with stone revetment.

#### **CONNECTIVITY RECOMMENDATIONS**

- 1 Implement lakefront trail separation.
- **2** Create a hierarchy of paths.
- 3 Integrate signage and wayfinding.
- **4** Construct new underpasses to improve safety and connectivity.
- **5** Emphasize park gateways.
- **6** Provide specialty trails for a diversity of park experiences.
- 7 Integrate streets and parking lots into the landscape.
- **8** Provide parking close to areas of activity.
- **9** Encourage multi-modal access.
- **10** Design spaces that are safe, comfortable, and accessible for everyone.
- **11** Strengthen urban connections by positioning the park for future generations.

#### **CULTURE & HISTORY RECOMMENDATIONS**

- 1 Welcome the Obama Presidential Center.
- **2** Foster relationships with cultural institutions in the parks.
- **3** Conduct a facility study for the South Shore Cultural Center.
- 4 Implement the planned construction improvements for South Shore Cultural Center.
- 5 Relocate Coast Guard Building.
- 6 Activate the Iowa Pavilion as a picnic pavilion.
- **7** Continue improvements to the Osaka Garden.
- **8** Recognize the role of parks as adaptive landscapes.
- **9** Draw on historic use, character, and design philosophies.
- **10** Rehabilitate and adaptively reuse existing structures.
- **11** Position the parks for future greatness.
- 12 Consider development of a Cultural Landscape Report for the parks.
- 13 Consider updating the existing National Register Nomination.
- **14** Consult with the State Historic Preservation Officer (SHPO).











# **Appendix J – Traffic Congestion Technical Memorandum**

Traffic Congestion Technical Memorandum.......J-1

# Environmental Assessment Traffic Congestion Technical Memorandum Appendix H

Federal Actions In and Adjacent to Jackson Park:
Urban Park and Recreation Recovery Amendment and Transportation
Improvements
Jackson Park, City of Chicago, Illinois

August 2020

National Park Service Federal Highway Administration

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#### Introduction 1.0

A Traffic Impact Study (TIS) was completed to evaluate the potential traffic impacts as a result of proposed changes within and adjacent to Jackson Park, which include both roadway closures and improvements to remaining roadways in the network. As part of the TIS, traffic operations within Jackson Park were evaluated for three scenarios: 2016 Existing Conditions, 2040 No-Build Conditions (assuming future traffic volumes and proposed roadway closures), and 2040 Build Conditions (assuming future traffic volumes, proposed roadway closures, and proposed roadway improvements). The roadway closures in the final TIS include:

- Cornell Drive between 63rd Street and 57th Drive and
- the eastbound portion of Midway Plaisance between Stony Island Avenue and Cornell Drive.

The Chicago Metropolitan Agency for Planning (CMAP) assisted with the development of future traffic volumes for the TIS with 2040 traffic projections for No-Build and Build scenarios developed from their regional travel demand model developed for their GO TO 2040 regional plan (CMAP 2014). CMAP is the regional Metropolitan Planning Organization (MPO) for Northeastern Illinois. The results of the travel demand modeling for the TIS indicated that traffic diversion to roadways outside Jackson Park would not require adding additional capacity to those roadways. As shown in Table 1, sufficient reserve capacity exists on parallel arterials to absorb any diversions that would occur without adverse neighborhood impacts.

Table 1: Anticipated Diversions to Alternate North-South Roadways

Roadway	2016 AADT <sup>1</sup>	Diverted Traffic  Due to Closures	2040 AAD
Noauway	(yob /day)	Due to closules	luch Ida

Roadway	2016 AADT¹ (veh./day)	Diverted Traffic  Due to Closures  (veh./day)	2040 AADT (veh./day)	Maximum Projected Capacity (veh./day)
Dan Ryan Expressway	314,600	3,500	318,100	360,000
State Street	4,300	500	4,800	18,000
Dr. Martin Luther King, Jr. Drive	11,100	700	11,800	12,400
Cottage Grove Avenue	18,400	1,200	19,600	25,000
Woodlawn Avenue	3,500	700	4,200	10,000
Stony Island Avenue	13,800	5,400	19,200	30,000
Cornell Drive	27,000	27,000	0	-
Lake Shore Drive	46,300	14,600	60,900	88,900

<sup>&</sup>lt;sup>1</sup>AADT = Annual Average Daily Traffic

As summarized in the table, roadway diversions are not projected to exceed the capacity of the parallel north-south roadways. As a result of these findings, the project study area in the TIS was limited to only those roadways within Jackson Park. The Jackson Park Revitalization TIS was finalized in February of 2018.

On April 11, 2018, the Chicago Park District (CPD) presented their final 2018 SLFP update to the CPD Board. The final plan proposes the permanent roadway closures of the following roadways:

Cornell Drive between 63rd Street and 57th Drive,

- the northbound section of Cornell Drive between 68th Street and 65th Street,
- Marguette Drive between Stony Island Avenue and Richards Drive, and
- the eastbound portion of Midway Plaisance between Stony Island Avenue and Cornell Drive.

This memorandum expands on the traffic analyses performed for the *Jackson Park Revitalization TIS* by evaluating potential traffic impacts resulting from the proposed Marquette Drive and Northbound Cornell Drive closures that are needed to accomplish the goals of the SLFP. As such, the 2016 and 2040 traffic data and subsequent traffic analyses contained in the Sam Schwartz Engineering (SSE) study were used as a starting point for the traffic analyses performed for this technical memorandum (SSE 2018).

In October 2018, CMAP formally adopted their *ON TO 2050* regional plan (CMAP 2018). In accordance with the adoption of the new regional plan, year 2050 traffic projections were obtained from CMAP and the traffic analyses were re-evaluated to ensure that traffic impacts would not substantially increase under year 2050 traffic volumes. The sensitivity analysis for projected 2050 traffic is addressed in Section 4.

The results of the 2050 sensitivity analysis found that the need for the proposed improvements does not change under anticipated year 2050 traffic volumes. The alternatives needed to address the change in traffic patterns remain the same, and the proposed alternative is anticipated to operate similarly under anticipated 2050 traffic volumes as it does under 2040 traffic volumes.

#### 2.0 Existing Conditions

The following sections describe the existing geometrics and operational characteristics for the roadways within Jackson Park. Characteristics common to most of the roadways within Jackson Park are summarized, followed by roadway-specific characteristics. Existing traffic volumes and operational performance of the roadway network is also summarized and discussed.

#### 2.1 General Characteristics

The following general characteristics are common to most of the roadways within Jackson Park. Any exceptions to each of the general characteristics described below are also noted.

- Posted speed of 30 mph per City of Chicago (City) ordinance (Lake Shore Drive is posted at 35 mph north of Hayes Drive)
- Trucks are prohibited from roadways within the boundaries of Jackson Park (East of Stony Island Avenue, north of 67th Street, and south of 57th Drive)
- On-street parking is permitted on most roadways within the project study area (Lake Shore Drive, Cornell Drive, and 57th Drive do not permit on-street parking)

### 2.2 Roadway-Specific Characteristics

The following sections describe specific characteristics of each roadway within Jackson Park.

#### 2.2.1 Cornell Drive/57th Drive

Cornell Drive/57th Drive is a principal arterial roadway that is designated a Strategic Regional Arterial (SRA) by the Illinois Department of Transportation (IDOT). The SRA designation is given to roadways that are important for regional mobility, with greater control of local access and longer distances between signalized intersections. The south end of Cornell Drive is a split alignment, with three northbound lanes splitting from Stony Island Avenue at 68th Street and three southbound lanes ending at Stony Island Avenue south of 65th Street. The split alignment merges together between 64th and 65th Street. Between 65th Street and North Midway Plaisance, Cornell Drive has three lanes in each direction with a barrier median. Between North Midway Plaisance and Lake Shore Drive, Cornell Drive is undivided, with two through lanes in each direction. North of 57th Street, Cornell Drive becomes 57th Drive, and the roadway curves eastward to its terminus at Lake Shore Drive (U.S. Route 41). Cornell Drive and 57th Drive west and south of Hyde Park Boulevard are under IDOT jurisdiction, and the section of 57th Drive between Hyde Park Boulevard and Lake Shore Drive is under Chicago Department of Transportation (CDOT) jurisdiction.

#### 2.2.2 U.S. Route 41 (Lake Shore Drive)/Jeffrey Boulevard

U.S. Route 41 (Lake Shore Drive) is designated by IDOT as a principal arterial roadway and SRA to the north of 57th Drive and is part of the National Highway System (NHS) in this section. The roadway is classified as a minor arterial between 57th Drive and Marquette Drive. Lake Shore Drive serves dual functions along the Chicago lakefront, as it is both a park boulevard serving the lakefront park system and a critical arterial corridor for both local and regional travel. Lake Shore Drive has three lanes in each direction north of 57th Drive, two southbound and three northbound lanes between 57th Drive and Hayes Drive, and two lanes in each direction between Hayes Drive and Marquette Drive. Opposing lanes on Lake Shore Drive are separated by either a decorative "Chicago Barrier" wall or with a landscaped barrier median within Jackson Park. South of Marquette Drive, the roadway name changes to Jeffrey Boulevard and is no longer designated as U.S. Route 41, which follows Marquette Drive to the east. Jeffrey Boulevard has two travel lanes in each direction with a barrier landscaped median between Marquette Drive and 67th Street. This section is classified as a major collector roadway and is under CDOT jurisdiction.

#### 2.2.3 Stony Island Avenue

Stony Island Avenue is a principal arterial roadway and SRA under IDOT jurisdiction south of 67th Street and is a minor arterial under CDOT jurisdiction north of 67th Street. Stony Island Avenue has one lane in each direction with on-street parallel parking from 56th Street to 59th Street and from 60th Street to 65th Street. Between 59th Street and 60th Street (Midway Plaisance area), parking is prohibited and two travel lanes in each direction are provided. Between 65th Street and 68th Street, four southbound lanes and two northbound lanes are provided, as the southbound Cornell Drive alignment merges into southbound Stony Island Avenue just south of 65th Street. On-street parking is permitted in the southbound direction in this section. South of 68th Street, four travel lanes in each direction are provided with on-street parking in both directions. Further to the south, Stony Island Avenue provides access to the Chicago Skyway (Interstate 90) to and from the east as well as Interstate 94. As a result of this connectivity to the Interstate system, Stony Island Avenue serves as a regional travel corridor connecting the City with the south suburbs and northwest Indiana and is designated as part of the NHS south of 68th Street.

#### 2.2.4 North and South Midway Plaisance

North and South Midway Plaisance are a one-way principal arterial couplet (North Midway Plaisance is one-way westbound and South Midway Plaisance is one-way eastbound) running along the perimeter of the Midway Plaisance park. Both North and South Midway Plaisance have two travel lanes in their designated direction of travel. On-street parking is permitted along both sides of both roadways. Both roadways are under CDOT jurisdiction.

#### 2.2.5 63rd Street/Hayes Drive

63rd Street is an east-west, two-lane, minor arterial roadway that is under CDOT jurisdiction. On-street parking is permitted along both sides of the roadway west of Stony Island Avenue but is prohibited between Stony Island Avenue and Cornell Drive. East of Cornell Drive, it becomes Hayes Drive and has one travel lane in each direction with on-street parking along both sides between Cornell Drive and Richards Drive. Between the Richards Drive triangle and Lake Shore Drive, the roadway widens to two travel lanes in each direction and on-street parking is prohibited.

#### 2.2.6 Richards Drive

Richards Drive is a north-south roadway under CDOT jurisdiction that is located entirely within Jackson Park. Richards Drive serves as a connector between Hayes Drive and Marquette Drive and provides access to park facilities and parking areas. Both the Hayes Drive and Marquette Drive intersections triangles including three intersections, with the Hayes Drive intersections surrounding the historic Statue of the Republic near the center of Jackson Park. Between Hayes Drive and Marquette Drive, Richards Drive has two narrow (9 to 10 foot wide) travel lanes striped in each direction. On-street parking is permitted in both directions in this section, which restricts the roadway from operating as a conventional four-lane roadway.

#### 2.2.7 Marquette Road/Marquette Drive

Marquette Road is an east-west oriented roadway that is located midway between 65th Street and 67th Street. West of Stony Island Avenue, Marquette Road has one travel lane in each direction with buffered bicycle lanes. On-street parking and truck traffic is prohibited along this section. East of Stony Island Avenue, the roadway becomes Marquette Drive. Between Stony Island Avenue and northbound Cornell Drive, Marquette Drive has one 16-foot-wide travel lane in each direction. Between Cornell Drive and Lake Shore Drive, Marquette Drive is striped to provide two narrow (9 to 10 foot wide) travel lanes in each direction. It should be noted that on-street parking is permitted on Marquette Drive in this section, so the roadway does not function as a true four-lane cross-section. East of Lake Shore Drive, Marquette Drive is signed as U.S. Route 41 and has a four-lane undivided cross-section with two 11-foot travel lanes in each direction. On-street parking is prohibited east of Lake Shore Drive. Marquette Road is classified as a minor collector west of Stony Island Avenue, a local street between Stony Island Avenue and Richards Drive, a major collector between Richards Drive and Lake Shore Drive, and a minor arterial between Lake Shore Drive and 67th Street/South Shore Drive. The roadway is under the jurisdiction of CDOT west of Lake Shore Drive/Coast Guard Drive.

#### 2.2.8 67th Street

67th Street is an east-west oriented, two-lane major collector roadway that separates Jackson Park to the north and the Jackson Park Highlands neighborhood to the south. Parking is permitted along both sides of the street within the project study area. 67th Street is under the jurisdiction of CDOT within the project study area.

#### 2.3 Existing Traffic Volumes

Existing Average Daily Traffic (ADT) and peak hour traffic volumes were collected in October 2016 in support of the *Jackson Park Revitalization TIS* that was completed in 2018. The summarized ADT volume data is included in Attachment H-1a for reference. From the existing traffic volume data, the A.M. peak hour was found to occur between 7:30 A.M. and 8:30 A.M., and the P.M. peak hour occurred between 4:00 P.M. and 5:00 P.M.

#### 2.4 Existing Traffic Operations

As part of the *Jackson Park Revitalization TIS*, existing traffic operations were evaluated using the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections within the project study area as implemented in the Synchro capacity analysis software (SSE 2018).

The ability of an intersection to accommodate traffic flow is expressed in terms of Level-of-Service (LOS), which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A is the highest grade (best traffic flow and least delay), LOS E represents saturated or at-capacity conditions, and LOS F is the lowest grade (oversaturated conditions, extensive delays). The Highway Capacity Manual definitions for LOS and the corresponding control delay are shown in Tables 2 and 3 for unsignalized intersections and for signalized intersections, respectively. In the Chicago region, motorists are generally accustomed to some delays at unsignalized intersections and will tolerate LOS values of E and sometimes F provided that they are not experiencing more than one to two minutes of delay. At signalized intersections, LOS D is generally considered the lowest desirable level of traffic operations by most transportation agencies in the Chicago region.

 Level of Service
 Average Control Delay (seconds per vehicle)

 A
 0 - 10 

 B
 > 10 - 15 

 C
 > 15 - 25 

 D
 > 25 - 35 

 E
 > 35 - 50 

 F
 > 50 or volume to capacity (v/c) ratio ≥ 1.0

Table 2: Level of Service Criteria – Unsignalized Intersections

Source: 2010 Highway Capacity Manual.

Table 3: Level of Service Criteria – Signalized Intersections

Level of Service	Description	Avg. Control Delay (sec/veh)
А	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.	≤ 10
В	Minor control delay; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.	> 10 – 20
С	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.	> 20 – 35
D	Considerable control delay that may be substantially increased by small increases in traffic volume; average travel speeds continue to decrease.	> 35 – 55
E	High control delay; average travel speed no more than 33 percent of free-flow	> 55 – 80
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.	≥ 80 or v/c ≥ 1.0

Source: 2010 Highway Capacity Manual.

The HCM methodology assigns a LOS F to any intersection movement where the volume exceeds the available capacity (volume to capacity (v/c) ratio greater than 1.0), regardless of the movement delay per vehicle. Additionally, the overall intersection is then assigned a LOS F regardless of the overall control delay. In this report, any intersection with a movement that is over capacity is considered to be LOS F (per HCM methodology). In this case, the overall intersection delay is not reported since the overall delay could be representative of a higher LOS, especially if the over-capacity movement is on a minor intersection approach or is a left turn movement.

The results of the operational analysis for existing conditions are shown on Attachment H-1b and summarized in Table 4. As indicated in Table 4, most intersections operate at LOS C or better during both peak hours. Some intersections (Stony Island Avenue at 64th Street, 57th Street at Cornell Drive, and 57th Drive at Hyde Park Boulevard) have one or more movements with traffic volumes that exceed capacity under existing conditions, resulting in congestion and queuing within the roadway network near those intersections.

#### 2.5 Existing Travel Patterns

Currently, the majority of traffic through Jackson Park is concentrated on Cornell Drive/57th Drive and Lake Shore Drive. Lake Shore Drive carries 46,000 to 48,000 vehicles per day south of 57th Drive and provides access to the lakefront and downtown Chicago for those neighborhoods located along the south and southeast sections of the City. Cornell Drive/57th Drive carries between 27,000 and 32,000 vehicles per day north of Hayes Drive. Cornell Drive/57th Drive serves as a connector between Stony Island Avenue and Lake Shore Drive, providing connectivity between the lakefront and downtown Chicago to the Chicago Skyway and Interstate 94 to the south. Peak travel patterns generally follow commuter traffic flows, with the morning peak period having higher traffic volumes northbound towards downtown Chicago, and the evening peak period having higher southbound traffic volumes.

Table 4: 2016 Existing Conditions Operational Performance Summary

Intersection	2016 Existing Conditions Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2016 Existing Conditions Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour
Lake Shore Dr at Marquette Dr	C (24)	C (24)
Lake Shore Dr at Hayes Dr	B (17)	B (16)
Lake Shore Dr at Science Dr	A (3)	A (5)
Lake Shore Dr at 57th Street	C (28)	B (19)
Stony Island Ave at 67th St	B (18)	D (50)
Stony Island Ave at Marquette Dr	B (12)	B (14)
Stony Island Ave at 65th PI/Cornell Dr (SB)	B (10)	B (15)
Stony Island Ave at 64th St *	F (**)	F (**)
Stony Island Ave at 63rd St/Hayes Dr	B (16)	B (13)
Stony Island Ave at 62nd St +	C (17) [Eastbound]	C (21) [Eastbound]
Stony Island Ave at 60th St	B (11)	B (10)
Stony Island Ave at S Midway Plaisance (EB)	B (11)	C (26)
Stony Island Ave at N Midway Plaisance (WB)	C (31)	A (9)
Stony Island Ave at 59th St	B (19)	A (9)
Stony Island Ave at 57th St	C (25)	D (36)
Stony Island Ave at 56th St *	E (35)	D (28)
Cornell Dr/57th Dr at 67th St	C (26)	C (22)
Cornell Dr/57th Dr at Marquette Dr	A (7)	A (10)
Cornell Dr/57th Dr at Hayes Dr	B (11)	B (11)
Cornell Dr/57th Dr at S Midway Plaisance (EB)	A (7)	A (7)
Cornell Dr/57th Dr at 57th St/MSI Drop off	F (**)	F (**)
Cornell Dr/57th Dr at Hyde Park Blvd	F (**)	C (22)
67th St at East End Ave *	B (10)	B (10)
67th St at Cregier Ave *	B (10)	B (10)
67th St at Jeffery Ave	B (20)	B (16)
67th St at South Shore Dr	B (14)	B (18)
Marquette Dr at Richards Dr (West)	B (10)	A (9)
Marquette Dr at Richards Dr (East)	A (10)	B (15)
Marquette Dr at La Rabida Entrance	B (14)	A (7)
Richards Dr at Marquette Dr (North)	A (1)	A (1)
Richards Dr at Hayes Dr *	A (9)	B (14)
56th St at Hyde Park Blvd *	B (12)	B (12)
56th St at Everett Ave *	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

In addition to intersection traffic operations, the impact analysis will evaluate travel times on routes that are expected to experience travel pattern or travel time changes. These routes are:

- 67th Street/Stony Island Avenue to Lake Shore Drive/57th Drive
- 67th Street/Stony Island Avenue to 56th Street/Stony Island Avenue

<sup>\*\*</sup>Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

<sup>&</sup>lt;sup>†</sup> Indicates unsignalized intersection with stop control on the minor approach.

- Midway Plaisance/Stony Island Avenue to 57th Drive/Lake Shore Drive (Northbound)
- Midway Plaisance/Stony Island Avenue to 67th Street/Stony Island Avenue (Southbound)

The existing travel times along these routes are shown in Table 5.

Table 5: Existing Conditions Travel Times

Direction/Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Northbound AM	4.5	3.7	2.7	-
Northbound PM	4.7	3.8	2.9	-
Southbound AM	4.1	4.5	-	2.7
Southbound PM	4.8	4.8	-	3.2

#### 2.6 Existing Parking Supply

On-street parking is currently permitted along the following roadways within Jackson Park:

- 56th Street between Lake Shore Drive and Stony Island Avenue
- Everett Avenue between 56th Street and Cornell Drive
- Stony Island Avenue between 56th Street and 59th Street, and between 60th Street and 67th Street
- Haves Drive between Cornell Drive and Lake Shore Drive
- Richards Drive between Hayes Drive and Marquette Drive
- Marguette Drive between Lake Shore Drive and Stony Island Avenue
- South Midway Plaisance between the railroad viaduct and Stony Island Avenue

An inventory of the available existing on-street parking was conducted as part of the *Jackson Park Revitalization TIS*. The existing on-street parking supply is summarized in Table 6. Based on the parking inventory, there are currently 841 available on-street parking spaces within Jackson Park. Please note that while parking is legally permitted on Marquette Drive between Lake Shore Drive and Stony Island Avenue, parking does not occur on this section of roadway.

Memorandum

Table 6: Existing On-Street Parking Supply Summary

Roadway	From	То	Existing On-Street Parking Spaces <sup>1</sup>
56th St	Shore Dr	Stony Island Ave	101
Everett Ave	56th St	Cornell Dr	18
Stony Island Ave	56th St	59th St	102
Stony Island Ave	60th St	61st St	41
Stony Island Ave	61st St	62nd St	19
Stony Island Ave	62nd St	63rd St	42
Stony Island Ave	63rd St	67th St	76
Hayes Dr	Lake Shore Dr	Richards Dr	65
Hayes Dr	Richards Dr	Cornell Dr	82
Richards Dr	Hayes Dr	Marquette Dr	78
Marquette Dr	Lake Shore Dr	Richards Dr	40
Marquette Dr	Richards Dr	Stony Island Ave	125
S. Midway Plaisance	Rail Viaduct	Stony Island Ave	52
		Total	841

<sup>&</sup>lt;sup>1</sup>Number of on-street parking spaces is approximate based on a 20 foot stall length *as per the Jackson Park Revitalization TIS*, as individual stalls are generally not striped within the project study area.

#### 3.0 Impacts Analysis

The following sections present the impact analysis for potential impacts on traffic congestion and parking for the three alternatives considered.

Potential impacts can be direct, indirect, or cumulative. Direct impacts occur as a result of the proposed action, at the same time and place of implementation. Indirect impacts occur as a result of the proposed action, but later in time or farther in distance from the action. Cumulative impacts result from the "incremental impact of the action when added to other past, present, or reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions" (40 CFR 1508.7).

The cumulative impacts analysis will assess the synergistic effect of combining the impacts of the Federal Actions, any indirect impacts following the Federal Actions, and the impacts of the following past, present, or reasonably foreseeable actions that are unrelated to the Federal Actions. Section 5.2.1 of the EA considers certain other past, present, or reasonably foreseeable projects, unrelated to the OPC project, that potentially impact the same resources. The Stony Island Avenue Traffic Improvements and Midway Plaisance Resurfacing projects have the potential to impact traffic congestion.

Detailed descriptions of the alternatives are provided in the EA and referenced in this technical memorandum.

#### 3.1 Alternative A: 2040 No Action

Alternative A - 2040 No Action represents future conditions assuming none of the actions proposed in this EA are taken. This alternative is analyzed in the *Jackson Park Revitalization TIS*. Traffic projections and traffic analyses from that project study are summarized in this section.

#### 3.1.1 Direct Impacts

#### 3.1.1.1 Anticipated Traffic Volumes

As discussed previously, the CMAP assisted with the development of future traffic volumes for the *Jackson Park Revitalization TIS* with 2040 traffic projections for future scenarios developed from the regional travel demand model. The traffic volume projections for the Alternative A (2040 No Action) scenario included traffic growth forecast by CMAP as a result of regional plan implementation ("background" traffic growth) and anticipated site-specific traffic growth associated with proposed University of Chicago campus improvements that were considered as part of the SSE study. These proposed University of Chicago improvements are as follows:

- Parking garage and fitness facility located at Kimbark Avenue and 61st Street
- The Study hotel and restaurant located on west side of Kimbark Avenue at 60th Street
- Renovations to the David M. Rubenstein Forum located at Woodlawn Avenue and 60th Street
- Renovations to the Keller Center located on 60th Street between Kimbark Avenue and Kenwood Avenue

Woodlawn Residential and Dining Commons located at Woodlawn Avenue and 61st Street

No roadway network changes were included in this alternative. The ADT volumes for this alternative are shown on Attachment H-2a.

#### 3.1.1.2 Anticipated Travel Patterns

Under Alternative A, travel patterns within Jackson Park would remain stable, with no shifts in traffic due to planned roadway capacity improvements or major proposed developments. About a 2.4 percent background traffic growth increase is projected by CMAP within Jackson Park between 2016 and 2040.

Minor increases in traffic are anticipated in conjunction with proposed University of Chicago campus improvements. For these improvements, the development traffic during peak hours would be concentrated on North/South Midway Plaisance and 57th Drive. The magnitude of traffic generated by these campus improvement projects (no more than 100 vehicles per hour (vph) during peak hours) would not be large enough to fundamentally shift travel patterns.

Table 7 depicts a comparative table of travel time changes between Alternative A and the existing conditions. Travel times along the analyzed routes are not expected to increase more than 36 seconds (0.6 minutes).

Table 7: Alternative A Travel Times

Alternative	Direction/ Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Existing	Northbound AM	4.5	7.4	2.7	-
Existing	Northbound PM	4.7	5.1	2.9	-
Existing	Southbound AM	4.5	5.1	-	3.0
Existing	Southbound PM	5.2	7.5	-	3.5
Alternative A No Action	Northbound AM	4.6	8.0	2.8	-
Alternative A No Action	Northbound PM	4.8	5.2	3.0	-
Alternative A No Action	Southbound AM	4.5	5.1	-	3.0
Alternative A No Action	Southbound PM	5.3	8.2	-	3.6
Difference Alt. A to Existing	Northbound AM	0.1	0.6	0.0	-
Difference Alt. A to Existing	Northbound PM	0.1	0.1	0.1	-
Difference Alt. A to Existing	Southbound AM	0.0	0.0	-	0.0

Alternative	Direction/ Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Difference Alt. A to Existing	Southbound PM	0.2	0.6	-	0.1

#### 3.1.1.3 Operational Performance

The results of the operational analysis from the *Jackson Park Revitalization TIS* for Alternative A are shown on Attachment H-2b and summarized in Table 8. The operational analysis results for 2016 Existing Conditions are also shown in the table for comparison purposes.

Table 8: 2040 Alternative A Operational Performance Summary

Intersection	2016 Existing Conditions Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2016 Existing Conditions Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour
Lake Shore Dr at Marquette Dr	C (24)	C (24)	C (24)	C (24)
Lake Shore Dr at Hayes Dr	B (17)	B (16)	B (17)	B (17)
Lake Shore Dr at Science Dr	A (3)	A (5)	A (3)	A (6)
Lake Shore Dr at 57th Street	C (28)	B (19)	D (35)	C (23)
Stony Island Ave at 67th St	B (18)	D (50)	B (19)	F (**)
Stony Island Ave at Marquette Dr	B (12)	B (14)	B (13)	B (14)
Stony Island Ave at 65th PI/Cornell Dr (SB)	B (10)	B (15)	B (10)	B (16)
Stony Island Ave at 64th St *	F (**)	F (**)	F (**)	F (**)
Stony Island Ave at 63rd St/Hayes Dr	B (16)	B (13)	B (16)	B (13)
Stony Island Ave at 62nd St +	C (17) [EB]	C (21) [EB]	C (17) [EB]	C (22) [EB]
Stony Island Ave at 60th St	B (11)	B (10)	B (11)	B (10)
Stony Island Ave at S Midway Plaisance (EB)	B (11)	C (26)	B (11)	F (**)
Stony Island Ave at N Midway Plaisance (WB)	C (31)	A (9)	D (48)	A (9)
Stony Island Ave at 59th St	B (19)	A (9)	B (19)	A (9)
Stony Island Ave at 57th St	C (25)	D (36)	C (25)	D (37)
Stony Island Ave at 56th St *	E (35)	D (28)	E (40)	D (29)
Cornell Dr/57th Dr at 67th St	C (26)	C (22)	C (26)	C (23)
Cornell Dr/57th Dr at Marquette Dr	A (7)	A (10)	A (8)	A (10)
Cornell Dr/57th Dr at Hayes Dr	B (11)	B (11)	B (11)	B (11)
Cornell Dr/57th Dr at S Midway Plaisance (EB)	A (7)	A (7)	A (7)	A (7)
Cornell Dr/57th Dr at 57th St/MSI Drop off	F (**)	F (**)	F (**)	F (**)
Cornell Dr/57th Dr at Hyde Park Blvd	F (**)	C (22)	F (**)	C (23)
67th St at East End Ave *	B (10)	B (10)	B (11)	B (11)
67th St at Cregier Ave *	B (10)	B (10)	B (10)	B (11)
67th St at Jeffery Ave	B (20)	B (16)	C (20)	B (16)
67th St at South Shore Dr	B (14)	B (18)	B (15)	B (18)
Marquette Dr at Richards Dr (West)	B (10)	A (9)	B (10)	A (9)
Marquette Dr at Richards Dr (East)	A (10)	B (15)	A (10)	B (16)
Marquette Dr at La Rabida Entrance	B (14)	A (7)	B (14)	A (7)
Richards Dr at Marquette Dr (North)	A (1)	A (1)	A (1)	A (1)
Richards Dr at Hayes Dr *	A (9)	B (14)	A (8)	B (14)
56th St at Hyde Park Blvd *	B (12)	B (12)	B (12)	B (13)
56th St at Everett Ave *	A (8)	A (7)	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

<sup>†</sup>Indicates unsignalized intersection with stop control on the minor approach.

As shown in Table 8, most intersections would continue to operate at similar LOS as under Existing Conditions if Alternative A is implemented and no roadway or intersection improvements are constructed prior to 2040. However, some intersections do experience a degradation of traffic operations due to the increase in background traffic and the additional traffic generated by University of Chicago near-term campus development projects. Two intersections degrade to a LOS F during at least one peak hour due to traffic growth, as described below:

- Stony Island Avenue at 67th Street degrades from a LOS D to a LOS F, as the southbound through movement exceeds capacity (v/c = 1.02) during the P.M. peak hour.
- Stony Island Avenue at S. Midway Plaisance degrades from a LOS C to a LOS F due to the eastbound approach exceeding capacity (v/c = 1.06) during the P.M. peak hour.

#### 3.1.1.4 Parking Supply

No changes in the amount of available on-street parking within the project study area is proposed under Alternative A.

#### 3.1.2 Indirect Impacts – City Actions

There would be no indirect traffic or parking impacts under Alternative A, because the proposed actions would not occur.

#### 3.1.3 Cumulative Impacts

As discussed in Section 5.2.1 of the EA, the Stony Island Avenue Traffic Improvements and Midway Plaisance Resurfacing projects have the potential to cause traffic congestion impacts. These projects would be expected to have short term adverse impacts to congestion, but long term beneficial impacts once implemented. Alternative A would not contribute to any cumulative impacts, as no additional federal action occurs under this alternative.

#### 3.2 Alternative B: NPS Action (FHWA No Build)

Alternative B includes National Park Service (NPS) approval of the partial conversion of recreation due to the construction of Obama Presidential Center (OPC) and replacement of recreation opportunities on the east end of the Midway Plaisance.

This alternative assumes that no roadway or intersection improvements would be constructed prior to 2040 to accommodate background traffic growth.

#### 3.2.1 Direct Impacts

There are no direct traffic or parking impacts associated with Alternative B.

#### 3.2.2 Indirect Impacts – City Actions

Replacement of recreational opportunities on the Midway under Alternative B would allow certain roadways within Jackson Park to be closed, the OPC site to be developed and the track and field to be relocated. Thus, indirect impacts associated with Alternative B include the proposed roadway closures,

development of the OPC and relocation of the track and field. The indirect impacts associated with these actions are evaluated below.

#### 3.2.2.1 Anticipated Travel Patterns

The roadway closures would result in a change in travel patterns in the project study area and would redistribute traffic to the surrounding roadway network. An initial study conducted by the CMAP as part of the *Jackson Park Revitalization TIS* estimated approximately 24-28 percent of all vehicle trips will reroute to alternate roadways outside of the project study area. As a result of closing Cornell Drive, some of the remaining vehicles within the network would divert to Stony Island Avenue to the west; however, the majority of the remaining vehicles would divert to Lake Shore Drive to the east. With the closure of Marquette Drive, many vehicles would reroute onto Hayes Drive to ultimately travel to and from Lake Shore Drive. Table 9 depicts a comparative table of travel time changes between Alternative B versus Alternative A.

Table 9: Alternative B Travel Times

Alternative	Direction/ Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Alternative A No Action	Northbound AM	4.6	8.0	2.8	-
Alternative A No Action	Northbound PM	4.8	5.2	3.0	-
Alternative A No Action	Southbound AM	4.5	5.1	-	3.0
Alternative A No Action	Southbound PM	5.3	8.2	-	3.6
Alternative B	Northbound AM	12.8	36.5	12.1	-
Alternative B	Northbound PM	7.5	10.1	4.3	-
Alternative B	Southbound AM	6.1	5.4	-	3.4
Alternative B	Southbound PM	12.8	13.4	-	11.7
Difference Alt. B to Alt. A	Northbound AM	8.2	28.5	9.3	-
Difference Alt. B to Alt. A	Northbound PM	2.7	4.9	1.3	-
Difference Alt. B to Alt. A	Southbound AM	1.6	0.3	-	0.4
Difference Alt. B to Alt. A	Southbound PM	7.5	5.2	-	8.1

As shown in the table, travel times between 67th Street/Stony Island Avenue and 57th Street/Lake Shore Drive increased by more than 8 minutes headed northbound in the morning peak hour and by 7.5 minutes southbound in the evening peak hour due to the closure of Cornell Drive. Along Stony Island Avenue in the morning peak hour, travel times between 67th Street and 56th Street increase by over 28 minutes.

Temporary traffic impacts during construction are anticipated to be localized areas of congestion due to temporary lane closures and temporary detour routings. Some through traffic is anticipated to divert to parallel north-south arterials or the Dan Ryan Expressway in response to the temporary lane closures and resultant congestion.

#### 3.2.2.2 Anticipated Traffic Volumes

The 2040 traffic volumes developed for Alternative B assumed the CMAP reduction in traffic volumes as described above, additional visitor and employee traffic for the OPC, and reassignment of traffic as described previously to reflect diversions to other roadways due to the proposed closures. Because no roadway improvements are being constructed for this alternative, it is assumed that the remaining section of Cornell Drive between Hayes Drive and Stony Island Avenue would remain one-way southbound although the northbound split alignment section is closed. Additionally, North Midway Plaisance would remain one-way westbound east of Stony Island Avenue, resulting in Cornell Drive being one-way southbound south of 57th Street.

The closure of northbound Cornell Drive would increase the northbound through volume by 925 vehicles during the A.M. peak hour along Stony Island Avenue. Northbound vehicles that are destined for Lake Shore Drive will either turn right onto Hayes Drive, or remain on Stony Island Avenue and turn right onto 57th Street. During the P.M. peak hour, 915 additional southbound vehicles along Lake Shore Drive will turn right onto Hayes Drive. With the closure of Cornell Drive, the north leg of the Hayes Drive at Cornell Drive intersection would be removed, resulting in a T-intersection configuration and causing an additional 725 westbound left turns from diverted traffic. The ADT volumes for this alternative are shown on Attachment H-3a.

#### 3.2.2.3 Operational Performance

The results of the operational analysis for Alternative B are shown on Attachment H-3b and summarized in Table 10. The operational analysis results for Alternative A are also shown in the table for comparison purposes. As shown in the table, nine additional signalized intersections within the roadway network experience a LOS F and/or operate over capacity during either the morning or the evening peak hour compared to Alternative A. These additional LOS F intersections are a result of traffic diversions and traffic redistribution caused by the roadway closures.

Roadways experiencing the greatest traffic impacts include Stony Island Avenue during the A.M. peak hour and Lake Shore Drive during the P.M. peak hour. Stony Island Avenue currently has only one travel lane in each direction north of 65th Street and does not have available capacity for the amount of anticipated Cornell Drive traffic diversions during the A.M. peak hour. Similarly, Lake Shore Drive under existing conditions only has two southbound travel lanes south of 57th Drive, and the diverted Cornell Drive traffic during the P.M. peak hour exceeds the available capacity of the roadway.

The traffic analysis results indicate that under Alternative B conditions, many intersections would experience considerable increases in delay and operate over capacity.

Table 10: 2040 Alternative B Operational Performance Summary

Lake Shore Dr at Marquette Dr	Intersection	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour
Lake Shore Dr at Science Dr	Lake Shore Dr at Marquette Dr	C (24)	C (24)	C (22)	C (26)
Lake Shore Dr at 57th Street	·	B (17)	B (17)	F (**)	. ,
Stony Island Ave at 67th St	Lake Shore Dr at Science Dr	A (3)	A (6)	B (19)	. ,
Stony Island Ave at Marquette Dr	Lake Shore Dr at 57th Street	D (35)			
Stony Island Ave at 65th PI/Cornell Dr (SB)   B (10)   B (16)   F (**)   C (30)	Stony Island Ave at 67th St	B (19)	F (**)	F (**)	F (**)
Dr (SB)   Stony Island Ave at 64th St *   F(**)   F(	Stony Island Ave at Marquette Dr	B (13)	B (14)	D (50)	B (15)
Stony Island Ave at 63rd St/Hayes Dr	1	B (10)	B (16)	F (**)	C (30)
Stony Island Ave at 62nd St	Stony Island Ave at 64th St *	F (**)	F (**)	F (**)	F (**)
Stony Island Ave at 60th St         B (11)         B (10)         B (17)         B (14)           Stony Island Ave at S Midway Plaisance (EB)         B (11)         F (**)         B (13)         C (31)           Stony Island Ave at N Midway Plaisance (WB)         D (48)         A (9)         F (**)         C (32)           Stony Island Ave at 59th St         B (19)         A (9)         F (**)         C (24)           Stony Island Ave at 57th St         C (25)         D (37)         F (**)         F (**)           Stony Island Ave at 57th St         C (25)         D (37)         F (**)         F (**)           Stony Island Ave at 57th St         C (25)         D (37)         F (**)         F (**)           Stony Island Ave at 56th St         E (40)         D (29)         D (32)         D (29)           Cornell Dr/57th Dr at 67th St         C (26)         C (23)         Closed         Closed           Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)         F (**)           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)	Stony Island Ave at 63rd St/Hayes Dr	B (16)	B (13)	F (**)	F (**)
Stony Island Ave at S Midway Plaisance (EB)	Stony Island Ave at 62nd St +	C (17) [EB]	C (22) [EB]	F (84) [EB]	F (**)
Stony Island Ave at S Midway Plaisance (EB)	Stony Island Ave at 60th St				B (14)
Plaisance (WB)		B (11)		B (13)	C (31)
Stony Island Ave at 57th St         C (25)         D (37)         F (**)         F (**)           Stony Island Ave at 56th St *         E (40)         D (29)         D (32)         D (29)           Cornell Dr/57th Dr at 67th St         C (26)         C (23)         Closed         Closed           Cornell Dr/57th Dr at Marquette Dr         A (8)         A (10)         Closed         Closed           Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)         F (**)           Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**) <td></td> <td>D (48)</td> <td>A (9)</td> <td>F (**)</td> <td>C (32)</td>		D (48)	A (9)	F (**)	C (32)
Stony Island Ave at 56th St *         E (40)         D (29)         D (32)         D (29)           Cornell Dr/57th Dr at 67th St         C (26)         C (23)         Closed         Closed           Cornell Dr/57th Dr at Marquette Dr         A (8)         A (10)         Closed         Closed           Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)           Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         F (**)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         F (**)         F (**)         D (53)           Drop off         F (**)         F (**)         F (**)         F (**)         D (53)           Drop off         F (**)         F (**)         F (**)         D (53)         D (53)           Gornell Dr/57	Stony Island Ave at 59th St	B (19)	A (9)	F (**)	C (24)
Cornell Dr/57th Dr at 67th St         C (26)         C (23)         Closed         Closed           Cornell Dr/57th Dr at Marquette Dr         A (8)         A (10)         Closed         Closed           Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)           Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         B (10)         B (11)         B (13)         B (14)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Hayes Dr *         A (8)         B (14)         A (9)         B (15)	Stony Island Ave at 57th St	C (25)	D (37)	F (**)	F (**)
Cornell Dr/57th Dr at Marquette Dr         A (8)         A (10)         Closed         Closed           Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)           Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Cregier Ave *         B (10)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Hayes Dr *         A (8)	Stony Island Ave at 56th St *	E (40)	D (29)	D (32)	D (29)
Cornell Dr/57th Dr at Hayes Dr         B (11)         B (11)         F (**)         F (**)           Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Cregier Ave *         B (10)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Marquette Dr (North)         A (1)         A (1)         Closed         Closed           Richards Dr at Hayes Dr *         A (8)	Cornell Dr/57th Dr at 67th St	C (26)	C (23)	Closed	Closed
Cornell Dr/57th Dr at S Midway Plaisance (EB)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Cregier Ave *         B (10)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Marquette Dr (North)         A (1)         A (1)         Closed         Closed           Richards Dr at Hayes Dr *         A (8)         B (14)         A (9)         B (15)	Cornell Dr/57th Dr at Marquette Dr	A (8)	A (10)	Closed	Closed
Plaisance (EB)         A (7)         Closed         Closed           Cornell Dr/57th Dr at 57th St/MSI Drop off         F (**)         F (**)         F (**)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Cregier Ave *         B (10)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Marquette Dr (North)         A (1)         A (1)         A (2)         B (15)           Richards Dr at Hayes Dr *         A (8)         B (14)         A (9)         B (15)	Cornell Dr/57th Dr at Hayes Dr	B (11)	B (11)	F (**)	F (**)
Drop off         F (**)         F (**)         F (**)         D (53)           Cornell Dr/57th Dr at Hyde Park Blvd         F (**)         C (23)         C (21)         B (20)           67th St at East End Ave *         B (11)         B (11)         B (13)         B (14)           67th St at Cregier Ave *         B (10)         B (11)         B (13)         B (14)           67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Marquette Dr (North)         A (1)         A (1)         Closed         Closed           Richards Dr at Hayes Dr *         A (8)         B (14)         A (9)         B (15)	•	A (7)	A (7)	Closed	Closed
67th St at East End Ave *       B (11)       B (11)       B (13)       B (14)         67th St at Cregier Ave *       B (10)       B (11)       B (13)       B (14)         67th St at Jeffery Ave       C (20)       B (16)       B (20)       C (20)         67th St at South Shore Dr       B (15)       B (18)       B (17)       B (19)         Marquette Dr at Richards Dr (West)       B (10)       A (9)       Closed       Closed         Marquette Dr at Richards Dr (East)       A (10)       B (16)       Closed       Closed         Marquette Dr at La Rabida Entrance       B (14)       A (7)       B (14)       A (7)         Richards Dr at Marquette Dr (North)       A (1)       A (1)       Closed       Closed         Richards Dr at Hayes Dr *       A (8)       B (14)       A (9)       B (15)		F (**)	F (**)	F (**)	D (53)
67th St at Cregier Ave *       B (10)       B (11)       B (13)       B (14)         67th St at Jeffery Ave       C (20)       B (16)       B (20)       C (20)         67th St at South Shore Dr       B (15)       B (18)       B (17)       B (19)         Marquette Dr at Richards Dr (West)       B (10)       A (9)       Closed       Closed         Marquette Dr at Richards Dr (East)       A (10)       B (16)       Closed       Closed         Marquette Dr at La Rabida Entrance       B (14)       A (7)       B (14)       A (7)         Richards Dr at Marquette Dr (North)       A (1)       A (1)       Closed       Closed         Richards Dr at Hayes Dr *       A (8)       B (14)       A (9)       B (15)	Cornell Dr/57th Dr at Hyde Park Blvd	F (**)	C (23)	C (21)	B (20)
67th St at Jeffery Ave         C (20)         B (16)         B (20)         C (20)           67th St at South Shore Dr         B (15)         B (18)         B (17)         B (19)           Marquette Dr at Richards Dr (West)         B (10)         A (9)         Closed         Closed           Marquette Dr at Richards Dr (East)         A (10)         B (16)         Closed         Closed           Marquette Dr at La Rabida Entrance         B (14)         A (7)         B (14)         A (7)           Richards Dr at Marquette Dr (North)         A (1)         A (1)         Closed         Closed           Richards Dr at Hayes Dr *         A (8)         B (14)         A (9)         B (15)	67th St at East End Ave *	B (11)	B (11)	B (13)	B (14)
67th St at South Shore Dr B (15) B (18) B (17) B (19)  Marquette Dr at Richards Dr (West) B (10) A (9) Closed Closed  Marquette Dr at Richards Dr (East) A (10) B (16) Closed Closed  Marquette Dr at La Rabida Entrance B (14) A (7) B (14) A (7)  Richards Dr at Marquette Dr (North) A (1) A (1) Closed Closed  Richards Dr at Hayes Dr * A (8) B (14) A (9) B (15)	67th St at Cregier Ave *	B (10)	B (11)	B (13)	B (14)
Marquette Dr at Richards Dr (West)B (10)A (9)ClosedClosedMarquette Dr at Richards Dr (East)A (10)B (16)ClosedClosedMarquette Dr at La Rabida EntranceB (14)A (7)B (14)A (7)Richards Dr at Marquette Dr (North)A (1)A (1)ClosedClosedRichards Dr at Hayes Dr *A (8)B (14)A (9)B (15)	67th St at Jeffery Ave	C (20)	B (16)	B (20)	C (20)
Marquette Dr at Richards Dr (East)A (10)B (16)ClosedClosedMarquette Dr at La Rabida EntranceB (14)A (7)B (14)A (7)Richards Dr at Marquette Dr (North)A (1)A (1)ClosedClosedRichards Dr at Hayes Dr *A (8)B (14)A (9)B (15)	67th St at South Shore Dr	B (15)	B (18)	B (17)	B (19)
Marquette Dr at La Rabida EntranceB (14)A (7)B (14)A (7)Richards Dr at Marquette Dr (North)A (1)A (1)ClosedClosedRichards Dr at Hayes Dr *A (8)B (14)A (9)B (15)	Marquette Dr at Richards Dr (West)	B (10)	A (9)	Closed	Closed
Marquette Dr at La Rabida EntranceB (14)A (7)B (14)A (7)Richards Dr at Marquette Dr (North)A (1)A (1)ClosedClosedRichards Dr at Hayes Dr *A (8)B (14)A (9)B (15)		A (10)		Closed	Closed
Richards Dr at Marquette Dr (North) A (1) A (1) Closed Closed Richards Dr at Hayes Dr * A (8) B (14) A (9) B (15)	Marquette Dr at La Rabida Entrance			B (14)	A (7)
Richards Dr at Hayes Dr * A (8) B (14) A (9) B (15)	Richards Dr at Marquette Dr (North)	A (1)	A (1)	Closed	Closed
	Richards Dr at Hayes Dr *		B (14)	A (9)	B (15)
56th St at Hyde Park Blvd * B (12) B (13) B (12) B (13)	56th St at Hyde Park Blvd *				
56th St at Everett Ave * A (8) A (7) A (8) A (7)	56th St at Everett Ave *				

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

<sup>&</sup>lt;sup>+</sup> Indicates unsignalized intersection with stop control on the minor approach(es).

#### 3.2.2.4 Parking Supply

The proposed roadway closures in Alternative B would result in a reduction in the amount of on-street parking available within and adjacent to Jackson Park. Table 11 summarizes the available on-street parking supply under Alternative B. The parking supply available under Alternative A is also shown for comparison purposes.

Roadway	From	То	On-Street Parking Spaces¹ Alternative A	On-Street Parking Spaces¹ Alternative B	On-Street Parking Spaces <sup>1</sup> Change
56th St	Shore Dr	Stony Island Ave	101	101	0
Everett Ave	56th St	Cornell Dr	18	18	0
Stony Island Ave	56th St	59th St	102	102	0
Stony Island Ave	60th St	61st St	41	38	-3
Stony Island Ave	61st St	62nd St	19	19	0
Stony Island Ave	62nd St	63rd St	42	42	0
Stony Island Ave	63rd St	67th St	76	76	0
Hayes Dr	Lake Shore Dr	Richards Dr	65	65	0
Hayes Dr	Richards Dr	Cornell Dr	82	82	0
Richards Dr	Hayes Dr	Marquette Dr	78	78	0
Marquette Dr	Lake Shore Dr	Richards Dr	40	40	0
Marquette Dr	Richards Dr	Stony Island Ave	125	0	-125
S. Midway Plaisance	Rail Viaduct	Stony Island Ave	52	52	0
	•	Total	841	713	-128

Table 11: Alternative B Parking Supply Summary

The roadway closures in Alternative B would result in a loss of 128 public on-street parking spaces. Of the 128 spaces lost, 125 are within the section of Marquette Drive between Richards Drive and Stony Island Avenue. Although this section of Marquette Drive is currently signed to permit parking, it does not function as having on-street parking. Marquette Drive in this section is striped for two travel lanes in each direction, with no existing parking demand noted. Therefore, removal of this section of Marquette Drive in Alternative B: NPS Action (FHWA No Build) would not impact existing parking demand.

Additional off-street parking is proposed under Alternative B as part of the OPC development to accommodate anticipated parking demand resulting from visitors to the center. The amount of off-street parking was evaluated as part of the Jackson Park Revitalization TIS. The number of off-street spaces proposed meets City zoning regulations and is sufficient to accommodate visitors to the OPC and its employees. The proposed off-street parking design has been approved by the City.

<sup>&</sup>lt;sup>1</sup>Number of on-street parking spaces is approximate based on a 20 foot stall length per the *Jackson Park Revitalization* TIS, as individual stalls are generally not striped within the project study area.

#### 3.2.3 Cumulative Impacts

Alternative B would result in long-term negative impacts to traffic congestion within the project study area as a result of the roadway closures, traffic diversions and traffic redistribution caused by the roadway closures. As evaluated in Alternative A, the reasonably foreseeable projects with the potential to impact traffic contribute long-term, beneficial impacts. The actions in Alternative B would be the only long-term negative contribution to an overall negative cumulative impact.

#### 3.3 Alternative C: NPS + FHWA Action (Preferred Alternative)

This alternative incorporates impacts associated with Alternative B, in addition to those encountered by improving roadways and bicyclist/pedestrian facilities and additional changes to the UPARR boundary. The analysis of impacts in this section will only discuss the <u>additional</u> impacts associated with Alternative C.

#### 3.3.1 Direct Impacts

#### 3.3.1.1 Arterial Capacity Improvements

#### Lake Shore Drive – 57th Drive to Hayes Drive

The existing section of Lake Shore Drive between 57th Drive and Hayes Drive consists of three
northbound and two southbound travel lanes. This section would be widened to add an additional
southbound travel lane, resulting in a proposed section that consists of three northbound and
three southbound travel lanes.

#### Hayes Drive - Cornell Drive to Lake Shore Drive

 The existing section of Hayes Drive between Cornell Drive and Lake Shore Drive consists of one lane in each direction with on-street parking along both sides. In this alternative, 147 on-street parking spaces would be removed to increase the number of travel lanes to two lanes in each direction with a raised barrier median.

#### Cornell Drive - Hayes Drive to Stony Island Avenue

 The existing section of Cornell Drive between Hayes Drive and Stony Island Avenue consists of three southbound-only travel lanes. This section would be widened to accommodate an additional lane and converted to two-way traffic, resulting in a proposed section that consists of two southbound and two northbound lanes.

#### Stony Island Avenue - Midway Plaisance to 65th Street

The existing section of Stony Island Avenue between Midway Plaisance and 65th Street consists
of one lane each direction with on-street parking on each side. This section would be widened to
add one southbound lane, one northbound lane, a center raised median with left turn lanes, and
space for bus loading lanes. The proposed Stony Island Avenue section then consists of two lanes

in each direction, a raised median with left turn lanes, and on-street parking/bus loading lanes on each side of the street.

#### Stony Island Avenue – 65th Street to 67th Street

• The existing section of Stony Island Avenue from 65th Street to 67th Street consists of two northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side. This section would be widened to add one northbound through lane along Stony Island Avenue to result in a proposed section that consists of three northbound lanes, four southbound lanes, a raised median with left turn lanes, and on-street parking on the west side.

#### 3.3.1.2 Intersection Capacity Improvements

#### **Lake Shore Drive**

- At 57th Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Science Drive, widen the intersection to accommodate the new third southbound lane, and retime the traffic signal to optimize signal operations.
- At Hayes Drive, widen the intersection to accommodate the new third southbound lane on Lake Shore Drive, the two new through lanes on Hayes Drive, and new southbound right turn and eastbound left and right turn lanes. Also, modernize the traffic signal installation and re-time the signal to optimize operations. Provide a new pedestrian crossing on the south leg.

#### **Hayes Drive**

- At Richards Drive, reconfigure the existing triangular, stop-controlled intersection to a signalized T-intersection. Provide new pedestrian crossings on the east and south legs.
- At Cornell Drive, reconfigure the intersection to provide a through movement for the
  predominant travel through the intersection. Realign the existing section of Hayes Drive between
  Stony Island Avenue and Cornell Drive to create a signalized T-intersection with the realigned
  Hayes Drive-Cornell Drive through movement.

#### **Stony Island Avenue**

- At 57th Street, re-time the traffic signal to optimize signal operations.
- At 59th Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only.
- At North Midway Plaisance (westbound), widen the intersection to accommodate additional through and northbound left and right turn lanes on Stony Island Avenue, to convert North Midway Plaisance east of Stony Island Avenue to two-way traffic, and provide two lanes in each

- direction on North Midway Plaisance east of Stony Island Avenue. Re-time the traffic signal to optimize signal operations.
- At South Midway Plaisance (eastbound), widen the intersection to accommodate the additional lanes on Stony Island Avenue. Remove 14 on-street parking spaces on the west leg to provide an additional eastbound left-turn lane. Re-time the traffic signal to optimize signal operations.
- At 60th Street, remove the existing traffic signal and restrict westerly access to right-in/right-out only. Widen the intersection to accommodate the additional lanes on Stony Island Avenue.
- At 62nd Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue and install a traffic signal to reduce delays on 62nd Street and to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 63rd Street/Hayes Drive, widen the intersection to accommodate the additional lanes on
- Stony Island Avenue and shift the east leg to the north to provide better alignment for the
  westbound through movement across the intersection. Modernize the traffic signal installation
  and re-time the signal to optimize operations.
- At 64th Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue, and convert the stop-controlled intersection to a signalized intersection to maintain traffic progression through interconnected signals on Stony Island Avenue.
- At 65th Place/Cornell Drive, widen the intersection to accommodate the additional lanes on Stony Island Avenue and Cornell Drive, to convert Cornell Drive east of Stony Island Avenue to two-way, and to provide two additional northbound right turn lanes. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At Marquette Street, widen the intersection to accommodate the additional lanes on Stony Island. Modernize the traffic signal installation and re-time the signal to optimize operations.
- At 67th Street, widen the intersection to accommodate the additional lanes on Stony Island Avenue. Modernize the traffic signal installation and re-time the signal to optimize operations.

#### 57th Drive

- At Hyde Park Boulevard, re-time the traffic signal to optimize signal operations.
- At Cornell Drive/57th Street/MSI Drop-off, re-time the traffic signal to optimize signal operations.

#### **Marquette Drive**

- At Lake Shore Drive/Jeffery Drive, re-time the traffic signal to optimize signal operations.
- At the La Rabida Children's Hospital entrance, re-time the traffic signal to optimize signal operations.

#### 67th Drive

- At Jeffery Drive/Jeffery Avenue, re-time the traffic signal to optimize signal operations.
- At South Shore Drive, modernize the traffic signal installation and re-time the signal to optimize operations.

#### 3.3.1.3 Anticipated Travel Patterns

The diverted traffic due to the roadway closures described in Alternative B predominantly travels along Lake Shore Drive, Hayes Drive and Stony Island Avenue in Alternative C. However, due to the proposed roadway improvements in Alternative C, the diverted traffic is dispersed among the improved roadways more evenly without overburdening any one roadway.

Table 12 depicts a comparative table of travel time changes between Alternative C versus Alternative B and Alternative A.

Table 12: Alternative C Travel Times

Alternative	Direction/ Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Alternative A No Action	Northbound AM	4.6	8.0	2.8	-
Alternative A No Action	Northbound PM	4.8	5.2	3.0	-
Alternative A No Action	Southbound AM	4.5	5.1	-	3.0
Alternative A No Action	Southbound PM	5.3	8.2	-	3.6
Alternative B	Northbound AM	12.8	36.5	12.1	-
Alternative B	Northbound PM	7.5	10.1	4.3	-
Alternative B	Southbound AM	6.1	5.4	-	3.4
Alternative B	Southbound PM	12.8	13.4	-	11.7
Alternative C	Northbound AM	5.3	5.2	3.0	-
Alternative C	Northbound PM	5.2	5.1	3.0	-
Alternative C	Southbound AM	4.7	5.1	-	3.2
Alternative C	Southbound PM	4.6	5.2	-	3.2
Difference Alt. C to Alt. B	Northbound AM	-7.6	-31.2	-9.1	-
Difference Alt. C to Alt. B	Northbound PM	-2.3	-5.1	-1.3	-
Difference Alt. C to Alt. B	Southbound AM	-1.4	-0.3	-	-0.2
Difference Alt. C to Alt. B	Southbound PM	-8.2	-8.2	-	-8.4
Difference Alt. C to Alt. A	Northbound AM	0.7	-2.8	0.2	-

Alternative	Direction/ Peak Period	67th/Stony to 57th/LSD Travel Time (minutes)	67th/Stony to 56th/Stony Travel Time (minutes)	Midway/Stony NB to 57th/LSD Travel Time (minutes)	Midway/Stony SB to 67th/Stony Travel Time (minutes)
Difference Alt. C to Alt. A	Northbound PM	0.4	-0.1	0.0	-
Difference Alt. C to Alt. A	Southbound AM	0.2	0.0	-	0.2
Difference Alt. C to Alt. A	Southbound PM	-0.7	-3.0	-	-0.4

As shown in the table, Alternative C improved traffic congestion and travel times along the majority of the routes depicted. Between 67th Street/Stony Island Avenue and 57th Drive/Lake Shore Drive, travel times improve by 1.4 to over 8 minutes in the peak hour travel periods. Along Stony Island Avenue, northbound travel to 56th Street in the morning peak hour improves by over 31 minutes. In comparison to Alternative A, Alternative C sees generally the same travel times along these routes, with the maximum travel time increase being just over 40 seconds (0.7 minutes).

Temporary traffic impacts during construction are anticipated to be localized areas of congestion due to temporary lane closures and detour routings. Some through traffic is anticipated to divert to parallel north-south arterials or the Dan Ryan Expressway in response to the temporary lane closures and resultant congestion.

#### 3.3.1.4 Anticipated Traffic Volumes

The 2040 traffic volumes developed for this alternative included reassigning trips from Stony Island Avenue that are destined to northbound Lake Shore Drive onto the new two-way sections of Cornell Drive so that those trips could more easily access Lake Shore Drive from either Hayes Drive or 57th Drive. The magnitude of the traffic reassignments was determined based on CMAP traffic projections for Alternative C as discussed in Section 1. Based on these projections, it is anticipated that 1,280 vehicles would use the new northbound section of Cornell Drive between Stony Island Avenue and Hayes Drive during the A.M. peak hour, and that 200 vehicles would use the new northbound lanes on N. Midway Plaisance/Cornell Drive between Stony Island Avenue and 57th Drive during the A.M. peak hour. All other traffic volume assignments from Alternative B, including employee and visitor traffic generated by the OPC, were retained for this alternative. The ADT volumes for this alternative are shown on Attachment H-4a.

#### 3.3.1.5 Operational Performance

The results of the operational analysis for Alternative C are shown on Attachment H-4b and summarized in Table 13. The operational analysis results for Alternatives A and B are also shown in the table for comparison purposes. As shown in the table, the roadway improvements proposed in Alternative C mitigate the impacts of Alternative B. Alternative C results in all major intersections operating at desirable Levels of Service.

Table 13: 2040 Alternative C Operational Performance Summary

	2040	2040	2040	2040
	Alternative B	Alternative B	Alternative C	Alternative C
	Intersection	Intersection	Intersection	Intersection
Intersection	Level of Service	Level of Service	Level of Service	Level of Service
	and Delay	and Delay	and Delay	and Delay
	(sec./veh.)	(sec./veh.)	(sec./veh.)	(sec./veh.)
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
Lake Shore Dr at Marquette Dr	C (22)	C (26)	C (35)	C (25)
Lake Shore Dr at Hayes Dr	F (**)	F (**)	C (21)	B (14)
Lake Shore Dr at Science Dr	B (19)	F (**)	A (3)	A (2)
Lake Shore Dr at 57th Street	B (16)	F (**)	A (8)	B (17)
Stony Island Ave at 67th St	F (**)	F (**)	C (25)	B (18)
Stony Island Ave at Marquette Dr	D (50)	B (15)	B (12)	B (14)
Stony Island Ave at 65th PI/Cornell	F (**)	C (30)	A (6)	B (16)
Dr (SB)			A (0)	D (10)
Stony Island Ave at 64th St *	F (**)	F (**)	A (5)	A (5)
Stony Island Ave at 63rd St/Hayes Dr	F (**)	F (**)	B (17)	B (13)
Stony Island Ave at 62nd St <sup>+</sup>	F (84) [EB]	F (**)	B (12)	B (13)
Stony Island Ave at 60th St	D (17)	D (14)	Right-in/Right-	Right-in/Right-
	B (17)	B (14)	out	out
Stony Island Ave at S Midway	D (12)	C (21)	D /1F)	D /1F)
Plaisance (EB)	B (13)	C (31)	B (15)	B (15)
Stony Island Ave at N Midway	г /**\	C (22)	C (22)	D (10)
Plaisance (WB)	F (**)	C (32)	C (22)	B (19)
Stony Island Ave at 59th St	r /**\	C (24)	Right-in/Right-	Right-in/Right-
	F (**)	C (24)	out	out
Stony Island Ave at 57th St	F (**)	F (**)	C (22)	C (20)
Stony Island Ave at 56th St *	D (32)	D (29)	D (32)	D (29)
Cornell Dr/57th Dr at 67th St	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Marquette Dr	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Hayes Dr	F (**)	F (**)	A (10)	B (15)
Cornell Dr/57th Dr at S Midway	` ,	` ′		
Plaisance (EB)	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at 57th St/MSI	F / 4 4 \	D (53)	A (C)	0 (24)
Drop off	F (**)	D (53)	A (8)	C (21)
Cornell Dr/57th Dr at Hyde Park Blvd	C (21)	B (20)	B (19)	B (14)
67th St at East End Ave *	B (13)	B (14)	B (13)	B (14)
67th St at Cregier Ave *	B (13)	B (14)	B (13)	B (14)
67th St at Jeffery Ave	B (20)	C (20)	C (21)	B (19)
67th St at South Shore Dr	B (17)	B (19)	B (14)	B (19)
Marquette Dr at Richards Dr (West)	Closed	Closed	Closed	Closed
Marquette Dr at Richards Dr (East)	Closed	Closed	Closed	Closed
Marquette Dr at La Rabida Entrance	B (14)	A (7)	A (5)	A (7)
Richards Dr at Marquette Dr (North)	Closed	Closed	Closed	Closed
Richards Dr at Hayes Dr *	A (9)	B (15)	B (16)	A (9)
56th St at Hyde Park Blvd *				
	B (12)	B (13)	B (12)	B (12)
*Indicates Allaway Ston-Controlled Intersect	A (8)	A (7)	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

#### 3.3.1.6 Parking Supply

The roadway improvements proposed in Alternative C would result in changes in the amount of on-street parking available within and adjacent to Jackson Park. Table 14 summarizes the available on-street parking supply upon completion of the roadway improvements proposed in Alternative C. The parking supply available under Alternative B is also shown for comparison purposes.

Roadway	From	То	On-Street Parking Spaces¹ Alternative B	On-Street Parking Spaces <sup>1</sup> Alternative C	On-Street Parking Spaces <sup>1</sup> Change
56th St	Shore Dr	Stony Island Ave	101	101	0
Everett Ave	56th St	Cornell Dr	18	18	0
Stony Island Ave	56th St	59th St	102	102	0
Stony Island Ave	60th St	61st St	38	28	-10
Stony Island Ave	61st St	62nd St	19	11	-8
Stony Island Ave	62nd St	63rd St	42	54	+12
Stony Island Ave	63rd St	67th St	76	103	+27
Hayes Dr	Lake Shore Dr	Richards Dr	65	0	-65
Hayes Dr	Richards Dr	Cornell Dr	82	0	-82
Richards Dr	Hayes Dr	Marquette Dr	78	92	+14
Marquette Dr	Lake Shore Dr	Richards Dr	40	71	+31
Marquette Dr	Richards Dr	Stony Island Ave	0	0	0
S. Midway Plaisance	Rail Viaduct	Stony Island Ave	52	28	-24
		Total	713	608	-105

Table 14: Alternative C Parking Supply Summary

As shown in the table, the proposed roadway improvements in Alternative C would result in a loss of 105 public on-street parking spaces in addition to Alternative B.

As part of Alternative C, the proposed transportation improvements include the addition of 84 new onstreet parking spaces to offset the loss of on-street parking spaces to accommodate proposed vehicle capacity improvements. Based on the parking study completed as part of the SSE Traffic Study, even with the loss of 105 parking spaces, there is still an excess parking supply based on parking demands.

As the implementation of the South Lakefront Framework Plan continues in Jackson Park, the City will continue to work with the CPD to implement additional parking supply in Jackson Park. The plan includes 60 additional spaces at the East Meadow (Driving Range), 170 at the 63rd Street Beach, 200 at the golf course, 90 at the boat launch, 101 in the Promontory Drive Lot and 19 more on Promontory Drive, and 40 at the South Shore Cultural Center, totaling an additional 680 parking spaces. These additions to parking supply, when fully implemented, would more than offset the loss of 105 on-street parking spaces lost due to the transportation improvements.

<sup>&</sup>lt;sup>+</sup> Indicates unsignalized intersection with stop control on the minor approach(es).

<sup>&</sup>lt;sup>1</sup>Number of on-street parking spaces is approximate based on a 20 foot stall length per the *Jackson Park Revitalization* TIS, as individual stalls are generally not striped within the project study area.

#### 3.3.2 Indirect Impacts – City Actions

The indirect impacts of Alternative C are the same as those described in Alternative B. Alternative C addresses the long-term negative impacts of Alternative B by providing capacity improvements to address the redistributed traffic volumes and congestion caused by the roadway closures. Therefore, there are no additional indirect impacts that result from implementing Alternative C.

#### 3.3.3 Cumulative Impacts

Several other ongoing or reasonably foreseeable projects have been identified in the project study area, as described in Alternative A. As evaluated in Alternative A, the reasonably foreseeable projects with the potential to impact traffic contribute long-term, beneficial impacts. The actions proposed in Alternative C would have beneficial impacts and mitigate the majority of adverse impacts that result from Alternative B, resulting in negligible cumulative impacts to traffic congestion by implementing Alternative C.

# 4.0 2050 Regional Plan Analysis

CMAP's adoption of the *ON TO 2050* plan anticipates changes in the traffic forecasting model utilized to develop traffic projections. Additional analyses were performed to determine if the proposed roadway network improvements in Alternative C would continue to satisfactorily mitigate the impacts of the proposed roadway closures within Jackson Park under year 2050 projected traffic volumes.

A request for 2050 projections was submitted by CDOT to CMAP in November 2018. Coordination with CMAP was conducted following the request and final 2050 traffic projections were concurred upon by CMAP on May 6, 2019. See Attachment H-5 for correspondence. The following section provides analysis of the 2050 projected traffic volumes.

## 4.1 2050 Regional Growth and Traffic Impacts

The *ON TO 2050* regional plan anticipates additional population and employment growth in the areas surrounding Jackson Park as a result of commercial and residential redevelopment and new occupancies within existing vacant housing stock. As a result, background traffic volumes are anticipated to increase by about 10 percent between 2016 and 2050 under Alternative A conditions, as compared to the 2.4 percent originally projected in the *GO TO 2040* regional plan. These increases in ADT volumes under Alternative A are shown on Attachment H-6.

As a result of the higher traffic growth rates anticipated in the 2050 plan, the proposed roadway closures also created an increased volume of diverted traffic to parallel routes under Alternative B conditions. The distribution of diverted traffic from Cornell Drive to Stony Island Avenue and Lake Shore Drive is more balanced in the 2050 plan than under the *GO TO 2040* regional plan. The 2050 ADT volumes under Alternative B are shown on Attachment H-7.

Utilizing the same procedures as the 2040 analyses, 2050 ADT volumes were developed for Alternative C. The 2050 ADT volumes for Alternative C are shown on Attachment H-8a. Based on the 2050 ADT projections, peak hour volumes were developed and analyzed for Alternative C to determine the

operation performance of the proposed improvements. Table 15 and Attachment H-8b summarize the results of the operational analysis of the Alternative C roadway network under 2050 traffic conditions. The operational analysis results from 2040 for Alternative C are also shown in Table 15 for comparison purposes.

Table 15: 2050 Alternative C Operational Performance Summary

	2040	2040	2050	2050
	2040	2040	2050	2050
	Alternative C	Alternative C	Alternative C	Alternative C
Latana attan	Intersection	Intersection	Intersection	Intersection
Intersection	Level of Service	Level of Service	Level of Service	Level of Service
	and Delay	and Delay	and Delay	and Delay
	(sec./veh.)	(sec./veh.)	(sec./veh.)	(sec./veh.)
1 1 51 5 114	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
Lake Shore Dr at Marquette Dr	C (35)	C (25)	C (32)	D (37)
Lake Shore Dr at Hayes Dr	C (21)	B (14)	C (21)	B (13)
Lake Shore Dr at Science Dr	A (3)	A (2)	A (3)	A (2)
Lake Shore Dr at 57th Street	A (8)	B (17)	B (18)	C (23)
Stony Island Ave at 67th St	C (25)	B (18)	C (26)	C (24)
Stony Island Ave at Marquette Dr	B (12)	B (14)	B (10)	B (13)
Stony Island Ave at 65th PI/Cornell	A (6)	B (16)	A (6)	B (13)
Dr (SB)	7 (0)	B (10)		D (13)
Stony Island Ave at 64th St *	A (5)	A (5)	A (3)	B (10)
Stony Island Ave at 63rd St/Hayes Dr	B (17)	B (13)	C (22)	C (20)
Stony Island Ave at 62nd St <sup>+</sup>	B (12)	B (13)	B (16)	B (14)
Stony Island Ave at 60th St	Right-in/Right-	Right-in/Right-	Right-in/Right-	Right-in/Right-
	out	out	out	out
Stony Island Ave at S Midway	D (1F)	D /1F\	D (12)	D (17)
Plaisance (EB)	B (15)	B (15)	B (13)	B (17)
Stony Island Ave at N Midway	C (22)	D (10)	D /10\	D (10)
Plaisance (WB)	C (22)	B (19)	B (18)	B (19)
Stony Island Ave at 59th St	Right-in/Right-	Right-in/Right-	Right-in/Right-	Right-in/Right-
	out	out	out	out
Stony Island Ave at 57th St	C (22)	C (20)	C (20)	C (20)
Stony Island Ave at 56th St *	D (32)	D (29)	E (38)	E (42)
Cornell Dr/57th Dr at 67th St	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Marquette Dr	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Hayes Dr	A (10)	B (15)	B (13)	B (18)
Cornell Dr/57th Dr at S Midway				
Plaisance (EB)	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at 57th St/MSI				
Drop off	A (8)	C (21)	A (6)	B (19)
Cornell Dr/57th Dr at Hyde Park Blvd	B (19)	B (14)	C (27)	B (14)
67th St at East End Ave *	B (13)	B (14)	C (15)	C (20)
67th St at Cregier Ave *	B (13)	B (14)	B (14)	C (20)
67th St at Cregier Ave	C (21)	B (19)	B (19)	C (22)
67th St at South Shore Dr	B (14)	B (19)	B (14)	B (19)
	Closed		, ,	
Marquette Dr at Richards Dr (West)		Closed	Closed	Closed
Marquette Dr at Richards Dr (East)	Closed	Closed	Closed	Closed
Marquette Dr at La Rabida Entrance	A (5)	A (7)	A (6)	A (6)
Richards Dr at Marquette Dr (North)	Closed	Closed	Closed	Closed
Richards Dr at Hayes Dr *	B (16)	A (9)	B (11)	A (8)
56th St at Hyde Park Blvd *	B (12)	B (12)	C (15)	B (13)
56th St at Everett Ave *	A (8)	A (7)	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

The results in the table indicate that, while several intersections have lower LOSs in 2050 compared to 2040 projected traffic, none of the signalized intersections perform worse than LOS D. At signalized intersections, LOS D is generally considered the lowest desirable level of traffic operations by most transportation agencies in the Chicago region. Additionally, no individual movements degrade to LOS F or have a v/c ratio greater than 1.0, which would represent a vehicle movement that is over capacity. Therefore, the proposed roadway network improvements in Alternative C are anticipated to continue to provide desirable traffic performance to accommodate 2050 projected traffic volumes.

#### 4.2 CMAP Plan Amendment

The ON TO 2050 regional plan includes a set of fiscally constrained Regionally Significant Projects (RSPs) that support the plan's key principles. Projects that have the potential for regional impacts that meet certain threshold criteria are required to undergo a CMAP Plan Amendment process (CMAP 2019a). This project involving improvements to the roadway network within Jackson Park was required to complete the CMAP Plan Amendment process in order to be formally included in the ON TO 2050 regional plan.

In November 2018, the City formally requested an amendment to the plan for the inclusion of this project. The amendment process included presentations to CMAP staff and committees to demonstrate the project continues to meet the goals of the *ON TO 2050* regional plan. A 30-day public comment period for the amendment was held, and on March 6, 2019, CMAP staff provided a recommendation for the project's inclusion as an amendment to the plan (CMAP 2019b). This recommendation was approved by the CMAP Board and MPO Policy Committee on March 13 and 14, 2019, respectively<sup>1</sup>.

# 5.0 Summary

A summary of traffic performance of the three alternatives is shown in Table 16.

-

<sup>&</sup>lt;sup>+</sup> Indicates unsignalized intersection with stop control on the minor approach(es).

<sup>&</sup>lt;sup>1</sup> https://www.cmap.illinois.gov/updates/proposed-amendments.

Table 16: Operational Performance Summary

Intersection	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative C Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative C Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour
Lake Shore Dr at Marquette Dr	C (24)	C (24)	C (22)	C (26)	C (35)	C (25)
Lake Shore Dr at Hayes Dr	B (17)	B (17)	F (**)	F (**)	C (21)	B (14)
Lake Shore Dr at Science Dr	A (3)	A (6)	B (19)	F (**)	A (3)	A (2)
Lake Shore Dr at 57th Street	D (35)	C (23)	B (16)	F (**)	A (8)	B (17)
Stony Island Ave at 67th St	B (19)	F (**)	F (**)	F (**)	C (25)	B (18)
Stony Island Ave at Marquette Dr	B (13)	B (14)	D (50)	B (15)	B (12)	B (14)
Stony Island Ave at 65th PI/Cornell Dr (SB)	B (10)	B (16)	F (**)	C (30)	A (6)	B (16)
Stony Island Ave at 64th St *	F (**)	F (**)	F (**)	F (**)	A (5)	A (5)
Stony Island Ave at 63rd St/Hayes Dr	B (16)	B (13)	F (**)	F (**)	B (17)	B (13)
Stony Island Ave at 62nd St <sup>+</sup>	C (17) [EB]	C (22) [EB]	F (84) [EB]	F (**)	B (12)	B (13)
Stony Island Ave at 60th St	B (11)	B (10)	B (17)	B (14)	Right-in/Right- out	Right-in/Right- out
Stony Island Ave at S Midway Plaisance (EB)	B (11)	F (**)	B (13)	C (31)	B (15)	B (15)
Stony Island Ave at N Midway Plaisance (WB)	D (48)	A (9)	F (**)	C (32)	C (22)	B (19)
Stony Island Ave at 59th St	B (19)	A (9)	F (**)	C (24)	Right-in/Right- out	Right-in/Right- out
Stony Island Ave at 57th St	C (25)	D (37)	F (**)	F (**)	C (22)	C (20)
Stony Island Ave at 56th St *	E (40)	D (29)	D (32)	D (29)	D (32)	D (29)
Cornell Dr/57th Dr at 67th St	C (26)	C (23)	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Marquette Dr	A (8)	A (10)	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at Hayes Dr	B (11)	B (11)	F (**)	F (**)	A (10)	B (15)
Cornell Dr/57th Dr at S Midway Plaisance (EB)	A (7)	A (7)	Closed	Closed	Closed	Closed
Cornell Dr/57th Dr at 57th St/MSI Drop off	F (**)	F (**)	F (**)	D (53)	A (8)	C (21)

Intersection	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative A Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative B Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour	2040 Alternative C Intersection Level of Service and Delay (sec./veh.) A.M. Peak Hour	2040 Alternative C Intersection Level of Service and Delay (sec./veh.) P.M. Peak Hour
Cornell Dr/57th Dr at Hyde Park Blvd	F (**)	C (23)	C (21)	B (20)	B (19)	B (14)
67th St at East End Ave *	B (11)	B (11)	B (13)	B (14)	B (13)	B (14)
67th St at Cregier Ave *	B (10)	B (11)	B (13)	B (14)	B (13)	B (14)
67th St at Jeffery Ave	C (20)	B (16)	B (20)	C (20)	C (21)	B (19)
67th St at South Shore Dr	B (15)	B (18)	B (17)	B (19)	B (14)	B (19)
Marquette Dr at Richards Dr (West)	B (10)	A (9)	Closed	Closed	Closed	Closed
Marquette Dr at Richards Dr (East)	A (10)	B (16)	Closed	Closed	Closed	Closed
Marquette Dr at La Rabida Entrance	B (14)	A (7)	B (14)	A (7)	A (5)	A (7)
Richards Dr at Marquette Dr (North)	A (1)	A (1)	Closed	Closed	Closed	Closed
Richards Dr at Hayes Dr *	A (8)	B (14)	A (9)	B (15)	B (16)	A (9)
56th St at Hyde Park Blvd *	B (12)	B (13)	B (12)	B (13)	B (12)	B (12)
56th St at Everett Ave *	A (8)	A (7)	A (8)	A (7)	A (8)	A (7)

<sup>\*</sup>Indicates All-way Stop-Controlled Intersection

<sup>\*\*</sup> Indicates one or more movements operate over capacity (v/c>1). These intersections are listed with an LOS F per the Highway Capacity Manual definition.

<sup>&</sup>lt;sup>+</sup> Indicates unsignalized intersection with stop control on the minor approach(es).

#### 6.0 References

Chicago Metropolitan Agency for Planning

2014 Update to "GO TO 2040 Comprehensive Plan."

<a href="https://www.cmap.illinois.gov/documents/10180/17842/long\_plan\_FINAL\_100610\_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53">https://www.cmap.illinois.gov/documents/10180/17842/long\_plan\_FINAL\_100610\_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53</a>.

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e+Regional+Plan+FINAL.pdf/dfe78ce3-8601-1b1d-a0e9-77893a2a0b2a.

2019a ON TO 2050 Regionally Significant Projects: Proposed Amendment Process. Accessed on January 3, 2019.

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RSPAmendmentProcess01-02-2019.pdf/fdf703d0-c5de-9be9-ddc7-6a88bd6467ec.

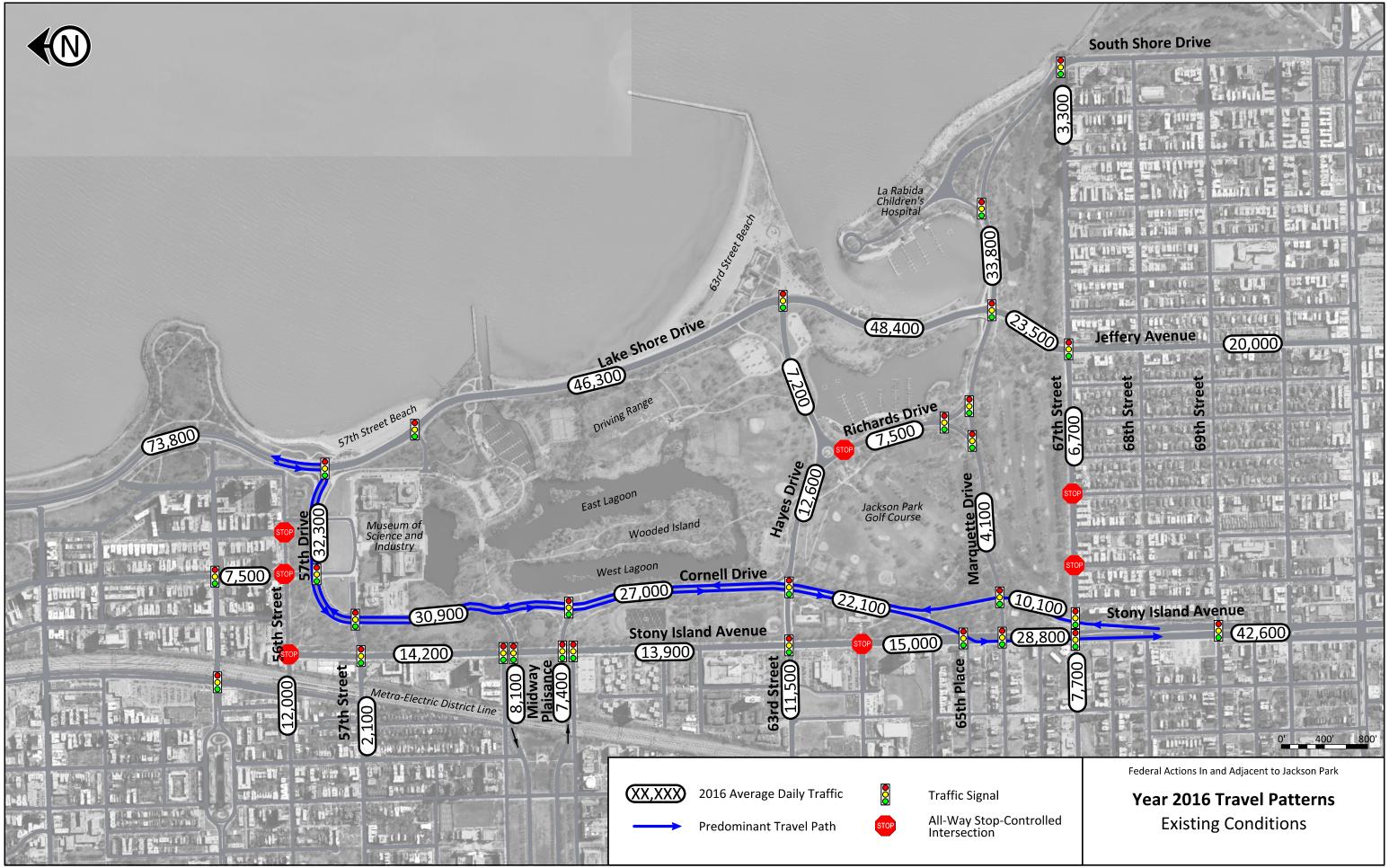
2019b Proposed Amendment to ON TO 2050 – Roadway Improvements to Support the Update to the South Lakefront Framework Plan. Accessed on March 6, 2019.

<a href="https://www.cmap.illinois.gov/documents/10180/986692/Board-CmteMemo--StaffRecs%28JacksonPark%29%2BAppendices03-06-2019.pdf/f484dc08-5264-b489-6d25-78a7a8cfc69b">https://www.cmap.illinois.gov/documents/10180/986692/Board-CmteMemo--StaffRecs%28JacksonPark%29%2BAppendices03-06-2019.pdf/f484dc08-5264-b489-6d25-78a7a8cfc69b</a>.

Sam Schwartz Engineering, LLC

2018 "Jackson Park Revitalization Traffic Impact Study Final Report."

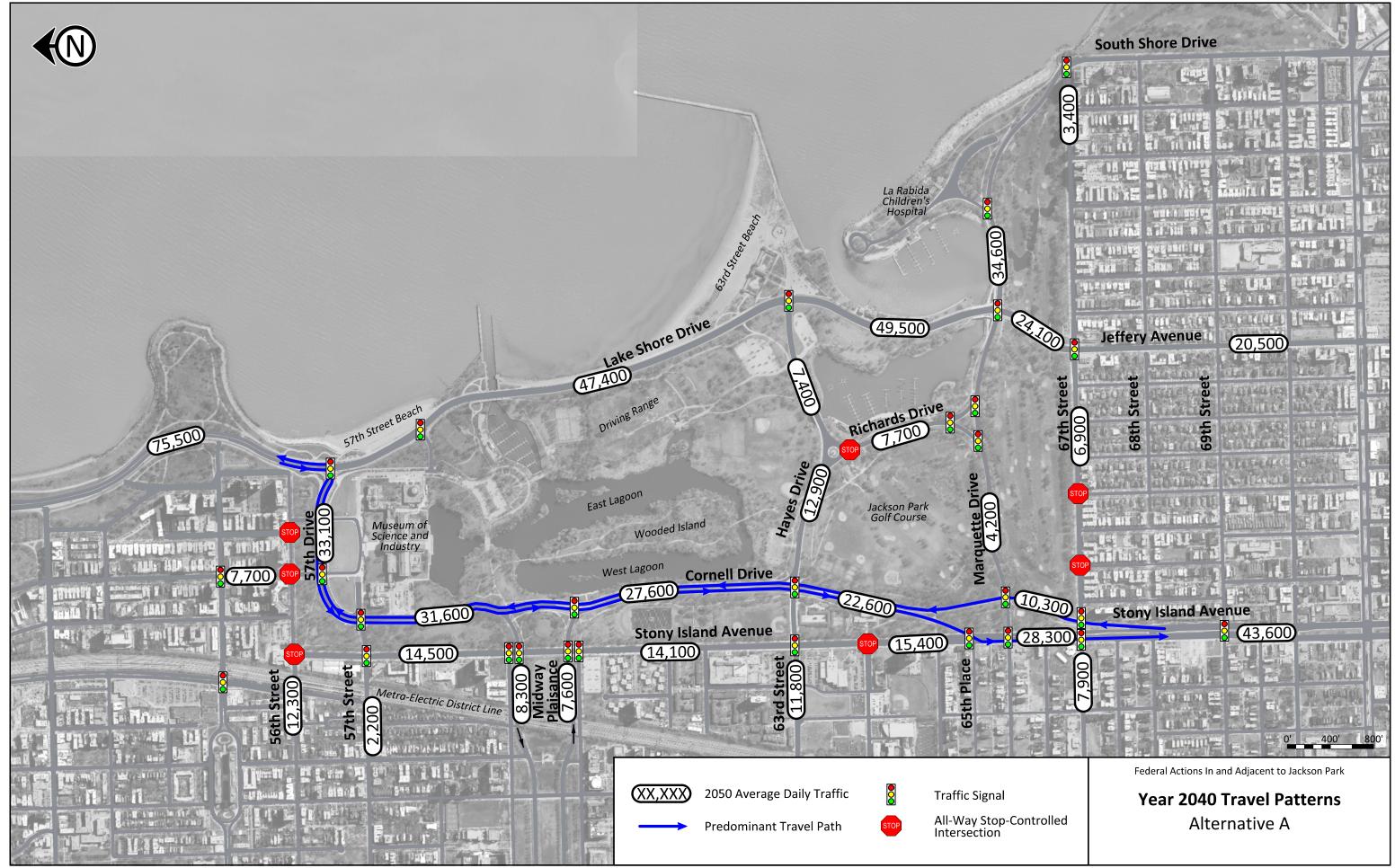
<a href="https://www.chicago.gov/content/dam/city/depts/dcd/supp\_info/jackson/CDOT-Traffic-Impact-Study.pdf">https://www.chicago.gov/content/dam/city/depts/dcd/supp\_info/jackson/CDOT-Traffic-Impact-Study.pdf</a>.



**Attachment H-1a** 



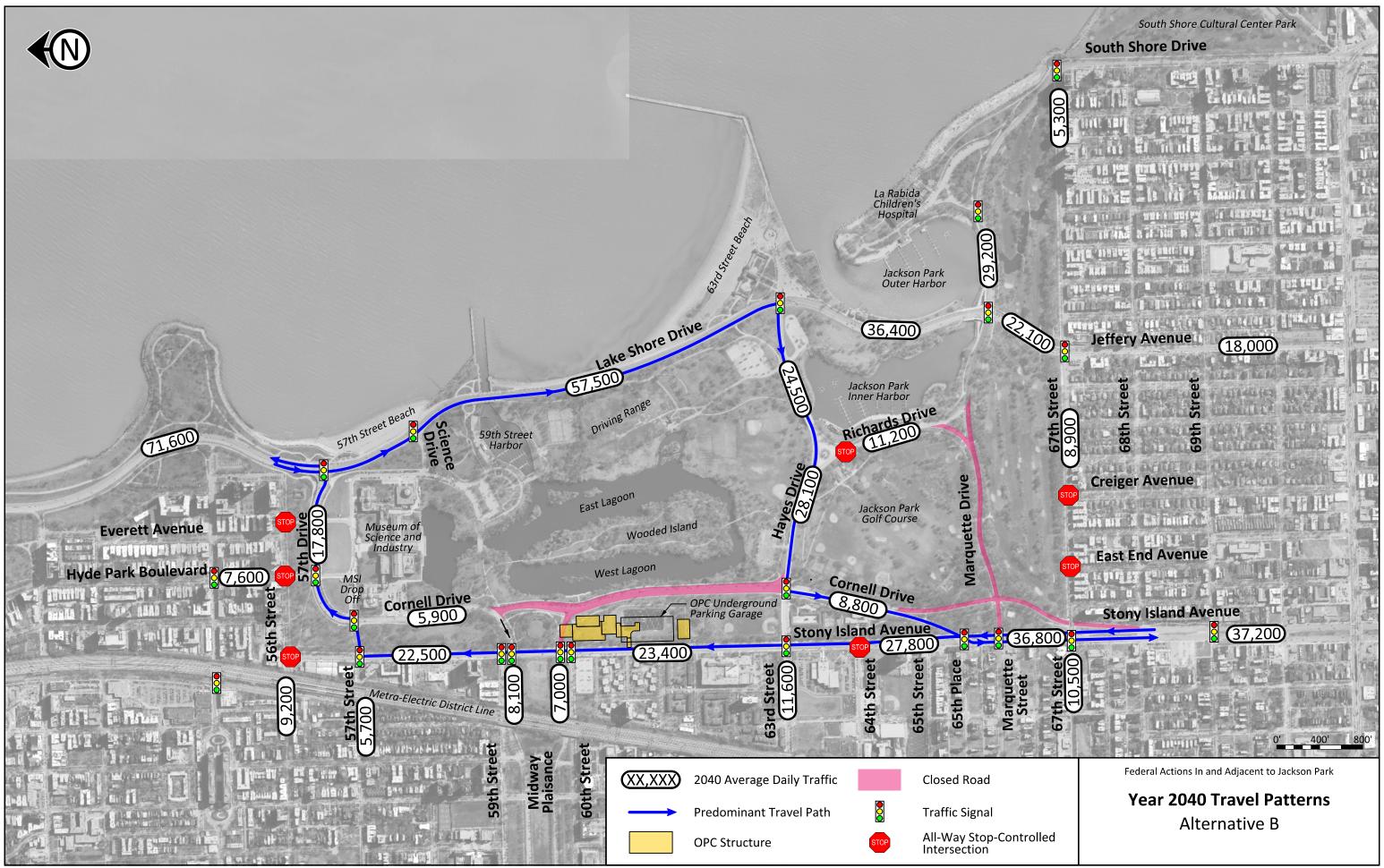
**Attachment H-1b** 



**Attachment H-2a** 



**Attachment H-2b** 



**Attachment H-3a** 



**Attachment H-3b** 



**Attachment H-4a** 



**Attachment H-4b** 





Memorandum

I 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:
  - o Cornell Drive between 63<sup>rd</sup> Street and 57<sup>th</sup> Drive
  - Northbound section of Cornell Drive between 68<sup>th</sup> Street and 65<sup>th</sup> Street
  - Marguette 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 65<sup>th</sup> Place and approximately 64<sup>th</sup> Street to allow two-way traffic
- Modify traffic signal at Stony Island Avenue/59<sup>th</sup> Street to allow free-flow northbound traffic and convert 59<sup>th</sup> Street to right-in/right-out access only
- Remove traffic signal at Stony Island Avenue/60<sup>th</sup> Street and convert to right-in/rightout access only
- Convert the Stony Island Avenue/62<sup>nd</sup> 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/64<sup>th</sup> Street all-way stop-controlled intersection to a signalized intersection
- Convert the Hayes Drive/Richards Drive stop-controlled intersection to a signalized Tintersection
- Provide capacity improvements along Lake Shore Drive by adding a third southbound travel lane from north of 57<sup>th</sup> 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 64<sup>th</sup> Street and 59<sup>th</sup> Street
- Provide three northbound lanes and four southbound lanes along Stony Island Avenue between 67<sup>th</sup> Street to 64<sup>th</sup> Street
- Provide intersection improvements along Lake Shore Drive to accommodate an additional southbound travel lane at 57<sup>th</sup> 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 57<sup>th</sup> 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

CNFCT





**Memorandum** 

I 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

Doodway Comment		2050 Projected ADT		
Roadway Segment	Existing	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	Clos	ed
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 PI/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 PI 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



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.

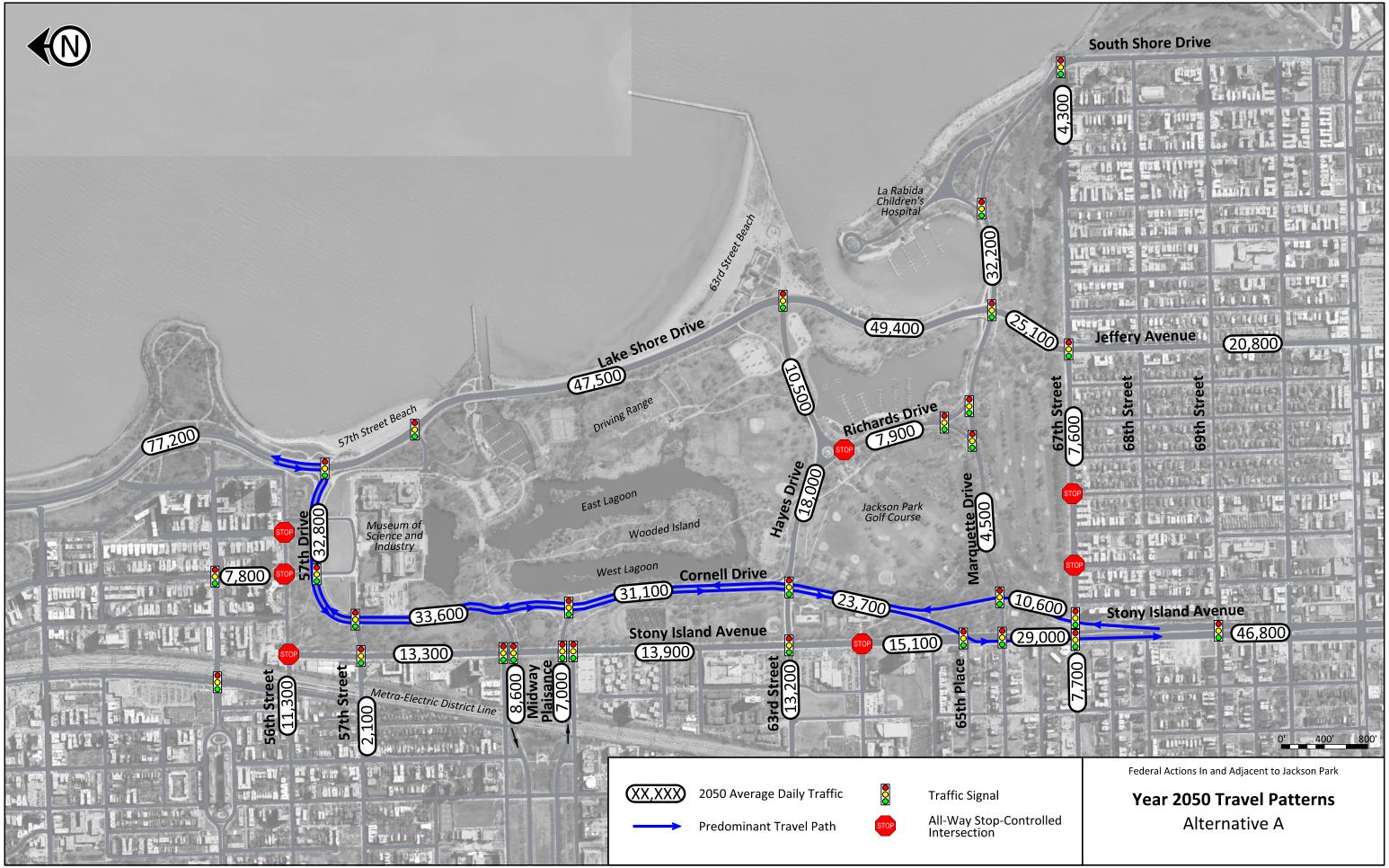
Sincerely,

Jose Rodriguez, PTP, AICP

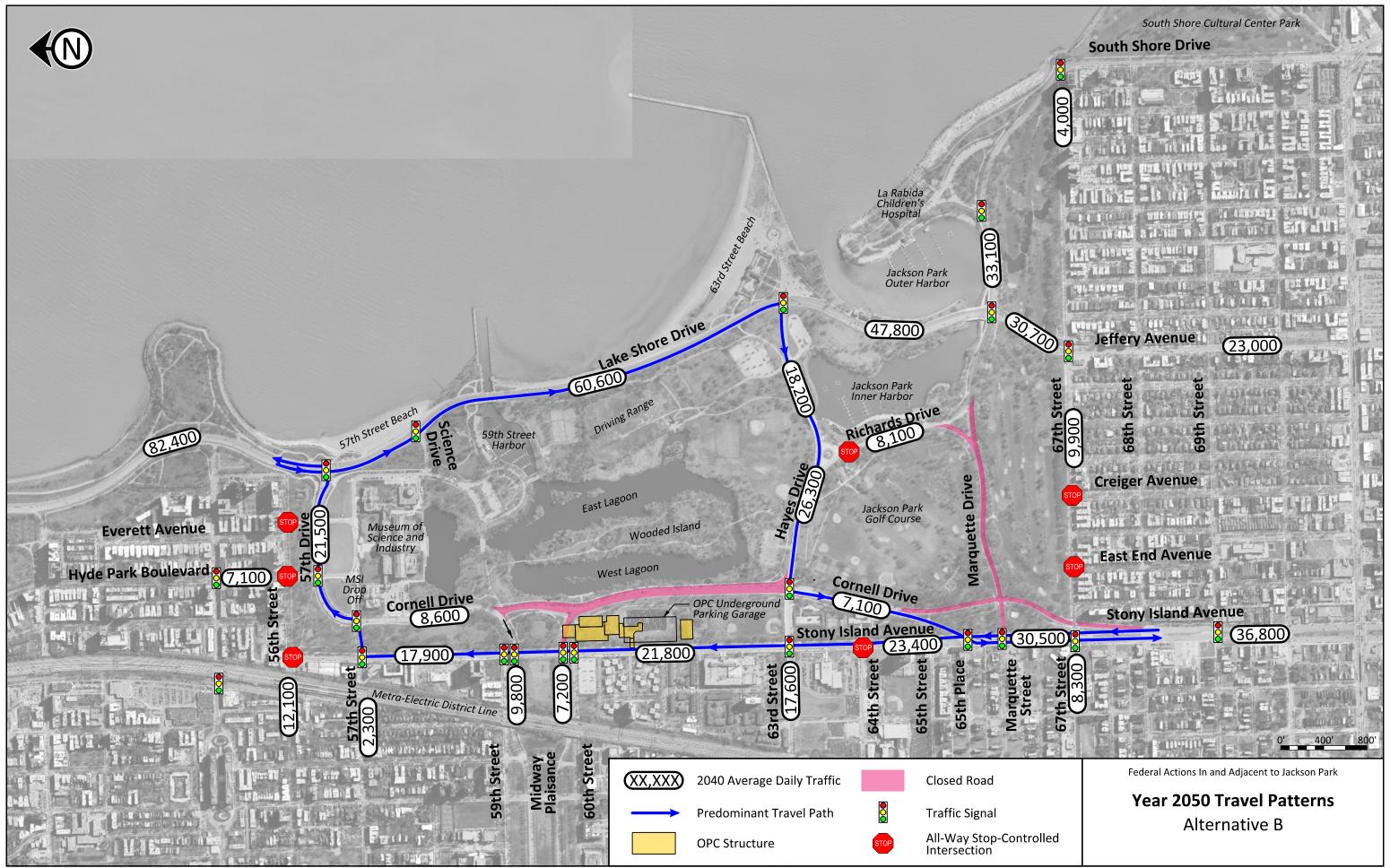
Senior Planner, Research & Analysis

cc: Roseberry (CDOT); DeSalle (Civiltech)

 $S: \label{lem:coups} Research Analysis \ 2019\_Forecasts Traffic \ Chicago \ ck-73-19 \ ck-73-19. docx$ 



**Attachment H-6** 



**Attachment H-7** 



**Attachment H-8a** 



**Attachment H-8b** 

Appendix K – Section 106 Memorandum of Agreemen	endix K – Section	106 Memoran	dum of Ag	reement
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Memorandum of AgreementK.	(-	1
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# MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

WHEREAS, the Federal Highway Administration (FHWA) plans to fund transportation improvements in and adjacent to Jackson Park, in the City of Chicago, Cook County, Illinois pursuant to the Federal-aid highway program as authorized by 23 U.S.C. § 101 et seq.; and

WHEREAS, the National Park Service (NPS) plans to approve the City of Chicago's request for a partial conversion in Jackson Park in the City of Chicago, Cook County, Illinois pursuant to the Urban Park and Recreation Recovery (UPARR) Act (54 U.S.C. § 200501 et seq.) and conversion requirements (36 C.F.R. § 72.72); and

WHEREAS, United States Army Corps of Engineers (USACE) plans to authorize (1) the City of Chicago's proposed discharges of fill material into waters of the United States, and (2) the Chicago Park District's proposal to alter a Federally-funded ecosystem restoration project under the Great Lakes Fishery & Ecosystem Restoration (GLFER) program pursuant to 33 U.S.C. § 1251 et seq. and 33 U.S.C. § 408, respectively; and

WHEREAS, the City of Chicago (City) has decided to close portions of South Midway Plaisance, Cornell Drive and Marquette Drive in Jackson Park and has authorized the construction of the Obama Presidential Center (OPC) in Jackson Park by a private organization, The Barack Obama Foundation (Obama Foundation), and has entered into a Master Agreement dated May 17, 2019 with the Obama Foundation to which is attached as Exhibit C a Use Agreement governing the area to be used by the Obama Foundation in Jackson Park, and these actions require no Federal approvals, licenses, permits, or authorizations; and

**WHEREAS**, the State of Illinois, through the Illinois Department of Transportation (IDOT), is contributing to the cost of the roadway improvements; and

**WHEREAS**, the City, an Illinois municipal corporation, is acting by and through its Department of Transportation for purposes of this Memorandum of Agreement; and

WHEREAS, the Chicago Department of Transportation (CDOT) proposes to use Federal-aid highway funding and State of Illinois funds for roadway improvement and related activities to mitigate traffic impacts from the proposed closure of roadways within Jackson Park and for bicycle and pedestrian improvements in and adjacent to Jackson Park; and

WHEREAS, the Chicago Park District was created by the Illinois Legislature under the Park Consolidation Act, under which the Chicago Park District exercises control over and supervises the operation of parks within the limits of the City, including for example owning Jackson Park (except roadways, under CDOT jurisdiction, and the 19.3 acre site planned for the OPC, owned by the City) and operating the Midway Plaisance; and

**WHEREAS**, the NPS and the USACE have designated the FHWA as the lead Federal agency to fulfill the Federal agencies' collective responsibilities under Section 106; and

- WHEREAS, FHWA notified and invited the following federally recognized tribes to consult under Section 106 of the National Historic Preservation Act: Ho Chunk Nation, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Forest County Potawatomi Community, Potawatomi Prairie Band, Potawatomi-Citizen Nation, Potawatomi-Hannahville Indian Community, Potawatomi-Pokagon Band of Potawatomi, Sac and Fox Nation of Missouri, Sac and Fox Nation of Oklahoma, and Sac and Fox Tribe of the Mississippi in Iowa; of these, Miami Tribe of Oklahoma and Potawatomi Forest County accepted the invitation and no others responded to the invitation; and
- WHEREAS, FHWA has defined the undertaking for the purposes of assessing potential effects on historic and/or cultural resources to include the construction of the OPC in Jackson Park by the Obama Foundation, the closure of roads to accommodate the OPC and to reconnect fragmented parkland, the relocation of an existing track and field on the OPC site to adjacent parkland in Jackson Park, and the construction of a variety of roadway, bicycle and pedestrian improvements in and adjacent to Jackson Park, the NPS approval of the UPARR partial conversion, and the USACE approval of Section 404 permits and Section 408 permissions; and
- **WHEREAS**, FHWA has defined the undertaking's area of potential effects (APE) as shown in Attachment A; and
- WHEREAS, FHWA has determined that the undertaking may have an adverse effect on (1) the *Jackson Park Historic Landscape District and Midway Plaisance* and (2) the *Chicago Park Boulevard System Historic District*, which are listed in the National Register of Historic Places, and has consulted with the Illinois State Historic Preservation Officer (Illinois SHPO) pursuant to 36 C.F.R. § Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and
- WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and
- WHEREAS, FHWA has consulted with the Consulting Parties regarding the effect of the undertaking on historic properties in accordance with 36 C.F.R. §800.6(a)(1); and
- **WHEREAS,** FHWA has developed this MOA with appropriate public involvement in accordance with 36 C.F.R. §§ 800.2(d) and 800.6(a)(4);
- WHEREAS, in accordance with 36 C.F.R. § 800.6(c)(2), FHWA has invited the NPS, USACE, the Illinois Department of Transportation, the City, CDOT, and the Chicago Park District to be signatories to this MOA; and
- **WHEREAS**, for the purposes of this MOA, the term "signatory" shall mean FHWA, the Illinois SHPO and the ACHP; and
- WHEREAS, for the purposes of this MOA, the term "invited signatory" shall mean an entity who, upon invitation from FHWA per 36 C.F.R. § 800.6(c)(2), becomes a party to this MOA by signing the MOA; and
- WHEREAS, in accordance with 36 C.F.R. § 800.6(c)(3), FHWA has invited the Consulting Parties to sign this MOA as concurring parties to the extent not otherwise a signatory or invited signatory; and

**NOW, THEREFORE**, the FHWA, the Illinois SHPO, and the ACHP agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

#### **STIPULATIONS**

FHWA, with the assistance of the City, acting by and through CDOT, and the Chicago Park District, shall ensure that the following measures are carried out:

#### I. MEASURES

Research and Documentation

- A. <u>Updated NRHP Documentation</u>. CDOT and the Chicago Park District in consultation with the Illinois SHPO will prepare an updated nomination of the Jackson Park Historic Landscape District and Midway Plaisance to the National Register of Historic Places (NRHP). The updated nomination will conform to the current standards for nominations to the NRHP and will be available to the public in digital form once final. The updated nomination will be prepared by or under the supervision of individuals who meet the relevant Secretary of the Interior's (SOI) Professional Qualification Standards for history or architectural history (48 Fed. Reg. 44738-44739, Sept. 29, 1983).
- B. <u>Field Documentation</u>. CDOT and the Chicago Park District will prepare photographs and drawings documenting existing conditions on (a) the 19.3-acre site planned for the OPC, (b) the east end of the Midway Plaisance, and (c) the areas planned for traffic improvements in Jackson Park. The work will be prepared consistent with the Historic American Landscape Survey (HALS) guidelines for an existing conditions plan, vegetative plan, field photographs keyed to a site plan, and aerial photographs. The work will be prepared by or under the supervision of individuals who meet the relevant SOI Professional Qualification Standards for history or historic landscape architecture (62 Fed. Reg. 33720-33721, June 20, 1997).
- C. <u>Cultural Landscape Report</u>. CDOT and the Chicago Park District, in consultation with the SHPO, will prepare Part 1 (site history, existing conditions, and analysis/evaluation) and Part 2 (long-term preservation strategy) of a Cultural Landscape Report (CLR) for Jackson Park, consistent with federal guidance for cultural landscape reports in: Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998). The CLR will assemble and analyze pertinent historic documentation and will provide recommendations for the long-term management of Jackson Park based on significance, existing condition, and use, taking into consideration all changes to Jackson Park that are proposed as part of the undertaking. The work on the CLR will be prepared by or under the supervision of individuals who meet the relevant SOI Professional Qualification Standards and are experienced in cultural landscape identification and evaluation and in the application of the SOI Standards for the Treatment of Cultural Landscapes.

#### *Interpretation*

D. Interpretive Materials. CDOT and the Chicago Park District will develop and implement a plan (the plan) to install interpretive materials or carry out programs to commemorate and present the cultural and natural historical contributions of Jackson Park and its use by South Side residents. The plan for interpretive materials may encompass different formats for interpretation such as a digital program components and interpretive displays. The draft plan will be created in consultation with Consulting Parties, local museums, community groups, schools and universities, to determine the appropriate content, format, and locations for interpretive materials. The draft plan will be made available for 45-day review and comment by signatories, invited signatories, and concurring parties to this MOA. CDOT and Chicago Park District will prepare and provide a comment/response document summarizing the comments received. In light of these comments, CDOT and Chicago Park District will prepare the final plan and provide it to signatories, invited signatories, and concurring parties to this MOA before implementing the final plan.

#### Rehabilitation

- E. English Stone Comfort Station. CDOT and the Chicago Park District will prepare a Historic Structures Report (HSR) for the English Stone Comfort Station and will rehabilitate it in light of the recommendation from the HSR. The English Stone Comfort Station is located on the western perimeter of Jackson Park. The recommendation provided in the HSR will be consistent with applicable SOI Standards for Rehabilitation (36 C.F.R. § 68.3(b)). The HSR and future rehabilitation design will be provided to the Illinois SHPO for 45-day review and comment. CDOT and Chicago Park District will prepare and provide a comment/response document summarizing the comments received and will finalize the HSR and rehabilitation design in light of comments. The HSR and the final rehabilitation design will be performed by or under the direction of individuals meeting the SOI Professional Qualification Standards for historic architects (48 Fed. Reg. 44739, Sept. 29, 1983).
- F. Statue of the Republic. CDOT and the Chicago Park District will prepare a conservation assessment and rehabilitation plan for the Statue of the Republic and will implement the rehabilitation in phases. The Statue of the Republic is located at the intersection of East Hayes Drive and South Richards Drive in Jackson Park. The rehabilitation plan will be consistent with applicable SOI Standards for Rehabilitation (36 C.F.R. 68.3(b)). The draft rehabilitation plan will be provided to the Illinois SHPO for 45-day review and comment. CDOT and Chicago Park District will prepare and provide a comment/response document summarizing the comments received and will finalize the documents in light of comments. The assessment, plan, and rehabilitation will be performed by or under the direction of professional objects conservators with experience in applying the SOI Standards for Rehabilitation and conserving outdoor statues.

#### Design Review

G. Design Review for the East End of the Midway Plaisance. CDOT and the Chicago Park District plan modifications to the east end of the Midway Plaisance consistent with SOI Standards for the Rehabilitation of Historic Properties with respect to standards 9 and 10, which address compatible new additions. CDOT and the Chicago Park District will provide the draft design for 45-day review and comment by the public and signatories, invited signatories, and concurring parties to this MOA concerning landscaping features and other character-defining elements of the design. In furtherance of the City's responsibilities under UPARR, the final design for the east end of the Midway Plaisance will include new play area features whose ultimate selection will be made by

the City after seeking public comment and consultation with the NPS on the final play-area design options from the Chicago Park District. CDOT and the Chicago Park District will prepare and implement a final design in light of comments concerning the draft design and the play area features.

#### Planting Review

H. Review of Planting Plans for Required Tree Replacement. CDOT and the Chicago Park District will ensure that planting plans detailing the species and placement of native plantings required in the GLFER mitigation areas are consistent with the original GLFER approval. USACE will be provided the final plans for review consistent with Section 408.

#### II. SUBMISSION OF DOCUMENTATION

- A. CDOT will submit to IDOT, and IDOT will immediately submit to the Illinois SHPO for its review, such documents and plans as are identified for development pursuant to Stipulations I.A-H. In coordination with IDOT, CDOT will circulate such documents and plans as are identified for development pursuant to Stipulations I.D and I.G to signatories, invited signatories, and consulting parties as appropriate per the respective Stipulations I.D through I.G.
- B. Illinois SHPO shall have 30 days after receipt of the field documentation for any of the construction areas identified in clauses (a)-(c) in Stipulation I.B (each, a Field Documentation Area) to review the field documentation. The City and Chicago Park District will not begin construction of any elements as defined by the Federal undertaking in any Field Documentation Area until the earlier of (a) the date IDOT receives written concurrence from Illinois SHPO that the field documentation referred to in Stipulation I.B for the subject Field Documentation Area is acceptable for documenting existing conditions, or (b) Illinois SHPO fails to concur or reject concurrence in writing within the 30 days for review. If Illinois SHPO rejects the field documentation for any Field Documentation Area, Illinois SHPO shall provide a written statement to CDOT indicating in adequate detail how CDOT has failed to complete the field documentation in conformity with Stipulation I.B., and what measures or acts will be necessary to obtain approval. CDOT shall then resubmit the field documentation to IDOT in compliance with Illinois SHPO's written statement, and Illinois SHPO shall have 15 days after IDOT's receipt of the submission to review the new or revised documentation. The field documentation shall be deemed approved unless Illinois SHPO determines in the 15-day period following submission that CDOT has failed to make a good faith effort to comply with Illinois SHPO's requirements, in which case the disagreement will be resolved in accordance with Stipulation VII.
- C. The City and Chicago Park District will not begin construction at the eastern end of the Midway Plaisance until after IDOT receives written concurrence from the Illinois SHPO that the final design for the replacement recreation referred to in Stipulation I.G is consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties, with respect to standards 9 and 10 which address compatible new additions.

#### III. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories, including invited signatories who elect to sign the MOA, to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below.

#### IV. SCHEDULE, MONITORING AND REPORTING

CDOT and the Chicago Park District will endeavor to undertake the Measures specified in Stipulation I above according to the target schedule appended as Attachment C to this MOA.

No later than October of every year, following the execution of this MOA until all stipulations are implemented or the MOA expires or is terminated, FHWA shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA. CDOT will ensure that the annual reports are made available to the public on a City website.

#### V. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, the FHWA shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties and follow the requirements of 36 C.F.R. § Section 800.13(b).

#### VI. COORDINATION WITH OTHER FEDERAL REVIEWS

In the event that another federal agency not initially a party to or subject to this MOA receives an application for funding/license/permit for the undertaking as described in this MOA, that agency may fulfill its Section 106 responsibilities by stating in writing that it concurs with the terms of this MOA and notifying FHWA, Illinois SHPO, ACHP, NPS, USACE, IDOT, CDOT, and Chicago Park District that it intends to do so. Any necessary amendments will be considered in accordance with Stipulation VIII of this MOA.

#### VII. DISPUTE RESOLUTION

- A. Parties to the MOA. Should any signatory, invited signatory or concurring party to this MOA object at any time to any actions proposed or the way the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:
  - 1. Forward all documentation relevant to the dispute, including any timely advice or comments regarding the dispute from the ACHP, signatories, invited signatories and concurring parties, and the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, invited signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
  - 2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories, invited signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

- 3. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.
- B. Non-parties to the MOA. At any time during implementation of the measures stipulated in Stipulation I of this MOA ("Stipulation I measures"), should a member of the public, including any consulting party who is not a signatory, invited signatory or concurring party, raise an objection in writing pertaining to the sufficiency of implementation of Stipulation I measures to any signatory party to this MOA, that signatory party shall immediately notify FHWA. FHWA shall immediately notify the other signatory and invited signatory parties in writing of the objection. Any signatory and invited signatory party may choose to comment in writing on the objection to FHWA. FHWA shall establish a reasonable time frame for this comment period not to exceed 15 days. FHWA shall consider the objection, and in reaching its decision, FHWA will take all comments from the other signatory and invited signatory parties into account. Within 15 days following closure of the comment period, FHWA will render a decision regarding the objection to the implementation of Stipulation I measures and respond to the objecting party. FHWA will promptly notify the other signatory and invited signatory parties of its decision in writing, including a copy of the response to the objecting party. FHWA's decision regarding resolution of the objection will be final. Following issuance of its final decision, FHWA may authorize the Stipulation I measure subject to dispute hereunder to proceed in accordance with the terms of that decision. This section does not apply to Stipulation I(B), which is subject to review by Illinois SHPO under Stipulation II.

#### VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories and invited signatories. The amendment will be effective on the date a copy signed by all the signatories and invited signatories.

#### IX. TERMINATION

If any signatory or invited signatory to this MOA determines that the signatory's responsibilities under the MOA will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory or invited signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing under authorization from FHWA, the NPS, or USACE relating to the undertaking, FHWA must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. FHWA shall notify the signatories and invited signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA, the NPS, USACE, IDOT, the City acting through CDOT, the Chicago Park District, the Illinois SHPO, and the ACHP and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

## REQUIRED SIGNATORY PAGE

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Federal Highway Administration

Arlene K. Kocher

Division Administrator

Division Administrator

## REQUIRED SIGNATORY PAGE

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

11-11-2020 Date

Illinois State Historic Preservation Officer

Colleen Callahan

Director, Illinois Department of Natural Resources, And Illinois State Historic Preservation Officer

## REQUIRED SIGNATORY PAGE

# MEMORANDUM OF AGREEMENT AMONG FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

**Advisory Council on Historic Preservation** 

John M. Jowler	December 17, 2020
John M. Fowler	Date
Executive Director	

## MEMORANDUM OF AGREEMENT AMONG

## FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

#### **National Park Service**

HERBERT Digitally signed by HERBERT FROST Date: 2020.12.14 14:30:36 -06'00'

Herbert C. Frost, Ph.D NPS Regional Director DOI Regions 3,4,5 Date

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

United States Army Corps of Engineers – Chicago District

20 November 2020

COL Paul B. Culberson

Date

District Engineer

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Illinois Department of Transportation

Anthony Quigley

Regional Engineer - Region 1

//- /0 - 2020 Date

## MEMORANDUM OF AGREEMENT AMONG FEDERAL HIGHWAY ADMINISTRATION OF STATE HISTORIC PRESERVATION OF

## ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Chicago Park District

Michael P. Kelly

General Superintendent and CEO

November 17, 2020

Date

Chicago Park District

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

City of Chicago, by and through the Chicago Department of Transportation		
	11/10/2020	
Gia Biagi	Date	
Commissioner		
Chicago Department of Transportation		

## MEMORANDUM OF AGREEMENT **AMONG**

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

1Woodlawn

November 24, 2020 Date Byron Brazier

November 10, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

November 23, 2020

Date

**5th Ward Service Office** 

Alderman Hairston

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

20th Ward Service Office

11/17/20 Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

1/-18-20 Date

The Barack Obama Foundation

## MEMORANDUM OF AGREEMENT

AMONG FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Blacks in Green

Lacu

Naomi Davis

11-15-20

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

**Brown Books and Paint Brushes** 

November 16,200

#### MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Business Leadership Council

Curven Rilay

Avestor Executive Director

11-16-2020

Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

**Chicago Historical Society** 

# MEMORANDUM OF AGREEMENT AMONG FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Chicago Transit Autho	ority		
Marlise Fratinardo	Digitally signed by Marlise Fratinardo DN: cn=Marlise Fratinardo, o, ou, email=mfratinardo@transitchicago.com, c=US Date: 2020.11.20 13:33:57 -06'00'		
Marlise Fratinardo		Date	

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Chicago Urban League

Karen Freeman-Wilson

President and Chief Executive Officer

November 10, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Don Nash Park Advisory Council

Alisa Starks President

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

DuSable Museum

7

10 Nov 2020 Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

<b>Emerald South</b>	
	11/10/2020
Ghian Foreman	Date

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Federal Transit Adn	ninistration		
KELLEY	Digitally signed by KELLEY BROOKINS		
BROOKINS	Date: 2020.11.13 15:41:53 -06'00'		
Kelley Brookins		Date	
Regional Administrat	or		
Federal Transit Admi	nistration, Region V		

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Hyde Park Academy

Antonio Ross

Date

11-19-20

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

**Hyde Park Art Center** 

Kineret Jaffe

November 10, 2020

November 16, 2000

## MEMORANDUM OF AGREEMENT **AMONG**

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Louise McCurry

TRAC President

Date

## MEMORANDUM OF AGREEMENT **AMONG**

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Jackson Park Golf & Community Leadership Council

Al DeBonnett

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

**Jackson Park Highlands Association** 

Russell Pike

President

November 10, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Jackson Park Yacht Club

Name:

Janet Hansen

Commodore

11.10.2020 Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

11-18-20

**KLEO Community Life Center** 

November 10, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

La Rabida Children's Hospital

Brenda Wolf

President and Chief Executive Officer

November 10, 2020

10 November 2020 Date

## MEMORANDUM OF AGREEMENT **AMONG**

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Landmarks Illinois

Bonnie McRonald

Bonnie McDonald

November 19, 2020 Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Metra

James M. Derwinski CEO/Executive Director

M. Derwinski Date

November 10, 2020

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

David Mosena 11.10.2020
Date

**Museum of Science and Industry** 

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

**Museum Shores Yacht Club** 

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

National Association of Colored Women's Clubs (NACWC)

Cassandra Cecelia Guice

Local Federated Club President & National Executive Council Member November 12, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Network of Woodlawn		
Debra Buffington-Adams	11/21/2020	
D-1 D-CC A 1	D-4-	-
Debra Buffington-Adams	Date	

MEMORANDUM OF AGREEMENT **AMONG** 

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

School of the Art Institute of Chicago

Elissa Tenny President

11.23.20 Date

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

South Shore Chamber

November 10, 2020

#### MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

South Shore Historical Society

11/23/20

Candace Clark Date

President

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

South Shore Works		
(avol Vadams)		
Victoria Brady	Date	
CAROLL Adams		

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

South Shore YMCA	
Chrisik Ledet	11/15/20
Cherese R. Ledet	Date
South Side YMCA	

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Southern Shores Yacht Club

Dwayne Digby

Date

## MEMORANDUM OF AGREEMENT AMONG

# FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

Southside Neighbors for Hope (SSN4H)		
Ci I. Ade_	11/10/2020	
Erin Adams	Date	

# MEMORANDUM OF AGREEMENT AMONG FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION

REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

November 20, 2020
Date

**University of Chicago** 

Susan S. Sher

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Vista Garage Building Cooperative

Kay Poyner Brown

November 10, 2020

V/ Evenber 23, 2020

## MEMORANDUM OF AGREEMENT AMONG

FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING PROJECTS IN JACKSON PARK
IN CHICAGO, COOK COUNTY, ILLINOIS

Washington Park Advisory Council

| Cocilia Butler | Date

## MEMORANDUM OF AGREEMENT **AMONG**

FEDERAL HIGHWAY ADMINISTRATION ILLINOIS STATE HISTORIC PRESERVATION OFFICER ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING PROJECTS IN JACKSON PARK IN CHICAGO, COOK COUNTY, ILLINOIS

**Independent Consulting Party** 

Mary Anton

November 10, 2020