

# 5<sup>th</sup> Ward Community Meeting

Updates from CDOT on  
Proposed Transportation Changes in  
Support of the Obama Presidential Center

May 7th, 2018



# Proposed Roadway Closures

Cornell Drive  
from 59<sup>th</sup> Street  
to Hayes Drive

Marquette Drive  
from Stony Island Avenue  
to Richards Drive

South Midway Plaisance  
from Stony Island Avenue  
to Cornell Drive

Northbound Cornell  
Drive from 67<sup>th</sup> Street  
to 65<sup>th</sup> Street





# Improvement Overview

Widen 59th Street Inlet Bridge

Improve intersection

Improve LSD, Hayes & intersections to accommodate diverted traffic and provide underpasses and signals to cross Hayes

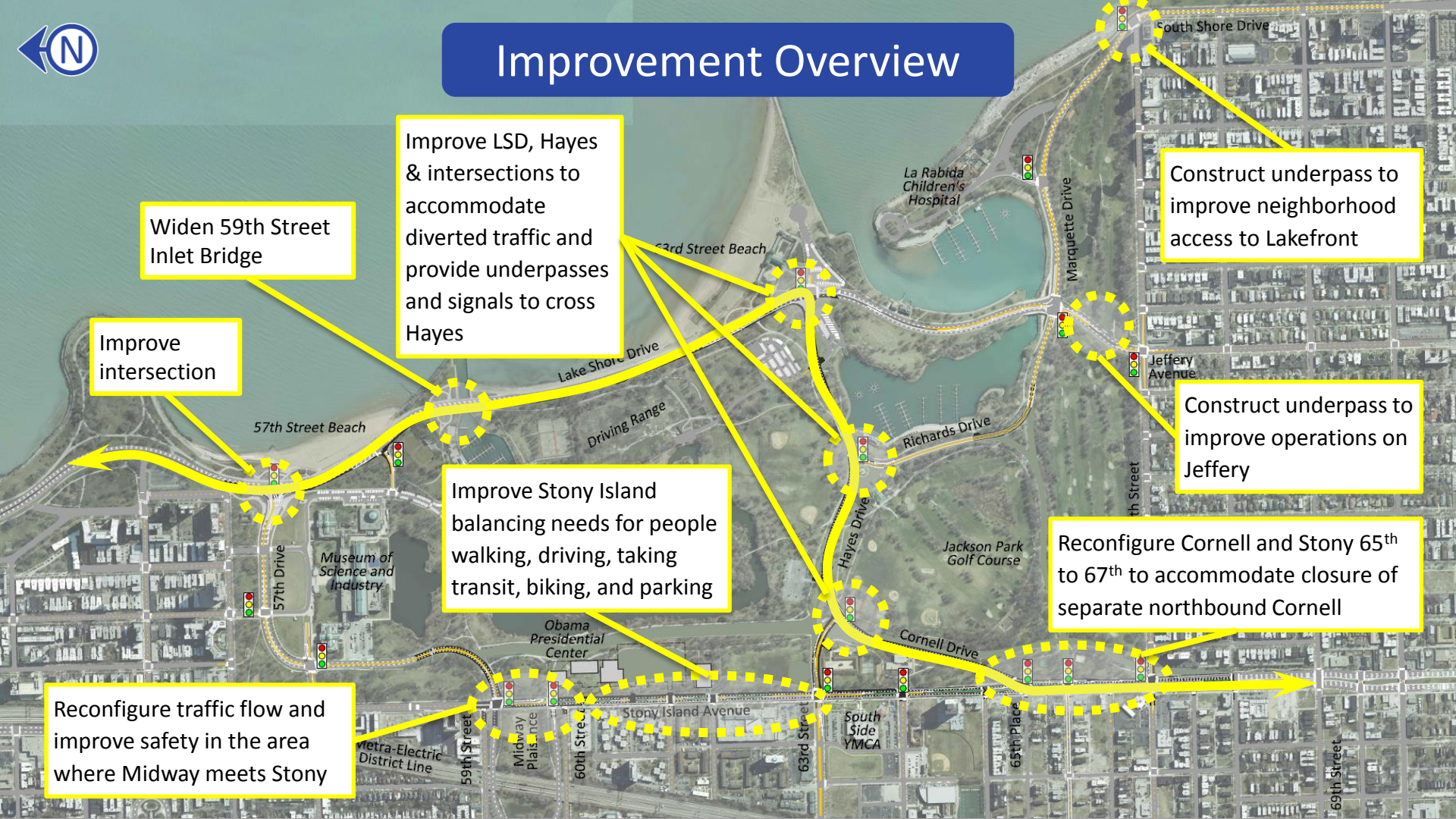
Improve Stony Island balancing needs for people walking, driving, taking transit, biking, and parking

Reconfigure traffic flow and improve safety in the area where Midway meets Stony

Construct underpass to improve neighborhood access to Lakefront

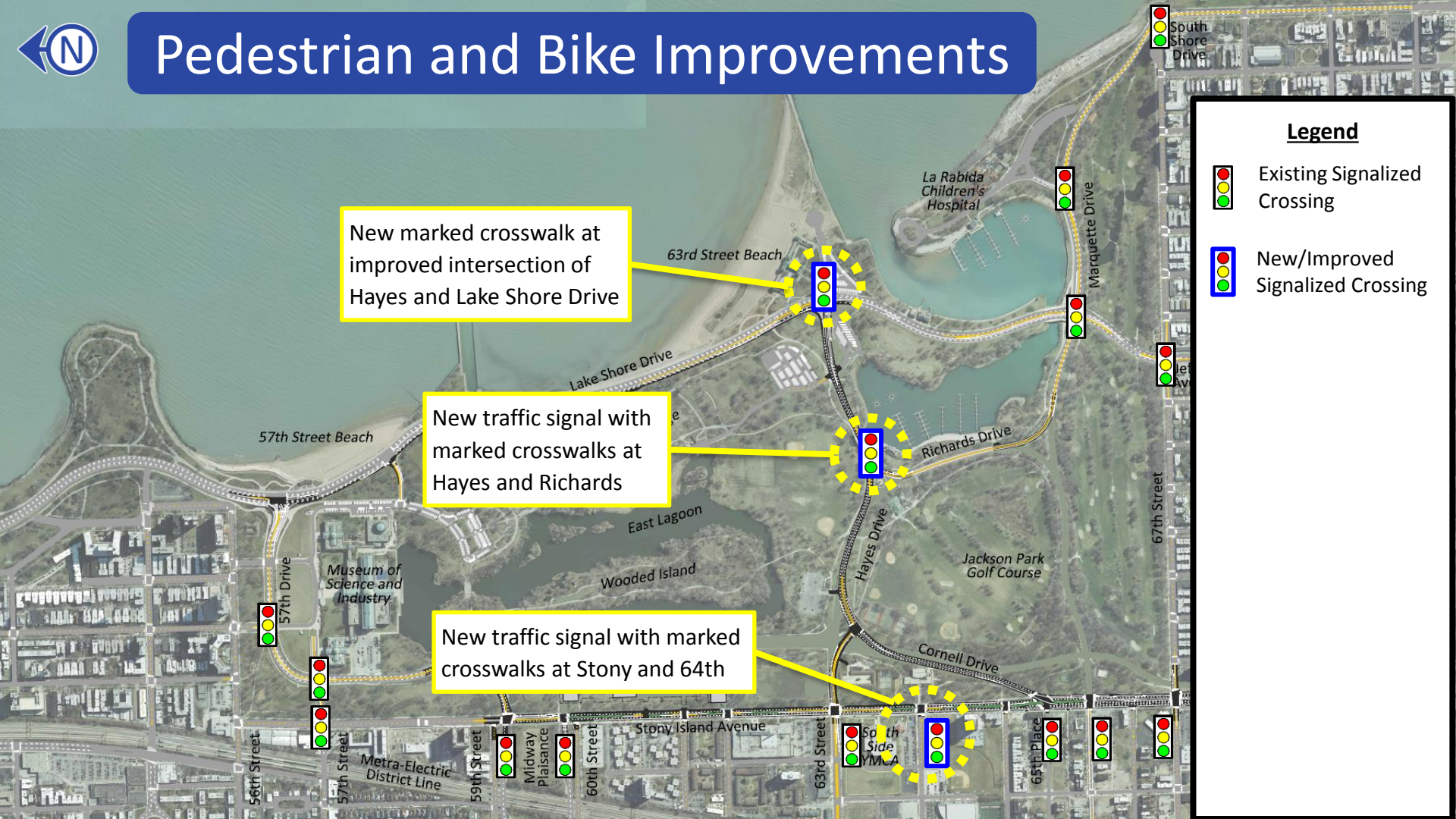
Construct underpass to improve operations on Jeffery

Reconfigure Cornell and Stony 65<sup>th</sup> to 67<sup>th</sup> to accommodate closure of separate northbound Cornell





# Pedestrian and Bike Improvements



New marked crosswalk at improved intersection of Hayes and Lake Shore Drive

New traffic signal with marked crosswalks at Hayes and Richards

New traffic signal with marked crosswalks at Stony and 64th

### Legend

- Existing Signalized Crossing
- New/Improved Signalized Crossing



# Pedestrian and Bike Improvements

Example Pedestrian Refuge Island



Example Curb Extensions

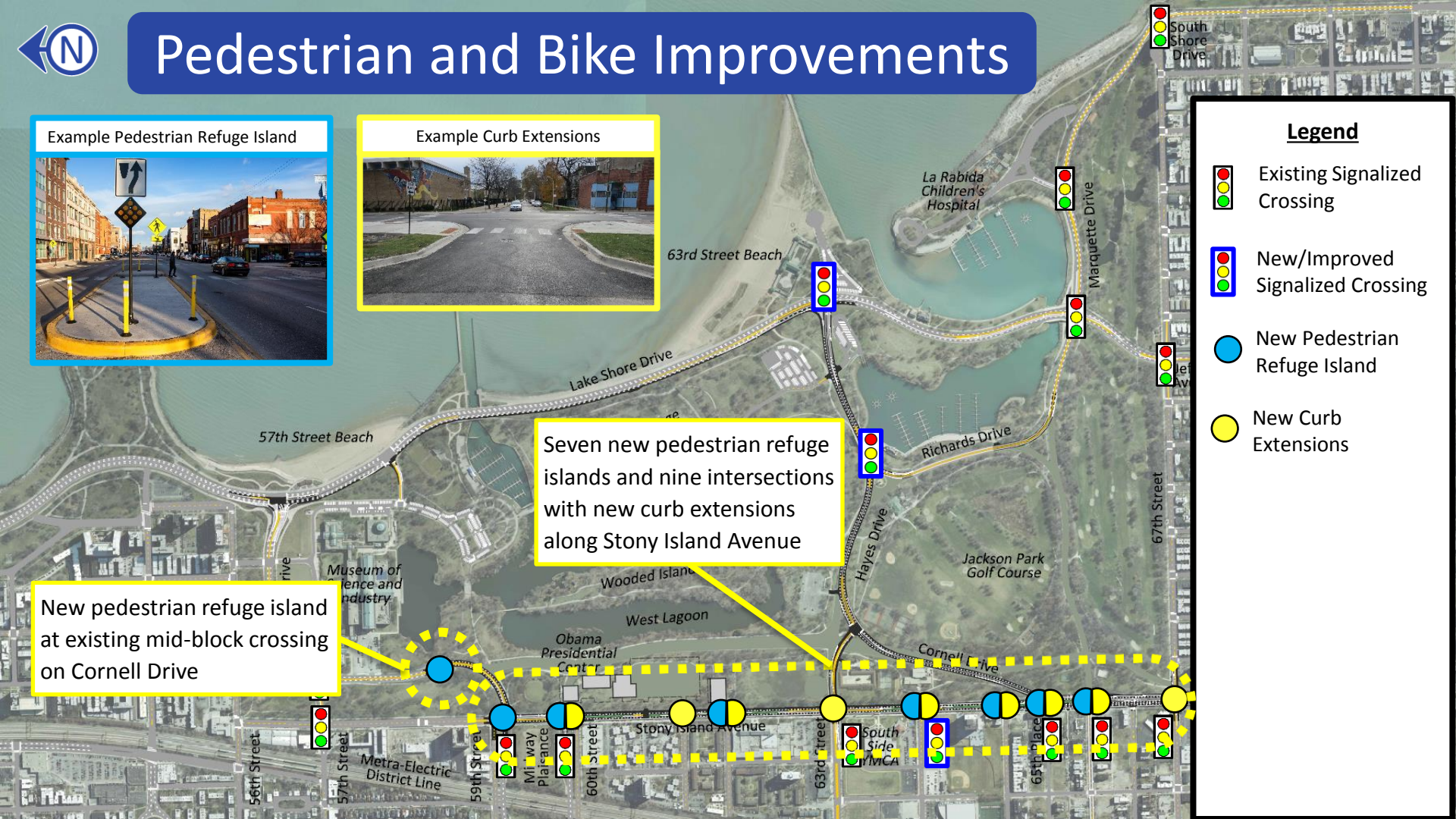


**Legend**

- Existing Signalized Crossing
- New/Improved Signalized Crossing
- New Pedestrian Refuge Island
- New Curb Extensions

New pedestrian refuge island at existing mid-block crossing on Cornell Drive

Seven new pedestrian refuge islands and nine intersections with new curb extensions along Stony Island Avenue





# Pedestrian and Bike Improvements

Example Pedestrian Underpass

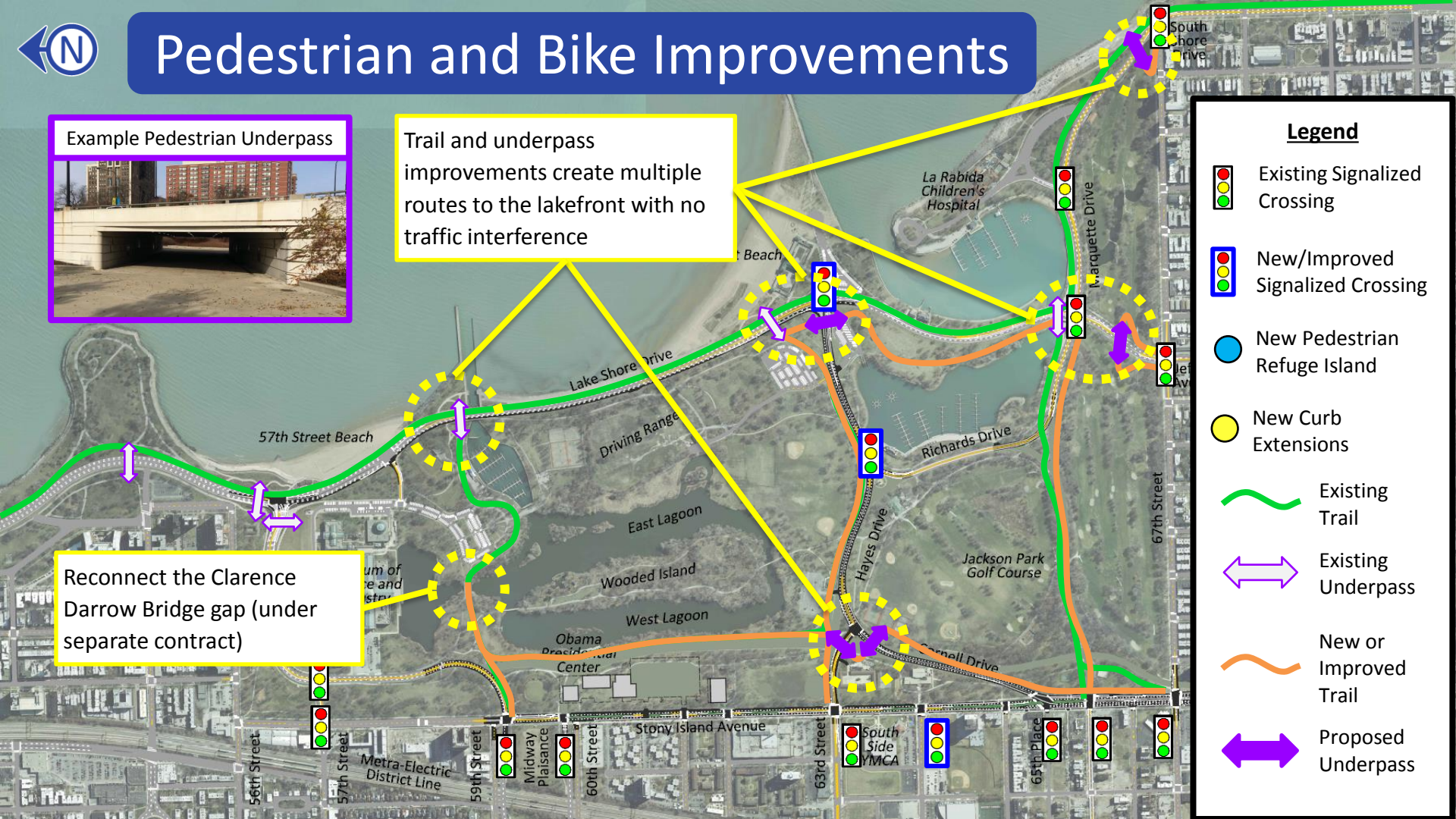


Trail and underpass improvements create multiple routes to the lakefront with no traffic interference

Reconnect the Clarence Darrow Bridge gap (under separate contract)

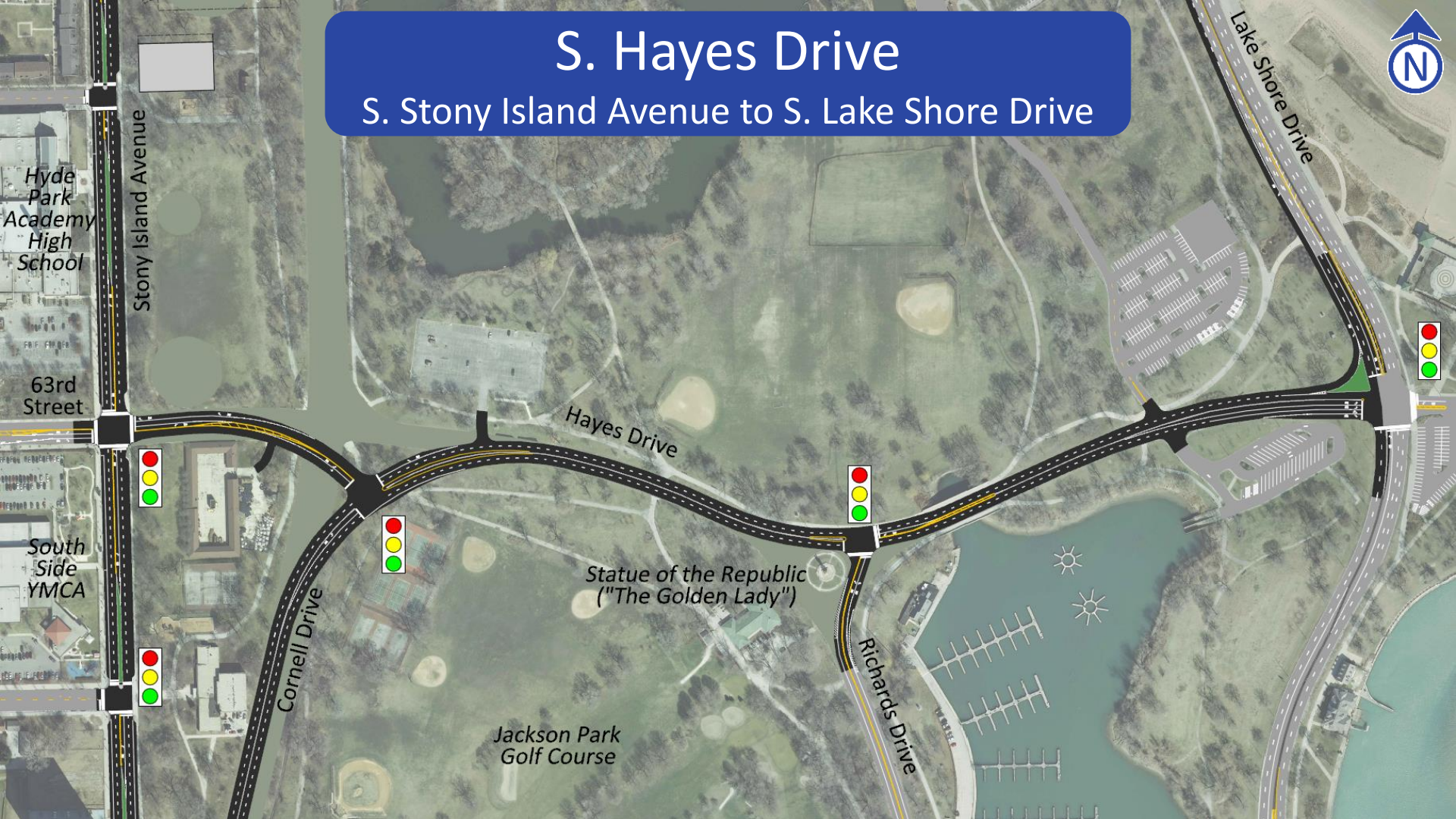
**Legend**

- Existing Signalized Crossing
- New/Improved Signalized Crossing
- New Pedestrian Refuge Island
- New Curb Extensions
- Existing Trail
- Existing Underpass
- New or Improved Trail
- Proposed Underpass



# S. Hayes Drive

S. Stony Island Avenue to S. Lake Shore Drive



Hyde Park  
Park Academy  
High School

63rd  
Street

South  
Side  
YMCA

Stony Island Avenue

Cornell Drive

Hayes Drive

Statue of the Republic  
("The Golden Lady")

Jackson Park  
Golf Course

Richards Drive

Lake Shore Drive

# Contracting

- Planning work led by a 50/50 joint venture with a local African American-owned engineering firm; 60% M/WBE
- Construction contracts will include aggressive goals
  - State and local funds: exceed 26% MBE and 6% WBE
  - Federal funds: exceed State's goals of 22.7% DBE
- Host community-based networking for primes and local subs
- Support for local subcontractors to achieve M/W/DBE certification
- Mandatory construction pre-bid meetings for primes



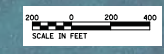
# Workforce

- Proposed workforce requirements, dependent on funding sources
  - State and local funds: 50% of total hours worked by persons on the construction site to be performed by city residents, and at least 15% by project-area residents
  - Federal funds: at least 20% of individuals hired from socioeconomically disadvantaged areas as defined by census tract
- Chicago Cook Workforce Partnership to assist with referrals to training and job placement opportunities
  - Establish an intake center within the 5th Ward
  - Resource and opportunity fairs to reach potential applicants
- Require prime contractor(s) to host multiple hiring events
- Coordination with the Obama Foundation to maximize opportunities
- Active monitoring of contractor compliance; failures penalized

For more information  
please visit:

[www.cityofchicago.org/opc](http://www.cityofchicago.org/opc)

# Jackson Park Existing Conditions Street Network



Washington Lagoon  
Bynum Island

The University of Chicago

Museum of Science and Industry

Jackson Park Golf Course

Jackson Park Inner Harbor

Jackson Park Outer Harbor

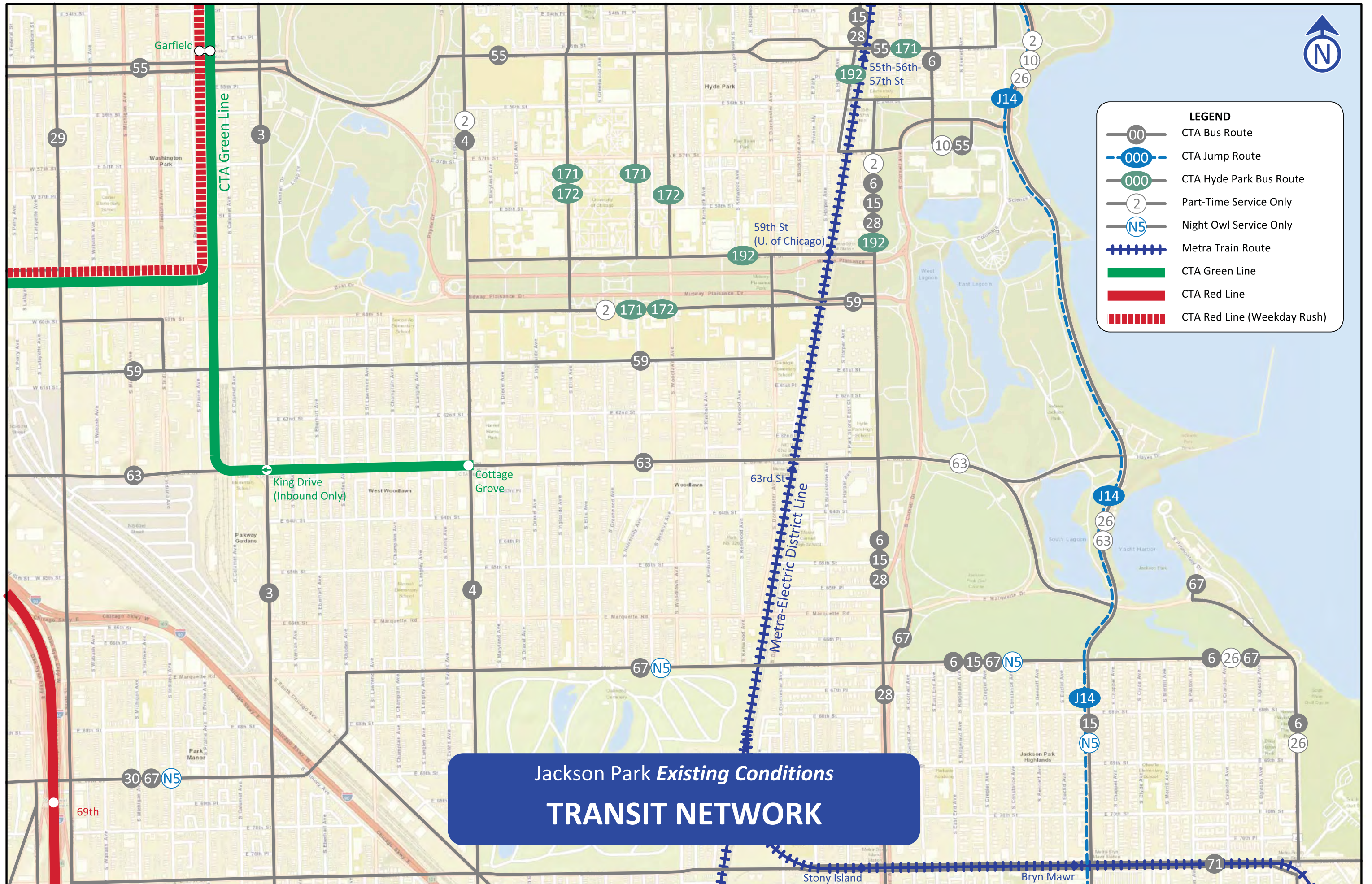
Oak Woods Cemetery

Chicago Skyway

Norfolk Southern Railroad



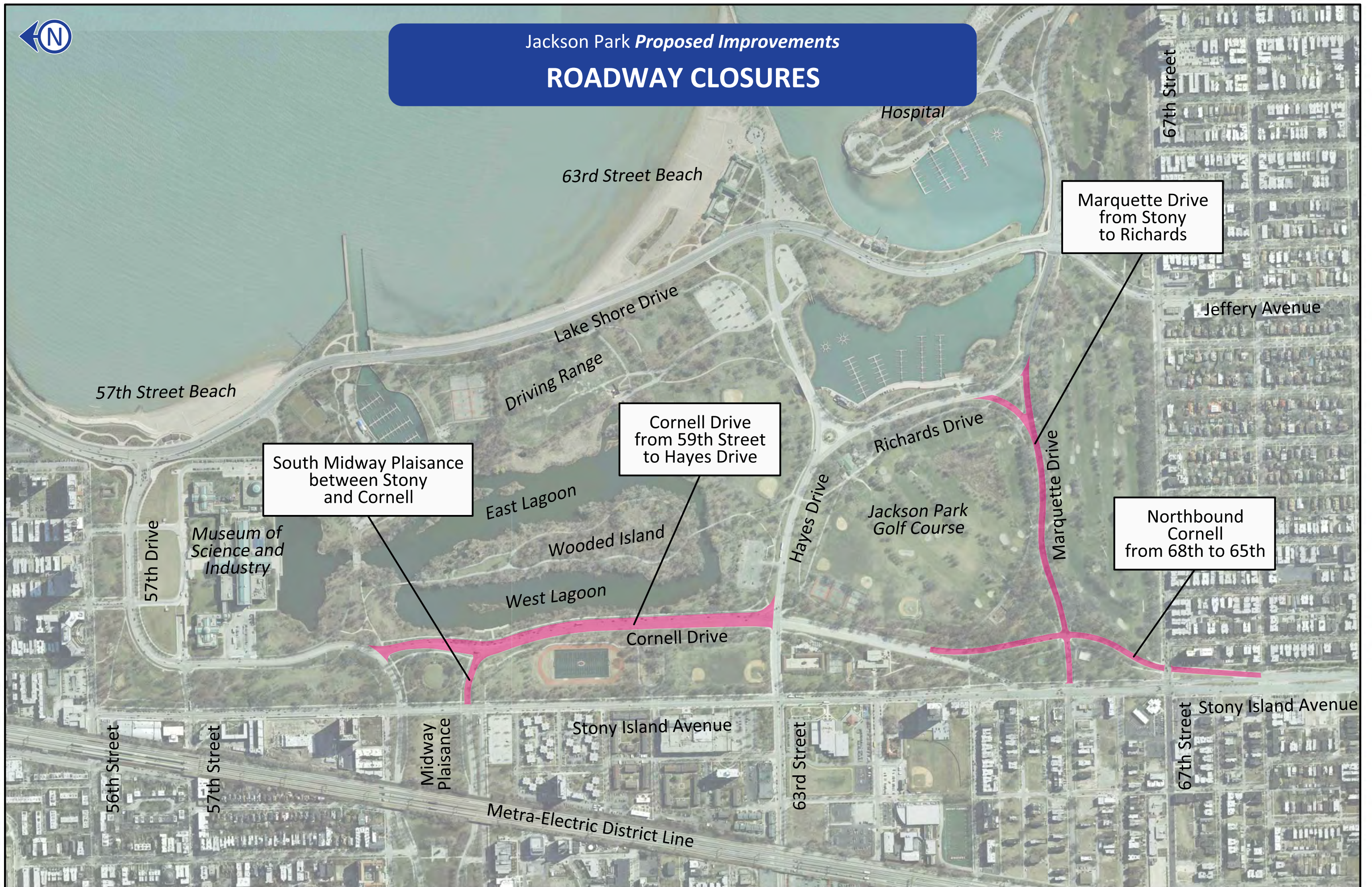






Jackson Park *Proposed Improvements*

# ROADWAY CLOSURES



South Midway Plaisance  
between Stony  
and Cornell

Cornell Drive  
from 59th Street  
to Hayes Drive

Marquette Drive  
from Stony  
to Richards

Northbound  
Cornell  
from 68th to 65th



**Jackson Park *Proposed Conditions***  
**IMPROVEMENT OVERVIEW**













0 300 600 900  
SCALE IN FEET

# Jackson Park *Proposed Conditions* PEDESTRIAN AND BIKE IMPROVEMENTS

## Legend

-  Existing Signalized Crossing
-  New/Improved Signalized Crossing
-  New Pedestrian Refuge Island
-  New Curb Extensions
-  Existing Underpass
-  Existing Trail
-  New Underpass
-  New/Improved Trail

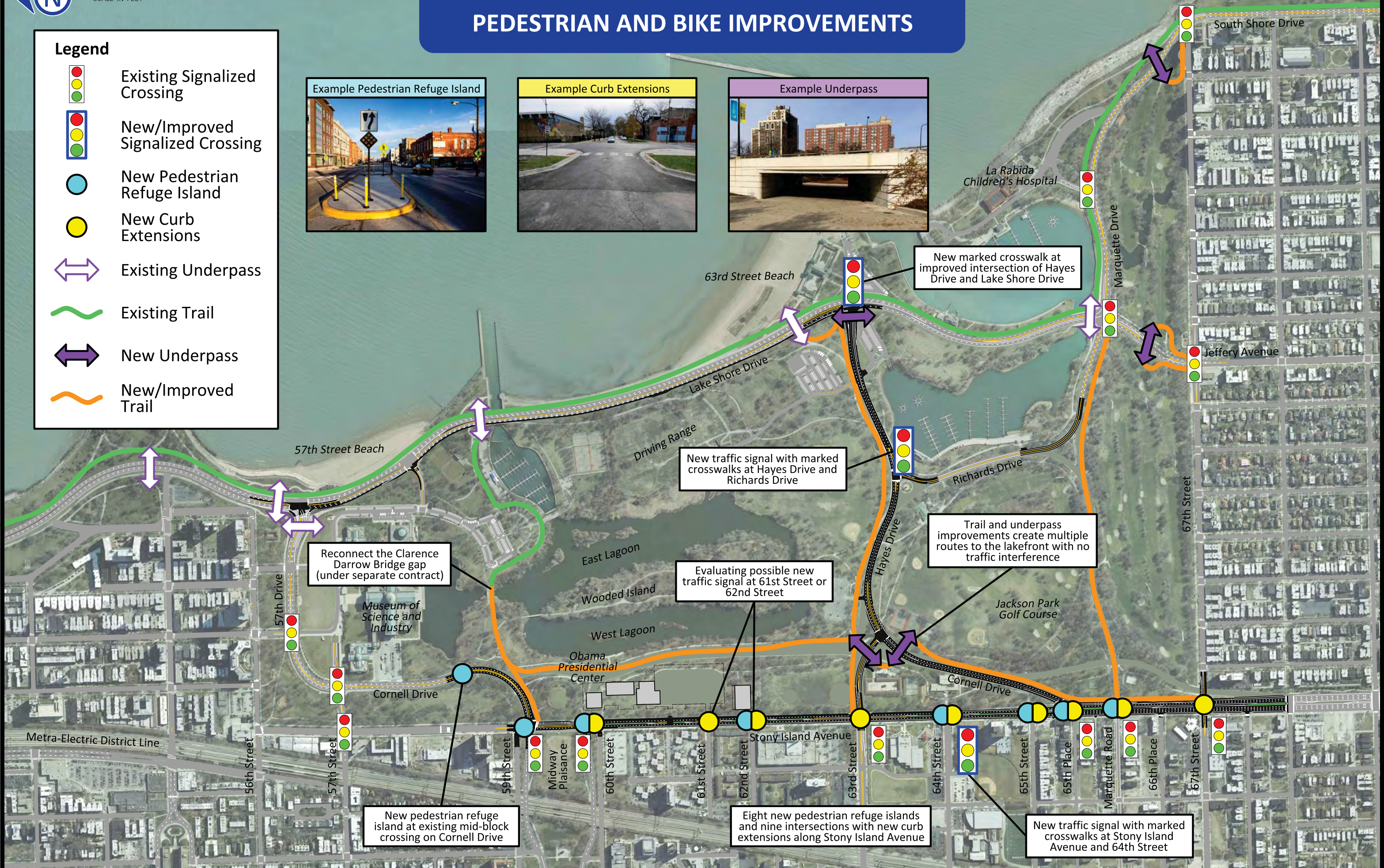
Example Pedestrian Refuge Island



Example Curb Extensions



Example Underpass



Reconnect the Clarence Darrow Bridge gap (under separate contract)

New pedestrian refuge island at existing mid-block crossing on Cornell Drive

Evaluating possible new traffic signal at 61st Street or 62nd Street

Eight new pedestrian refuge islands and nine intersections with new curb extensions along Stony Island Avenue

Trail and underpass improvements create multiple routes to the lakefront with no traffic interference

New marked crosswalk at improved intersection of Hayes Drive and Lake Shore Drive

New traffic signal with marked crosswalks at Hayes Drive and Richards Drive

New traffic signal with marked crosswalks at Stony Island Avenue and 64th Street

La Rabida Children's Hospital

63rd Street Beach

57th Street Beach

Driving Range

East Lagoon

Wooded Island

West Lagoon

Obama Presidential Center

Jackson Park Golf Course

South Shore Drive

Marquette Drive

Jeffery Avenue

67th Street

Richards Drive

Hayes Drive

Cornell Drive

Metra-Electric District Line

56th Street

57th Street

59th Street

Midway Plaisance

60th Street

61st Street

62nd Street

Stony Island Avenue

63rd Street

64th Street

65th Street

65th Place

Marquette Road

66th Place

67th Street

0 300 600 900

SCALE IN FEET

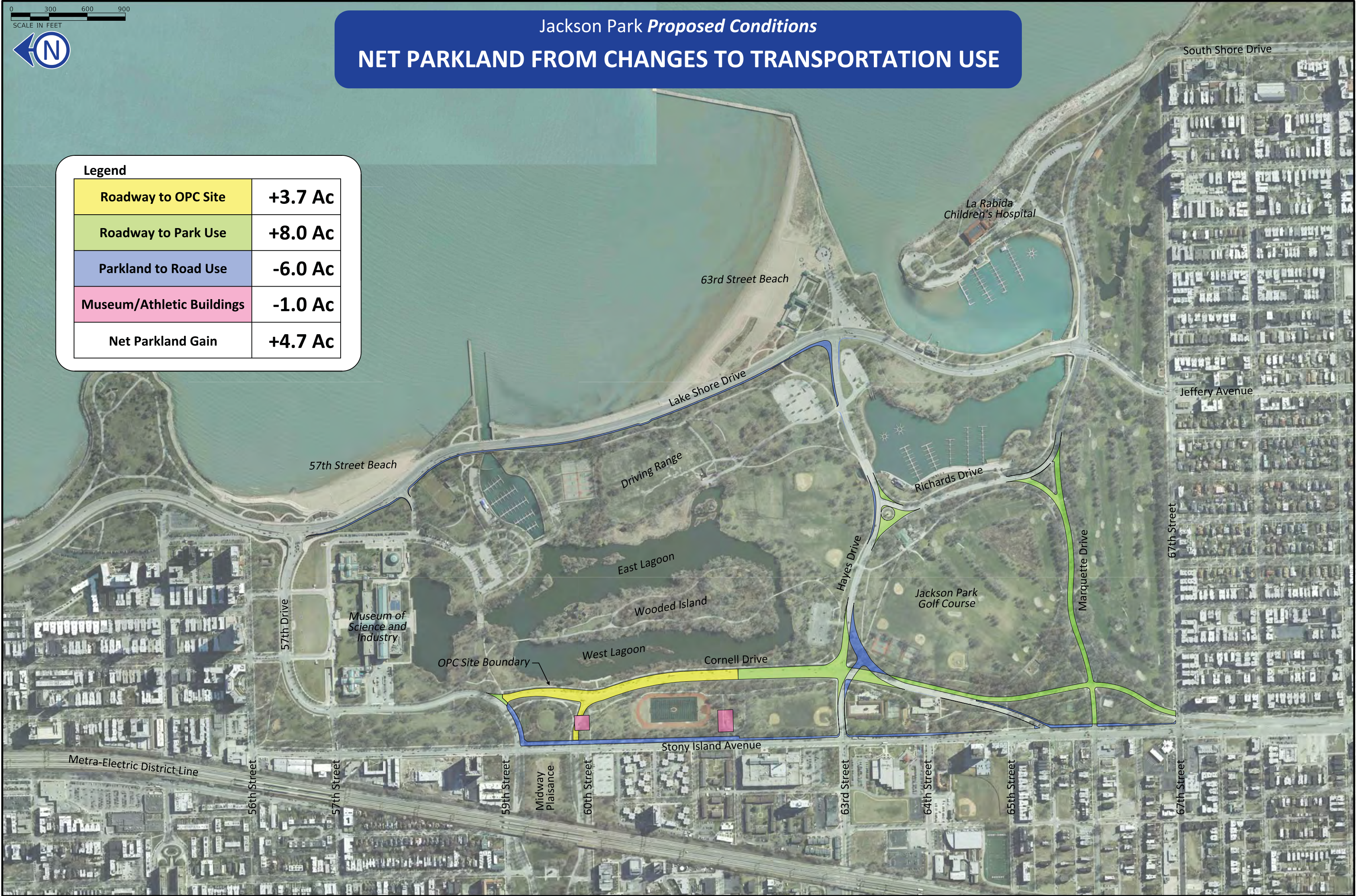


# Jackson Park *Proposed Conditions*

## NET PARKLAND FROM CHANGES TO TRANSPORTATION USE

### Legend

Roadway to OPC Site	<b>+3.7 Ac</b>
Roadway to Park Use	<b>+8.0 Ac</b>
Parkland to Road Use	<b>-6.0 Ac</b>
Museum/Athletic Buildings	<b>-1.0 Ac</b>
<b>Net Parkland Gain</b>	<b>+4.7 Ac</b>



Jackson Park *Proposed Conditions*  
**PROJECTED TRAFFIC REDISTRIBUTION  
 OF CORNELL DRIVE FROM 63<sup>RD</sup> TO 60<sup>TH</sup>**

Roadway Traffic Projections	Dan Ryan Expressway	State Street	Dr. MLK Jr. Drive	Cottage Grove Avenue	Woodlawn Avenue	Stony Island Avenue	Cornell Drive	Lake Shore Drive
2016 Existing ADT	314,600	4,300	11,100	18,400	3,500	13,800	27,000	46,300
2040 Projected ADT with Improvements	318,100	4,800	11,800	19,600	4,200	19,200	0	60,900

Maximum Capacity with Improvements	-	18,000	12,400	25,000	10,000	30,000	-	65,000
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ADT = Average Daily Traffic

Transit Ridership Projections	CTA Red Line	Metra Electric District Line
2016 Existing Trips per Day	137,500	122,400
2040 Projected Trips per Day	151,500	118,600

Note: ADT and Transit Ridership projections and redistributions are the result of modeling performed by the Chicago Metropolitan Agency for Planning (CMAP). CMAP modeling incorporates regional population, transportation, and land use trends to develop baseline traffic data for comparison.

Jackson Park *Proposed Conditions*

## PROJECTED TRAFFIC REDISTRIBUTION OF MARQUETTE DRIVE FROM STONY ISLAND TO RICHARDS

Roadway Traffic Projections	Marquette Drive	67th Street	63rd Street/Hayes Drive
2016 Existing ADT	4,100	6,700	12,600
2040 Projected ADT with Improvements	0	8,700	15,400
Maximum Capacity with Improvements	0	10,000	25,000

ADT = Average Daily Traffic

Note: ADT projections and redistributions are the result of modeling performed by the Chicago Metropolitan Agency for Planning (CMAP). CMAP modeling incorporates regional population, transportation, and land use trends to develop baseline traffic data for comparison.



# Jackson Park *Proposed Conditions*


## RUSH HOUR TRAVEL TIMES




**Northbound**  
**67th/Stony to 57th/LSD**  
 Morning: 1.4 minutes faster  
 Evening: 1.5 minutes slower

**Southbound**  
**57th/LSD to 67th/Stony**  
 Morning: 0.4 minutes faster  
 Evening: 0.9 minutes slower

**LEGEND**

 Existing Travel Route


 Future Travel Route




**Northbound**  
**67th/Stony to 56th/Stony**  
 Morning: 1.3 minutes faster  
 Evening: 0.3 minutes faster

**Southbound**  
**56th/Stony to 67th/Stony**  
 Morning: 0.5 minutes faster  
 Evening: 2.0 minutes faster

**LEGEND**

 Existing Travel Route

 Future Travel Route



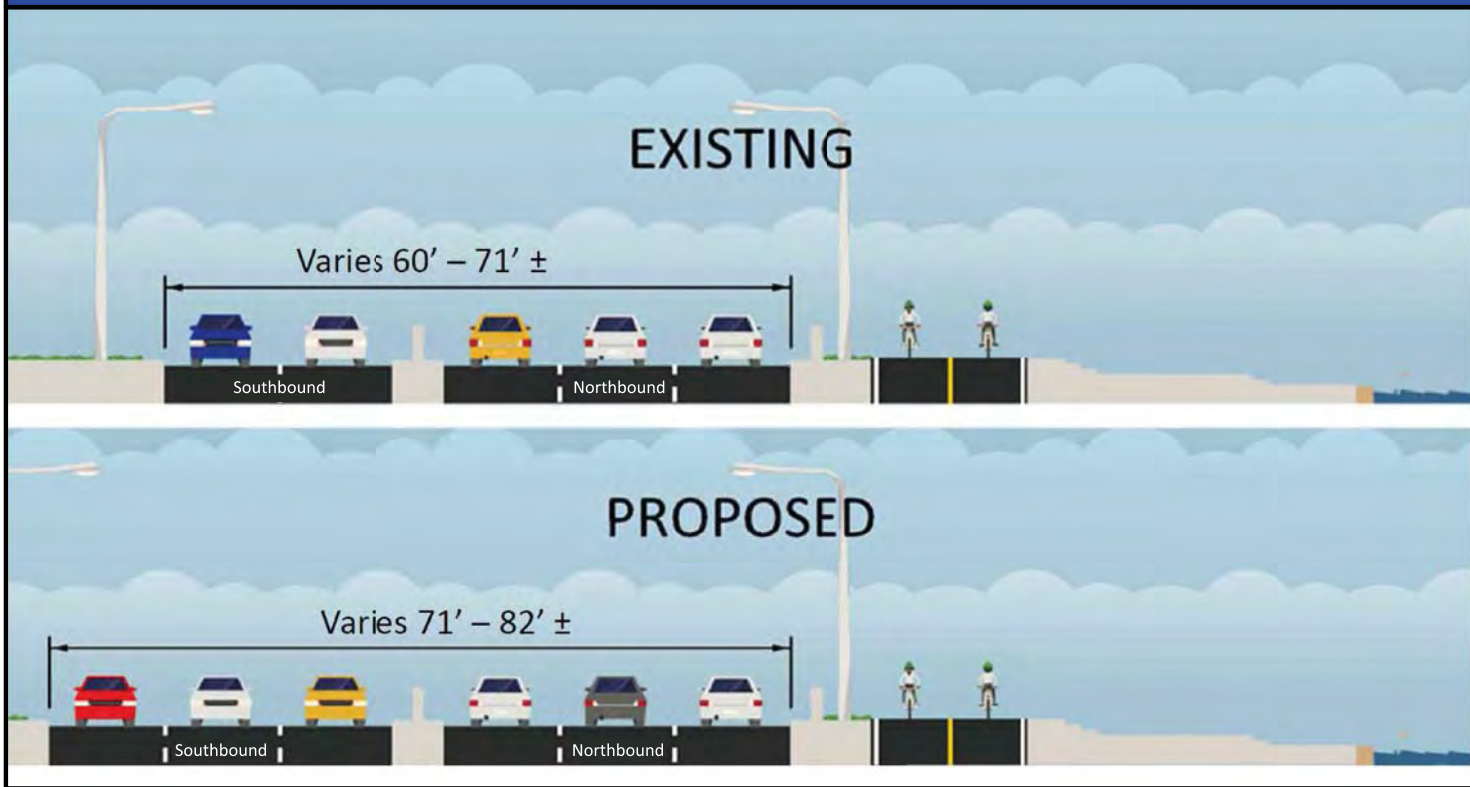
# Jackson Park *Proposed Conditions*

## RUSH HOUR TRAVEL TIMES

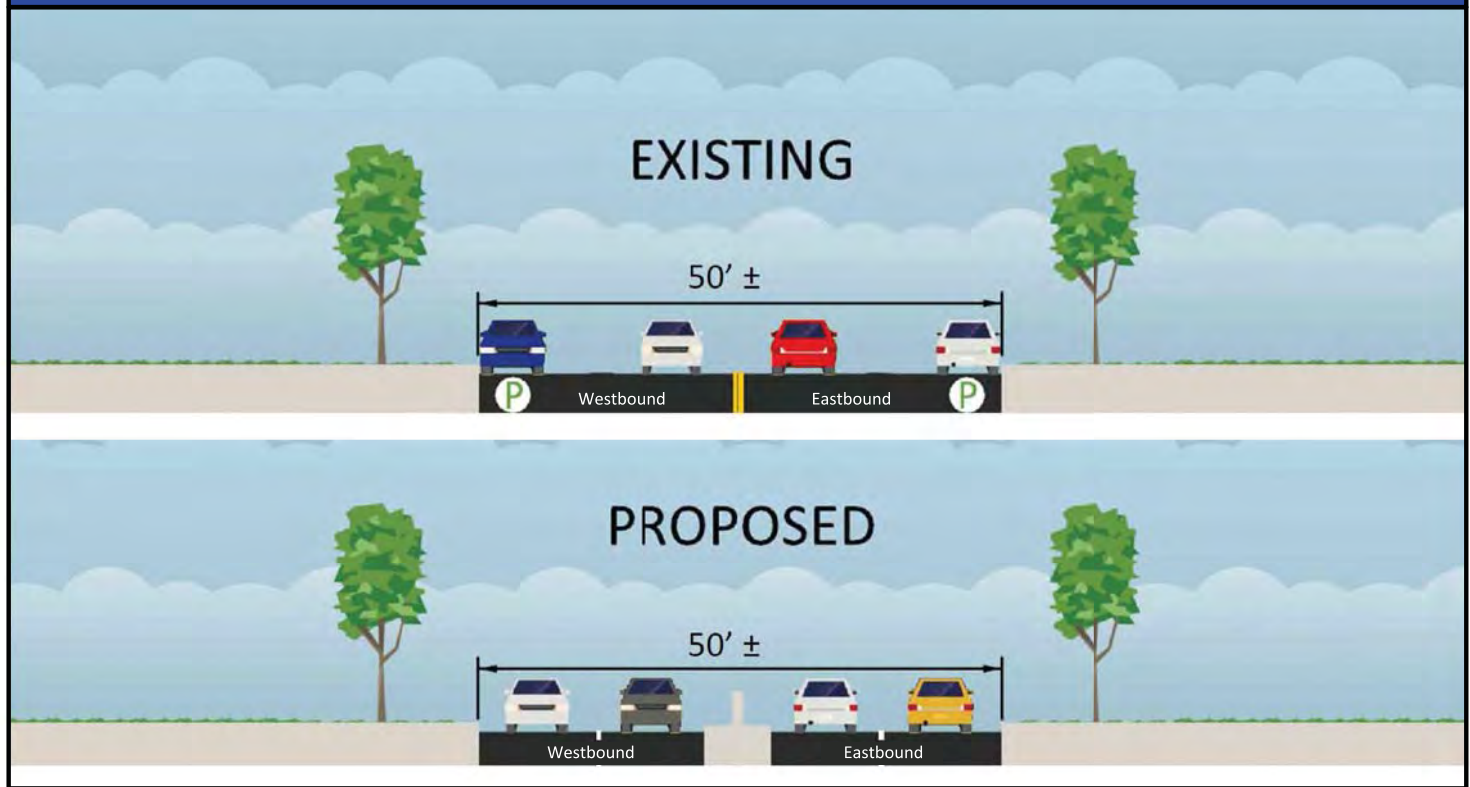


Jackson Park *Proposed Conditions*  
**TYPICAL CROSS SECTIONS**

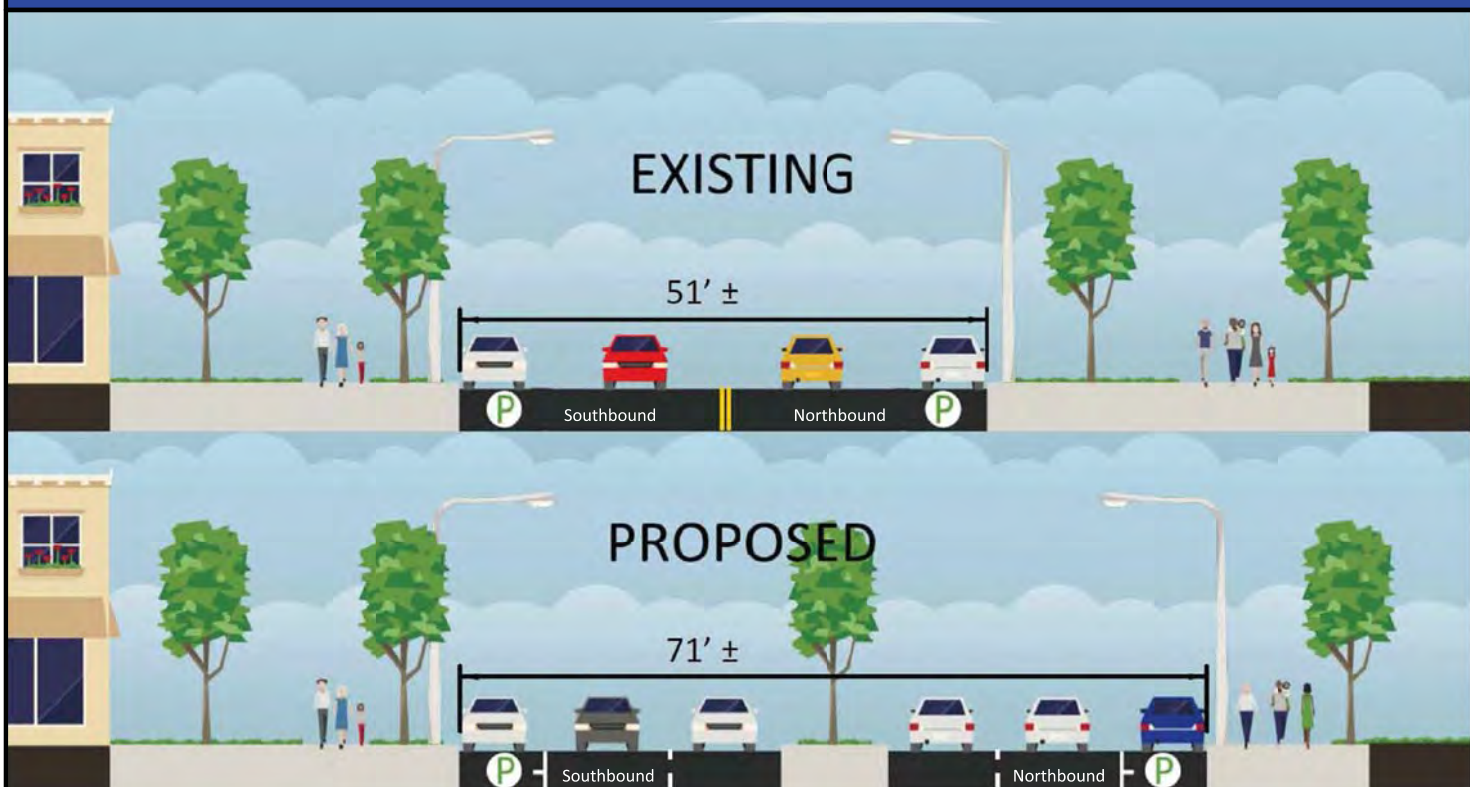
**Lake Shore Drive - 57th Drive to Hayes Drive**



**Hayes Drive - Stony Island Avenue to Lake Shore Drive**



**Stony Island Avenue - 60th Street to 63rd Street**



**Stony Island Avenue - 63rd Street to 67th Street**

