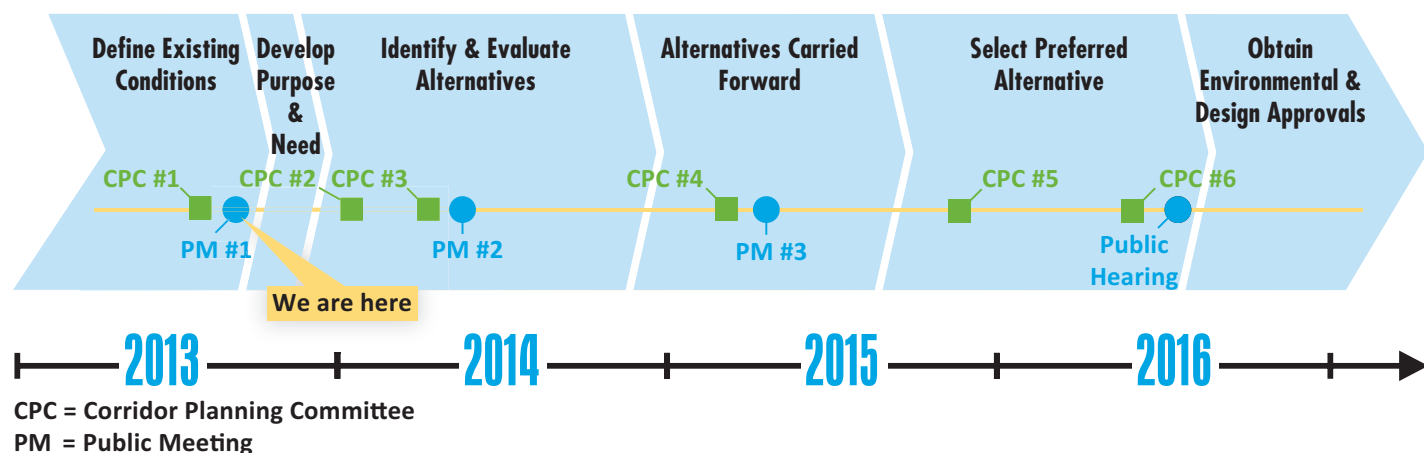




Historic photos courtesy of Chicago Park District Special Collections

PHASE I STUDY SCHEDULE

The merger of the Phase I Engineering Milestones with the series of planned Public Meetings is illustrated in the anticipated schedule below.



*Phases II and III are not currently included in IDOT's Fiscal Year 2014-2019 Proposed Multi-Modal Transportation Improvement Program.



www.northlakeshoredrive.org

Please submit your comments through a comment form provided this evening. Additional comments may also be submitted via the "Contact Us" section of the project website. Comments will be accepted throughout the entire project development process. However, to become part of the public record of this Public Meeting, any comments must be received or postmarked by August 30, 2013.

Like us at

www.facebook.com/NorthLakeShoreDrive

NorthLakeShoreDrive and follow us on twitter:

@n_lakeshoredr for additional meeting information.



REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

Gill Park
825 W. Sheridan Road, 3rd Floor
Tuesday, August 6, 2013
Open House: 6:00 – 8:00 p.m.

Truman College
1145 W. Wilson Avenue, Atrium
Wednesday, August 7, 2013
Open House: 6:00 – 8:00 p.m.

Peggy Notebaert Nature Museum
2430 N. Cannon Drive, South Gallery
Thursday, August 8, 2013
Open House: 6:00 – 8:00 p.m.

Purpose of this Meeting

The purpose of this Public Information Meeting is as follows:

- Present an overview of the study process.
- Present a summary of data collected to date.
- Solicit issues and concerns from the public.

PUBLIC MEETINGS



Welcome!

More than one hundred years ago, architect and planner Daniel Burnham inspired Chicago to "Make no little plans; they have no magic to stir men's blood" and this grand vision inspired the public lakefront, and Lake Shore Drive, we enjoy today. The Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) have begun a study to improve North Lake Shore Drive. The North Lake Shore Drive Study offers a rare opportunity to continue to enhance North Lake Shore Drive.

The citizens of Chicago and all regional users will have the chance **to provide input on** how they use the Drive and how we can meet travel demands of all users in the corridor.

PROJECT DESCRIPTION

The project extends along North Lake Shore Drive from Grand Avenue to Hollywood Avenue. Much of the infrastructure in this corridor was constructed in the 1930s through the Works Progress Administration Program. Although the Drive has been repaired and resurfaced many times since initial construction, the bridges and appurtenances have reached the ends of their useful lives, and may warrant complete reconstruction or major rehabilitation.

The proposed project involves improvement of seven miles of Lake Shore Drive, including the 12 highway junctions. The project will include the study of 22 bridges and tunnels within the project limits as well as the Inner Drive. To meet IDOT Complete Streets requirements, the study will address mobility and accessibility of non-motorized travel modes along the corridor.

A successful plan to improve the Drive will require an extensive outreach program that generates creative community-based ideas that address user needs and respect the values and character of neighborhoods, yet fits within a complex implementation process. Achieving a balance between the original vision of a park boulevard and the realities of today's travel demand will be critical.





Photo courtesy of Brian Fritz

PHASE I MILESTONES

Define Existing Conditions
Develop Purpose and Need for Improvement
Identify and Evaluate Alternatives
Identify Alternatives to be Carried Forward
Select Preferred Alternative
Obtain Environmental and Design Approval

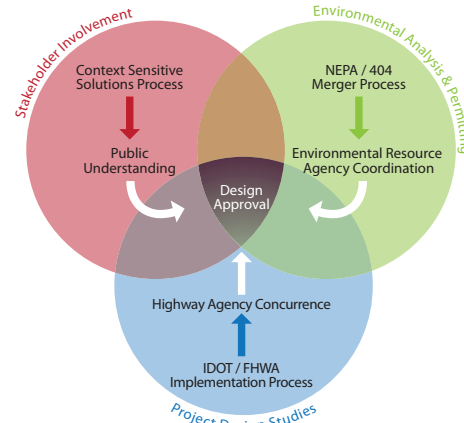
PHASE I PROCESS

A Phase I Study is an in-depth investigation of improvement alternatives which considers social, economic, environmental, safety, serviceability, and cost factors. It defines the purpose and need for an improvement, and also how to implement the project in a logical and organized manner. Public involvement, environmental analyses and engineering design studies are important components which are balanced to result in an improvement project that is consistent with Federal, State and Local goals and objectives.

Achieving these milestones can only occur after a balance is struck between the needs of the many project stakeholders. These stakeholders can generally be grouped into the Three Components of Project Development, which include:

- Stakeholder Involvement
- Environmental Analysis & Permitting
- Project Design Studies

Each component has its own distinct objectives, requirements and processes. The Phase I process is intended to identify them and develop an integrated and balanced approach. The goal of the North Lake Shore Drive Phase I Study is to concurrently navigate the processes associated with each component. This requires a comprehensive and cohesive study to be conducted in a transparent manner that satisfies highway and regulatory agency requirements. In order to facilitate this, the study will include a public outreach program based upon the principles of Context Sensitive Solutions (CSS). The Phase I Engineering Study process is completed when the project receives Design Approval.



CONTEXT SENSITIVE SOLUTIONS

This project will be conducted using principles of IDOT's guidelines for Context Sensitive Solutions (CSS). The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build a general understanding of the project among all interested community members and promote involvement through the study process.



PROJECT STUDY GROUP

The Project Study Group (PSG) will be comprised of the lead agencies that will guide the overall Phase I Engineering Study. These agencies are the Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the Chicago Park District. As a significant stakeholder, the Chicago Transit Authority (CTA) has been included in the PSG to assist in the study process. The group will meet periodically throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches.

FEDERAL-AID PROCESS



Any transportation project involving the potential use of Federal funds must follow a project development process consisting of three phases.

A Phase I or Preliminary Engineering Study defines transportation needs, identifies and evaluates alternatives and selects a preferred alternative. This process

is accomplished through extensive stakeholder involvement and technical analysis.

After a preferred alternative is approved, Phase II Engineering (Contract Plans) and Right-of-Way Acquisition would begin. During this phase, detailed construction plans would be developed and any necessary land would be acquired for the project. Phase III is the physical construction of the project.

Phase I Engineering for the North Lake Shore Drive Project is being funded by Governor Quinn's *Illinois Jobs Now* Program.

*Phases II and III are not currently included in IDOT's Fiscal Year 2014-2019 Proposed Multi-Modal Transportation Improvement Program.

CORRIDOR PLANNING & TASK FORCES

A key element of the Stakeholder Involvement Plan will be the creation of a Corridor Planning Committee (CPC). The Corridor Planning Committee consists of representatives from the Project Study Group as well as representatives from the six ward offices, key stakeholders, and representatives of the seven Task Forces (as described below). The CPC works in close coordination with the PSG. The CPC will achieve several study objectives. First, by sharing information about their communities or organizations, the CPC will help the PSG more clearly understand the broader community.

There will also be seven Task Forces to address the multitude of community needs on this project. While each Task Force focuses on specific areas of expertise, all relevant information

will be shared. There is anticipated to be five (5) Task Force meetings between 2013 and 2016. Task Force meetings will occur during regular business hours. A Task Force interest form is available at the final public meeting table. The Task Forces will be:

- Environmental Task Force
- Transportation Task Force
- Park Users Task Force
- Business and Institutions Task Force

There will be three Geographic Stakeholder Task Forces:

- Grand Avenue to Diversey Avenue Task Force
- Diversey Avenue to Montrose Avenue Force
- Montrose Avenue to Hollywood Avenue Task Force