



North Lake Shore Drive Phase I Study Montrose-Wilson-Lawrence Corridor Community Meeting #3 September 26, 2019

Welcome





Tonight's Agenda

NLSD Project Background and Status

MWL Community Meetings #1 and #2 Recap

MWL Initial Alternatives Evaluation

MWL Finalist Alternatives Evaluation

Recommended Top Performing Alternative

Q&A/Next Steps

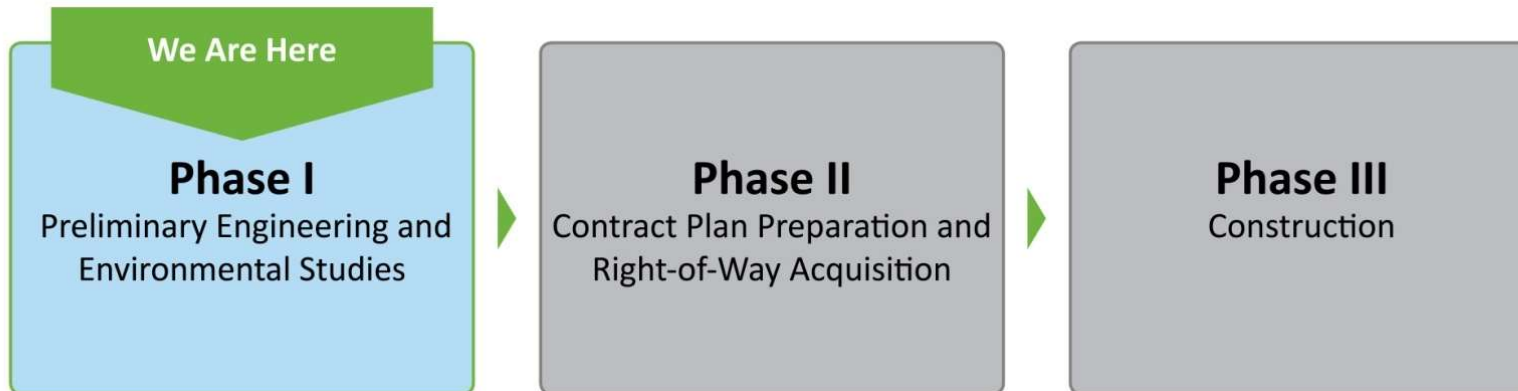


Project Description

- Study area
 - Grand Avenue to Hollywood Avenue
 - 11 neighborhoods, 6 wards
 - 24 bridges and tunnels
 - 12 cross-road junctions
- Infrastructure is over 80 years old and in need of reconstruction



NLSD Study Overview



- ✓ Phase I Study anticipated completion: 2021
- ✓ Phase II and Phase III are not funded
- ✓ Project Purpose: improve safety, mobility, access, condition/design
- ✓ Alternatives Evaluation: Context Tailored Treatments (CTT), Transitways, and Managed Lanes (ongoing)
- ✓ Shoreline, Lakefront Trail improvements

For more information:

<http://northlakeshoredrive.org>





MWL Coordination Process

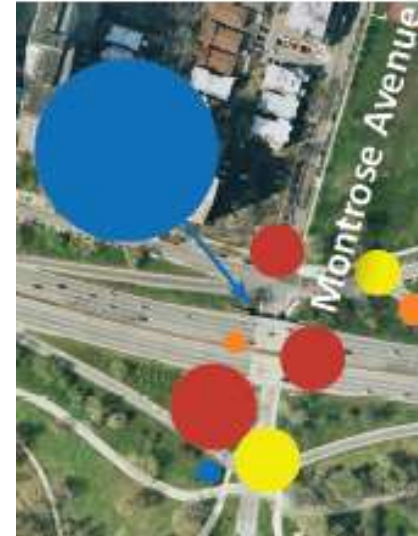
- Parallels overall NLSD study process
 - Supplements past coordination efforts
 - Compatible with overall NLSD alternatives
-
- Meeting #1 (October 17, 2018)
 - Existing conditions review and workshop
 - Meeting #2 (January 24, 2019)
 - Alternatives evaluation, finalist alternatives workshop
 - Meeting #3 (September 26, 2019)
 - Top performing alternative



MWL Corridor Community Meetings #1 and #2

Meeting #1 held October 17, 2018

- 41 attendees
- Existing conditions review
- Needs assessment workshop



Meeting #2 held January 24, 2019

- 61 attendees
- Initial alternatives evaluation
- Finalist alternatives identification
- Finalist alternatives workshop



MWL Corridor Community Meetings #1 and #2

Stakeholder Comment Summary

- Support for improving **safety** and **mobility** for all transportation modes
 - Bike/pedestrian safety
 - Montrose Ave ramp congestion
 - Dedicated transit lanes
- Support for improved park, transit and community **access**
 - Bike/Pedestrian and Transit access to the park
 - Outer Drive ramp design
- Support for additional **green space**, improved aesthetics
- Suggestions for **evaluation criteria**





Montrose-Wilson-Lawrence Corridor Initial Alternatives



Initial Alternatives Evaluation Process

12 MWL Alternatives, organized into 3 groups

4 alternatives in each group

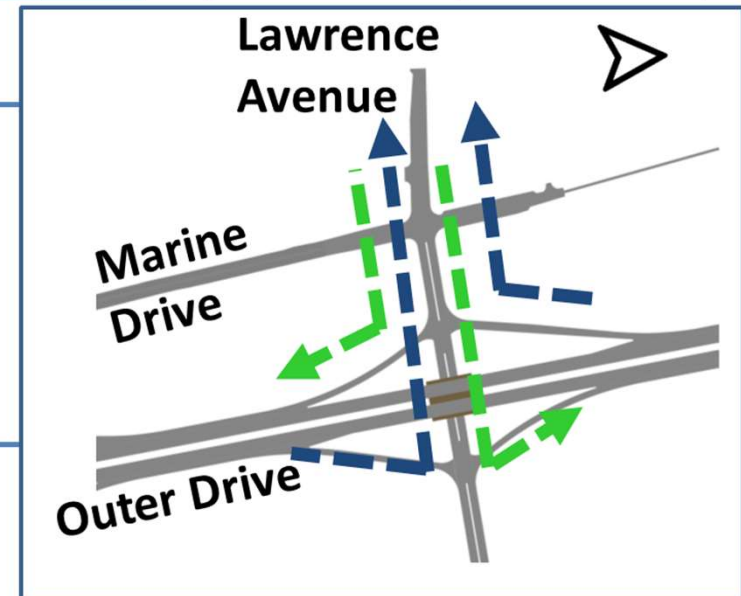
- Group A (11 – 12 movements)
- Group B (10 movements)
- Group C (8 movements)

12 Initial MWL Alternatives		
Group A	Group B	Group C
A-1 	B-1 	C-1
A-2 	B-2 	C-2
A-3 	B-3 	C-3
A-4 	B-4 	C-4

A “movement” is an access route to or from the Outer Drive

12 Existing movements in MWL section

- Example: 4 movements at Lawrence Avenue



Information Presented at Community Meeting #2

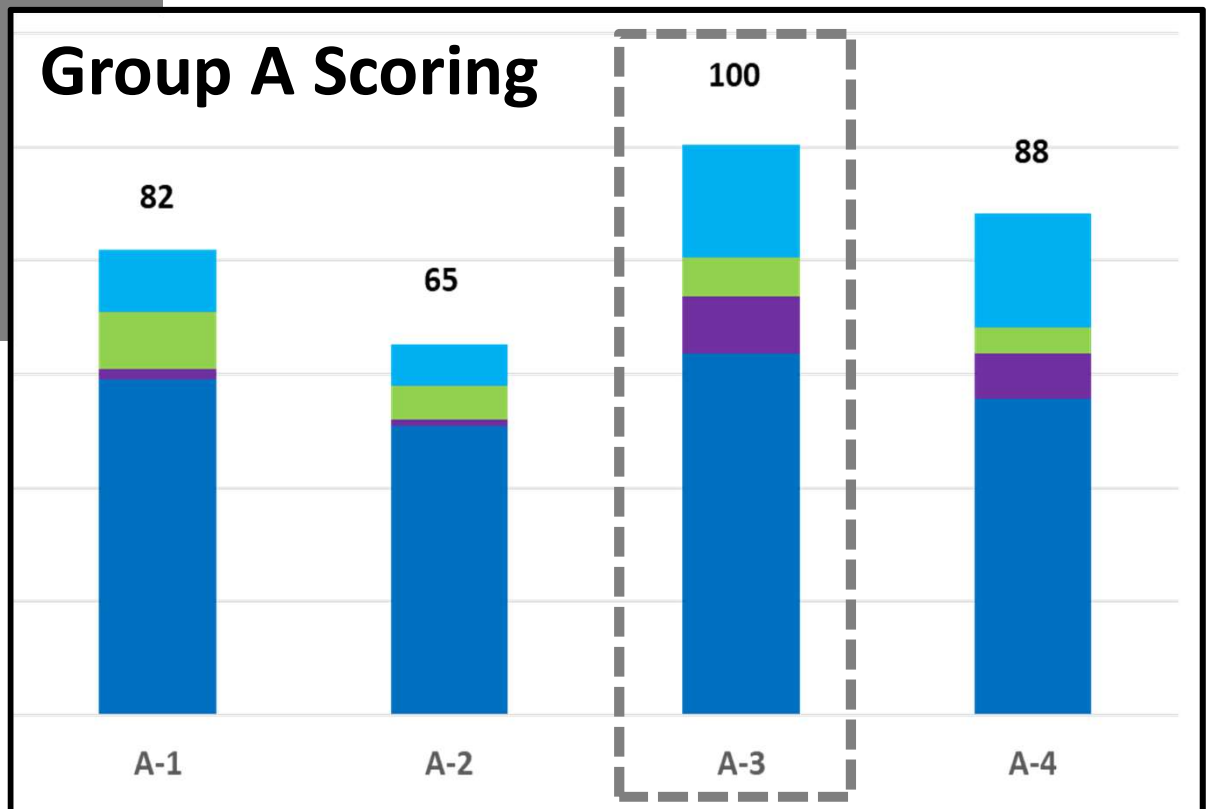


Initial Alternatives Evaluation Process

Top Performing Alternatives from Groups A, B, and C determined through scoring
★ 4 Finalist Alternatives identified ★

Initial Evaluation Criteria

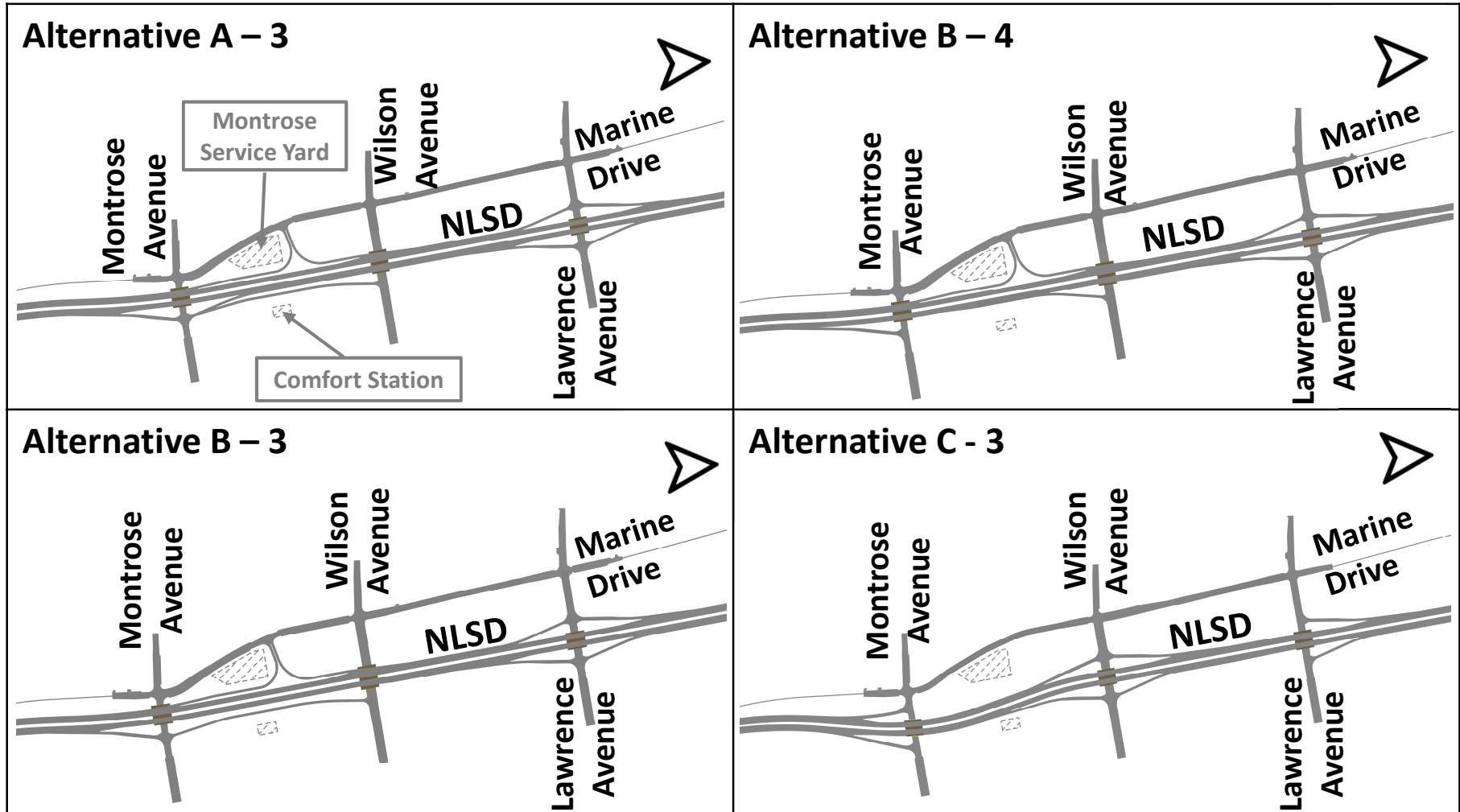
- Mobility
- Safety
- Park Access
- Green Space



Information Presented at Community Meeting #2



MWL Finalist Alternatives



Information Presented at Community Meeting #2



Finalist Evaluation Criteria

12 Initial Alternatives

Safety	<ul style="list-style-type: none">• Predicted crash frequency and severity (Outer Drive)• Emergency vehicle travel times from NLSD
Mobility	<ul style="list-style-type: none">• Intersection Level of Service (local system)• Delay (overall MWL system)
Park Access	<ul style="list-style-type: none">• Number of east-west conflict points (bike/ped)
Green Space	<ul style="list-style-type: none">• Net change in green space



Information Presented at Community Meeting #2



Finalist Evaluation Criteria

4 Finalist Alternatives

Safety	<ul style="list-style-type: none"> • Predicted crash frequency and severity (Outer Drive) • Emergency vehicle travel times from NLSD, to NLSD*
Mobility	<ul style="list-style-type: none"> • Intersection Level of Service (local system) • Delay (overall MWL system) • Transit travel times* • Daily traffic redistribution*
Park Access	<ul style="list-style-type: none"> • Number of east-west conflict points (bike/ped) • Number of Park exit points (auto)* • Parking*
Green Space	<ul style="list-style-type: none"> • Net change in green space • Net change in green space east of the Outer Drive*
Cost/Constructability*	<ul style="list-style-type: none"> • Cost in 2019 \$\$/relative ease of construction*

*Criteria added for Finalist Alternatives Evaluation based upon additional stakeholder input



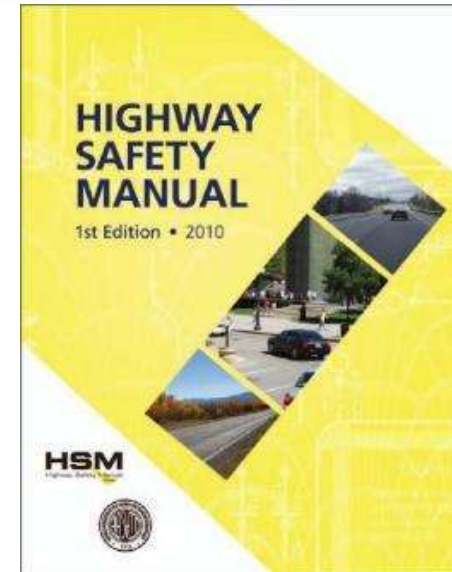
Safety Evaluation

Highway Safety Manual

- Quantitative analysis tool
- Predicted crashes (severity and frequency)
- Relative Comparison

Emergency Vehicle Travel Times

- Travel to Outer Drive
- Travel from Outer Drive









Chicago Fire Department



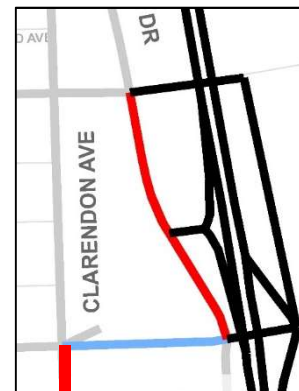
Weiss Hospital

Mobility Evaluation

Level of Service	Flow Conditions
A	
B	
C	
D	
E	
F	

Intersection Level of Service – quality of travel flow at signalized intersections, like a report card

System Delay – time lost due to congestion on Outer Drive and arterial system



Daily Traffic Redistribution – highlights extent of traffic redistribution

Transit Travel Times – change in travel times along Marine Drive



Park Access Evaluation

Number of Park Exit Points (to Outer Drive)

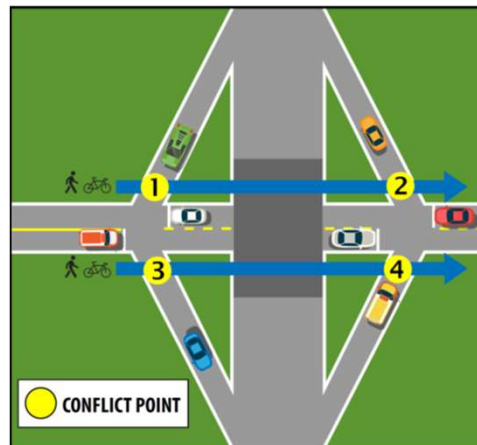
Example: 2 northbound and 2 southbound exit points



Parking –
Net change in parking spaces in MWL section

Number of East – West Conflict Points –

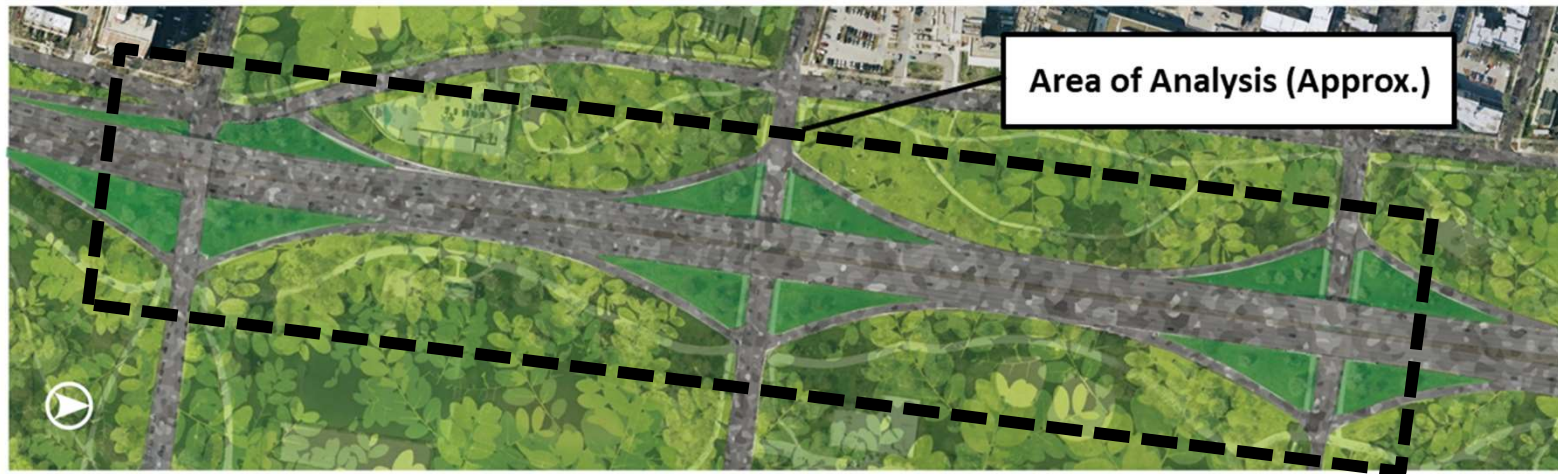
Reducing the number of conflict points further enhances bike/ped safety and park access



Green Space Evaluation

Net Change in Green Space

- Net overall change
- Net change east of Outer Drive



Existing Park Space



Existing Pavement



Existing Other Land for Transportation Use

Cost and Constructability Evaluation

Cost – Construction cost within MWL section, in 2019 \$\$



Constructability – Qualitative assessment of relative ease of construction



Daily Traffic Redistribution Analysis

Analysis Notes

- Study area bounded by Broadway, Lawrence, Marine and Montrose
- Regional travel demand model used
- Extent of traffic redistribution identified, compared to No Build
- 10% or greater threshold selected to highlight differences between alternatives
- Length with 10% or greater traffic increase measured



Alt A-3 Daily Traffic Redistribution

Alternative A-3 Notes

- Redistribution effects relatively localized, extend to portions of Marine Dr, Clarendon Ave
- Some traffic flows to/from the consolidated ramps, Irving Park Rd ramps
- Arterial capacity not exceeded



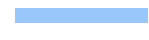
Proposed MWL Alternative



10% or greater traffic increase



Less than 10% traffic change



10% or greater traffic decrease



Alt B-3 Daily Traffic Redistribution

Alternative B-3 Notes

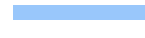
- Redistribution effects extend to larger portions of Marine Dr, Clarendon Ave
- Some traffic flows to/from the Lawrence Ave ramps
- Some traffic flows to/from the consolidated ramps, Irving Park Rd ramps
- Arterial capacity not exceeded



Proposed MWL Alternative



10% or greater traffic increase



10% or greater traffic decrease



Less than 10% traffic change



Alt B-4 Daily Traffic Redistribution

Alternative B-4 Notes

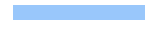
- Redistribution effects extend to similar portions of Marine Dr, Clarendon Ave
- Some traffic flows to/from the Lawrence Ave ramps
- Some traffic flows to/from the consolidated ramps, Irving Park Rd ramps
- Arterial capacity not exceeded



Proposed MWL Alternative



10% or greater traffic increase



10% or greater traffic decrease



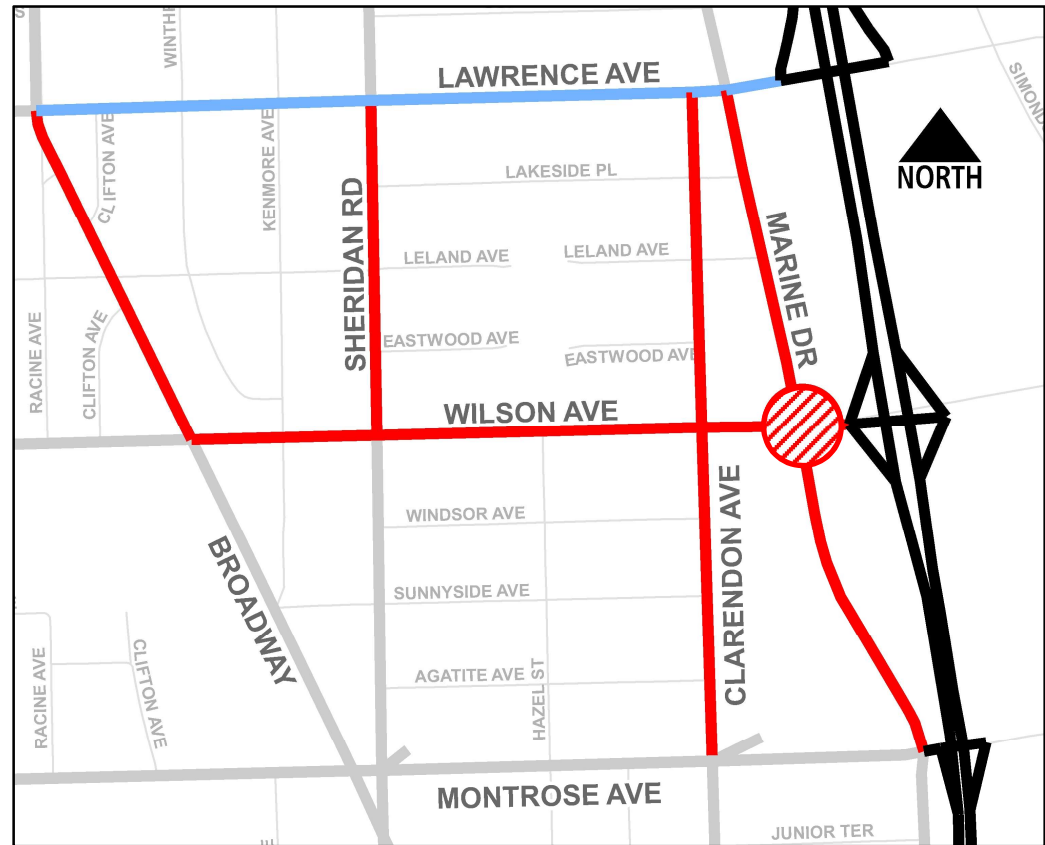
Less than 10% traffic change



Alt C-3 Daily Traffic Redistribution

Alternative C-3 Notes

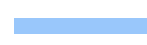
- Redistribution effects more extensive, as far west as Broadway
- Traffic flows from Lawrence Ave and Montrose Ave to Wilson Ave (and back)
- Wilson/Marine intersection capacity exceeded



Proposed MWL Alternative



10% or greater traffic increase



10% or greater traffic decrease



Less than 10% traffic change

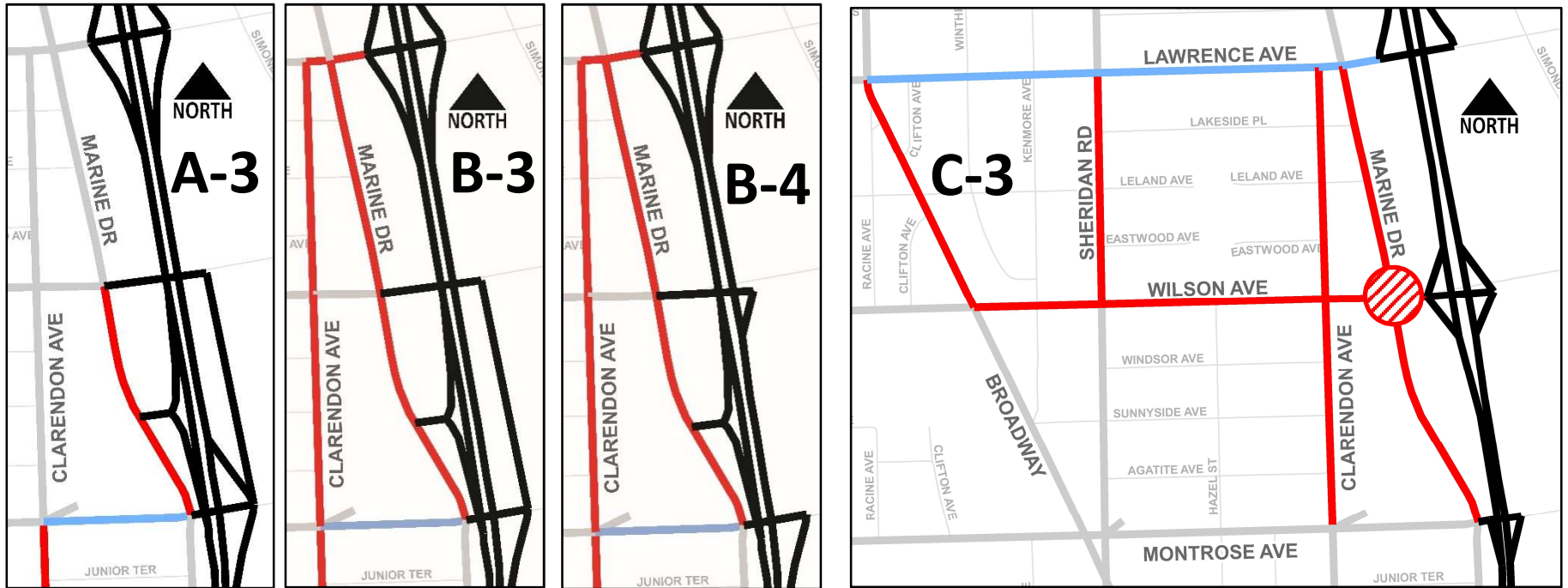


Intersection capacity exceeded



Daily Traffic Redistribution Summary

- Alternative A-3 had the relative least amount of traffic redistribution
- Capacity not exceeded, with exception of Alternative C-3



Proposed MWL Alternative

-  10% or greater traffic increase
-  10% or greater traffic decrease

-  Less than 10% traffic change
-  Intersection capacity exceeded



Finalist Alternatives Evaluation - Scoring

Ratio Scoring Method

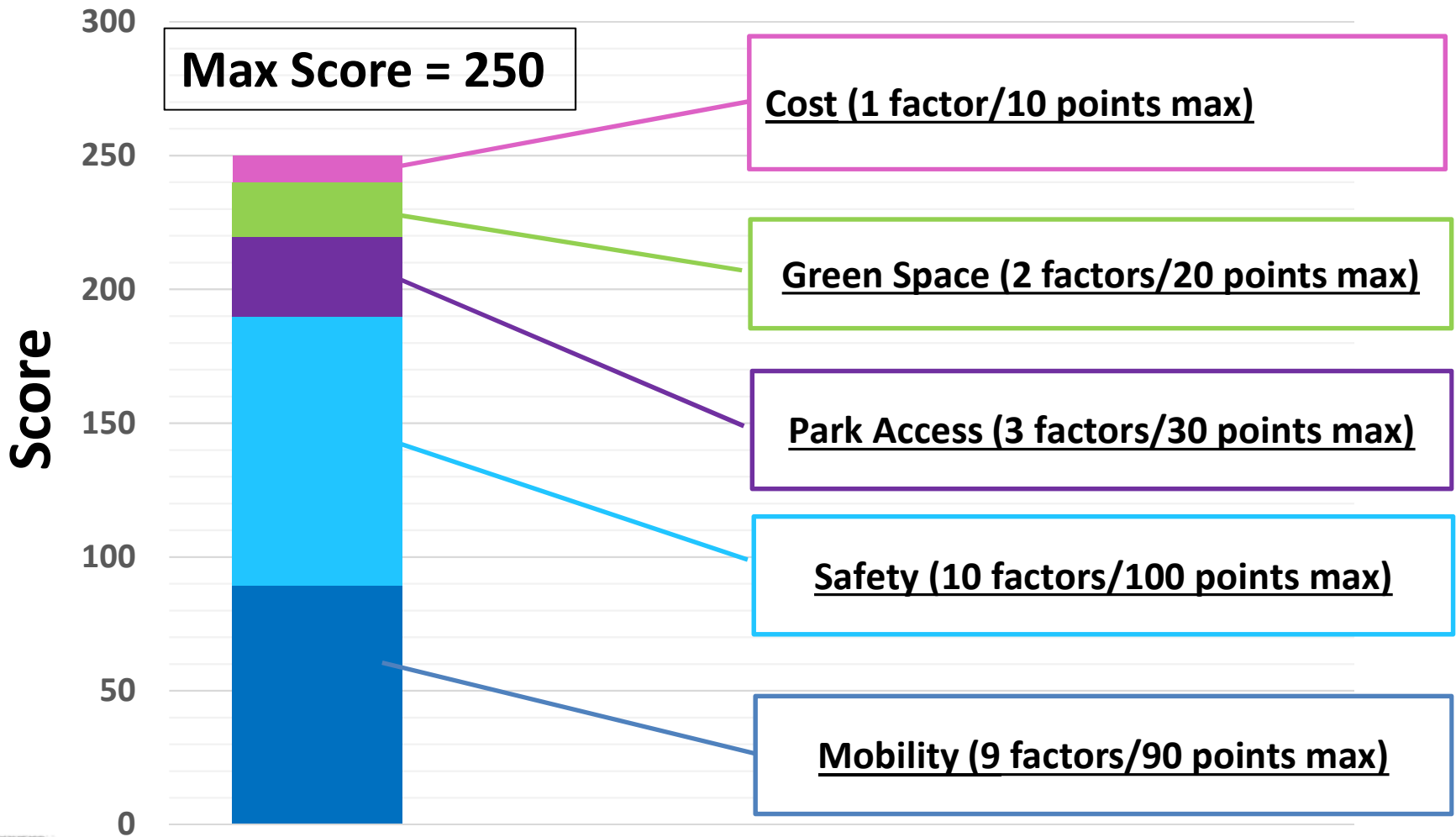
- Score individual criteria for each alternative; worst performing alternative is scored as 1, best performing alternative is scored as 10
- Proportional scores for everything in between
- Add individual scores to create overall score for each alternative
- 25 criteria, maximum score is **250**

Ratio Example

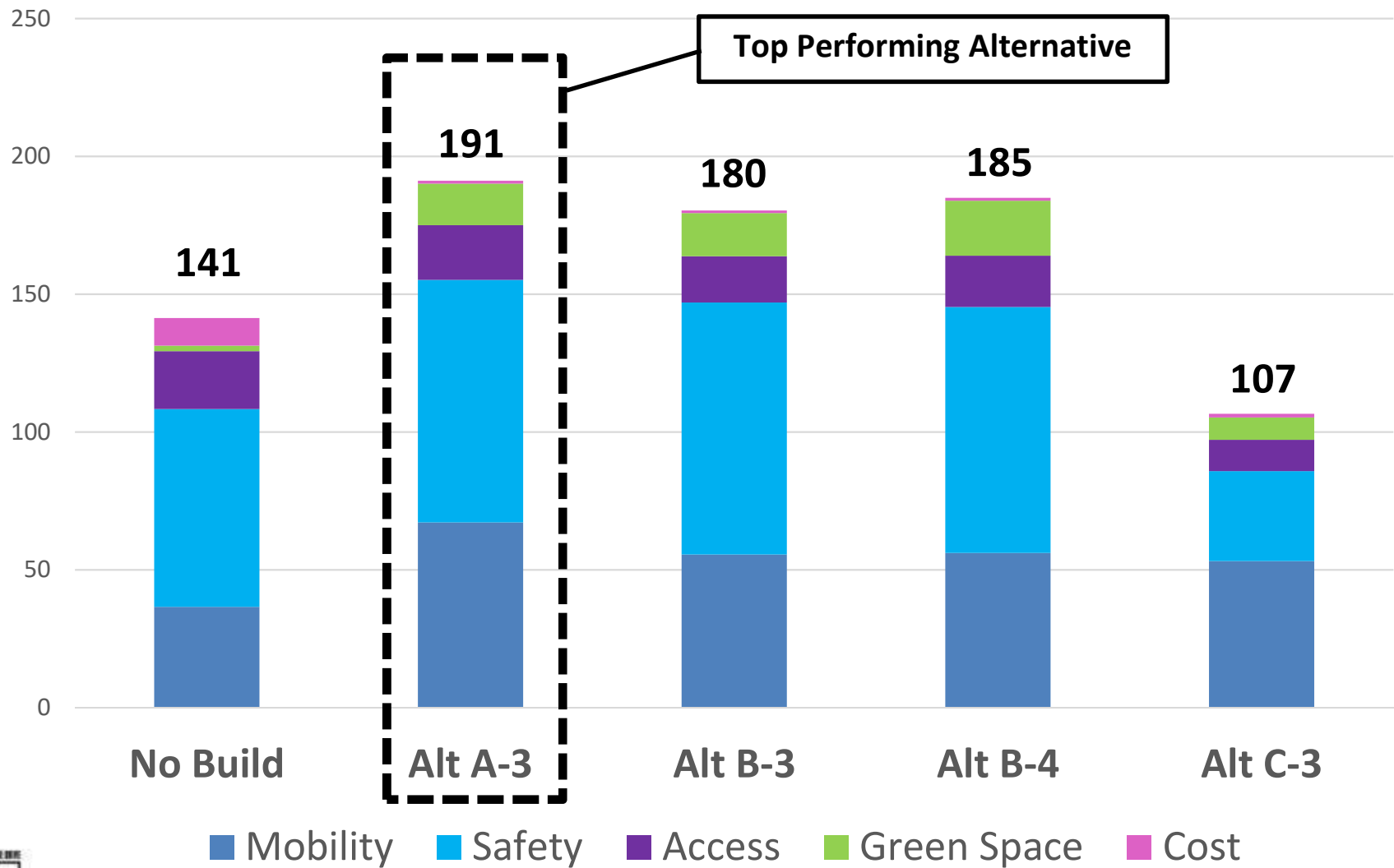
New Green Space	Score
1 acre	1
11 acres	5.3
20 acres	10



Finalist Alternatives Evaluation - Scoring

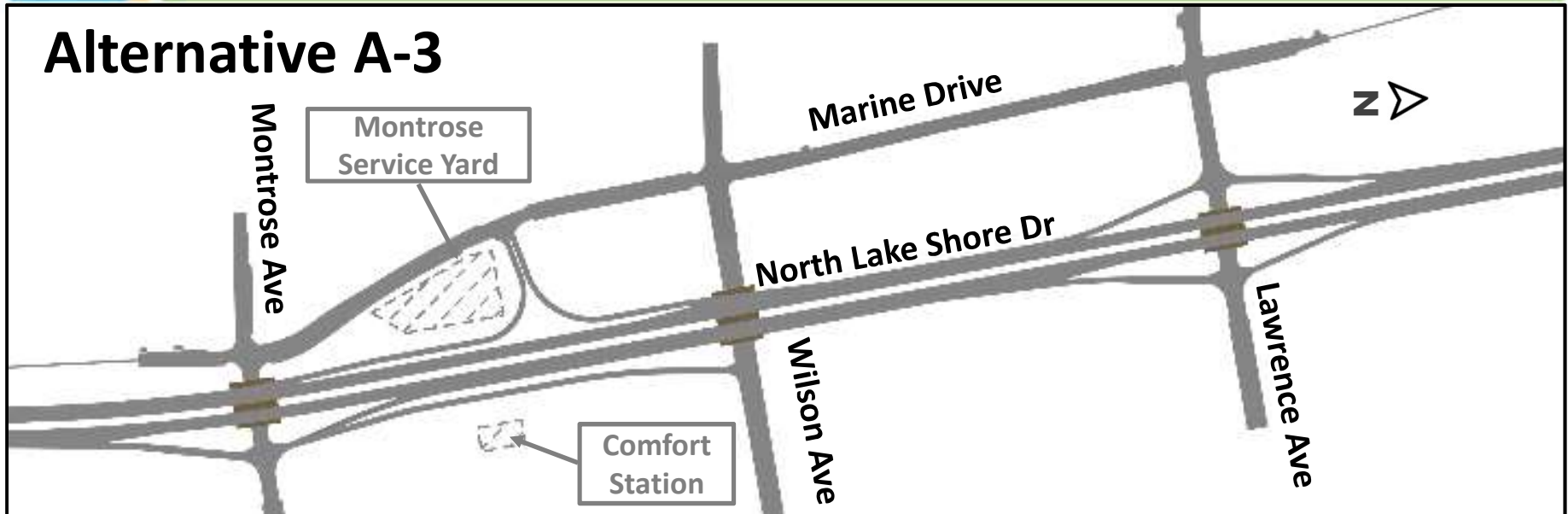


Finalist Alternatives – Scoring Results



Top Performing Alternative Highlights

Alternative A-3



Safety	<ul style="list-style-type: none"> • Severe crashes reduced by 33%, multi-vehicle crashes reduced by 9% • Bike and ped Lakefront Trails separated, grade separated crossings
Mobility	<ul style="list-style-type: none"> • Intersection LOS improved • System delay reduced up to 56% (AM)
Access	<ul style="list-style-type: none"> • Bus stop/turnaround facilities • East-west bike/ped improvements • East-west conflict points reduced
Green Space	<ul style="list-style-type: none"> • Green space increased by 1.55 acres





Next Steps

MWL Corridor

- Staff will be available at the back of the room to answer questions
- Provide any additional feedback by **October 18, 2019** to be considered for meeting record

NLSD Study

- Integrate MWL Alternative A-3 into corridor-wide alternatives
- Continue evaluation of corridor-wide alternatives
- Northern Terminus Traffic Study Meetings – **Fall 2019**
- Task Force Meetings - **Winter/Spring 2020**





Thank You

**Staff will be available at back of the room
to answer questions.**

**Submit any additional comments by
October 18, 2019**

www.northlakeshoredrive.org

