



**REDEFINE THE DRIVE**



**N O R T H  
LAKE SHORE DRIVE**

# **North Lake Shore Drive Phase I Study**

**Diversey Parkway to Irving Park Road  
Community Meeting  
August 13, 2019**





# Agenda

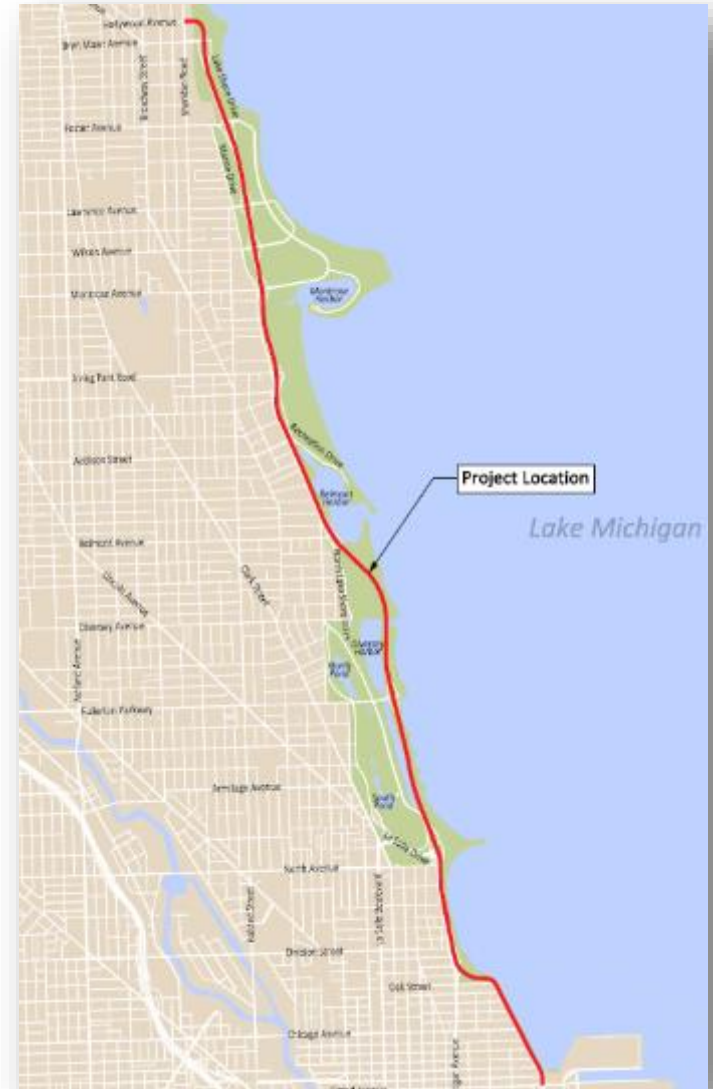
- Project Overview
- Diversey Parkway to Irving Park Road
  - Existing Conditions
  - Review of Current Context Tailored Treatment (CTT) Alternative
- Next Steps
- Small Group Guided Discussion



# Project Overview

# Project Description

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



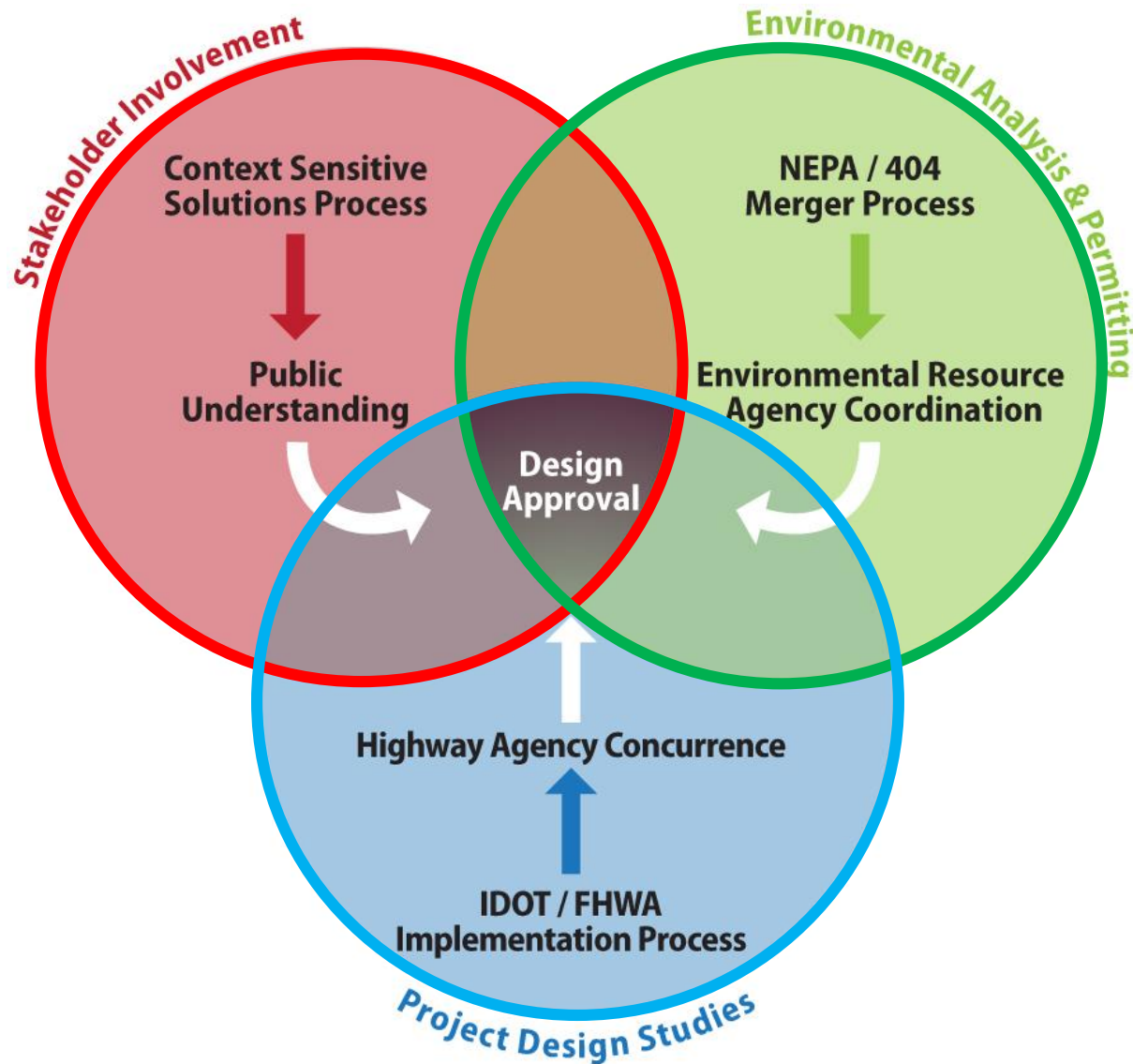


# Project Study Group (PSG)



- Ensure compliance with design & environmental policies.
- Promote partnership with stakeholders.
- Work to achieve general project understanding.
- Make final project recommendations.
- Ultimate decisions are made by IDOT.

# Components of a Phase I Study





# Stakeholder Involvement

## Corridor Planning Committee (CPC)

- Wards (2, 42, 43, 44, 46, 48)
- Historic Stakeholders & Oversight Agencies
- Federal Partners & Oversight Agencies
- Civic & Regional Stakeholders

## Task Forces

- Environmental & Park Users
- Transportation
- Business & Institutions
- 3 Residential (South, **Central** & North)

# Stakeholder Involvement

- Stakeholder Meetings: **60 meetings\***
- CPC/Task Force Meetings<sup>†</sup>: **9 meetings\***
- Public Meetings: **3 meetings\***
- Community Meetings: **3 meetings\***
- Website: [www.northlakeshoredrive.org](http://www.northlakeshoredrive.org)
- Comment Forms
- Surveys

\* *Meetings to date*

<sup>†</sup> *Task Force and CPC Meetings have been combined since 2015*



# Targeted Stakeholder Meetings

## Grand Avenue to Oak Street Coordination

- Address safety and mobility concerns near Chicago Avenue and Oak Street curve
- Review potential park access opportunities
- Ongoing stakeholder meetings
  - Elected Officials
  - Streeterville Organization of Active Residents (SOAR)
  - Lakefront Improvement Committee
  - Magnificent Mile Association



# Targeted Stakeholder Meetings

## Fullerton Parkway to Irving Park Road Coordination

- Address potential impacts to parks, harbors, and other cultural and recreational resources
- Review potential park access opportunities
- Ongoing stakeholder meetings
  - Elected Officials
  - Fullerton Parkway
    - Lincoln Park Zoo
    - Peggy Notebaert Nature Museum
    - Chicago History Museum
  - Addison Street
    - Mayor's Fishing Advisory Council
    - Chicago Cubs
    - Chambers of Commerce (Lakeview and Lakeview East)
  - Chicago Harbors



# Targeted Stakeholder Meetings

## Montrose-Wilson-Lawrence Avenue Corridor Community Meetings

- Improve safety, mobility, green space and park access
- Address community interest in proposed changes to access at Wilson Avenue
- Two Community Meetings held in 2018/2019
- A final Community Meeting to review recommended NLSA access for one of the alternatives (CTT) being considered will be held in summer 2019

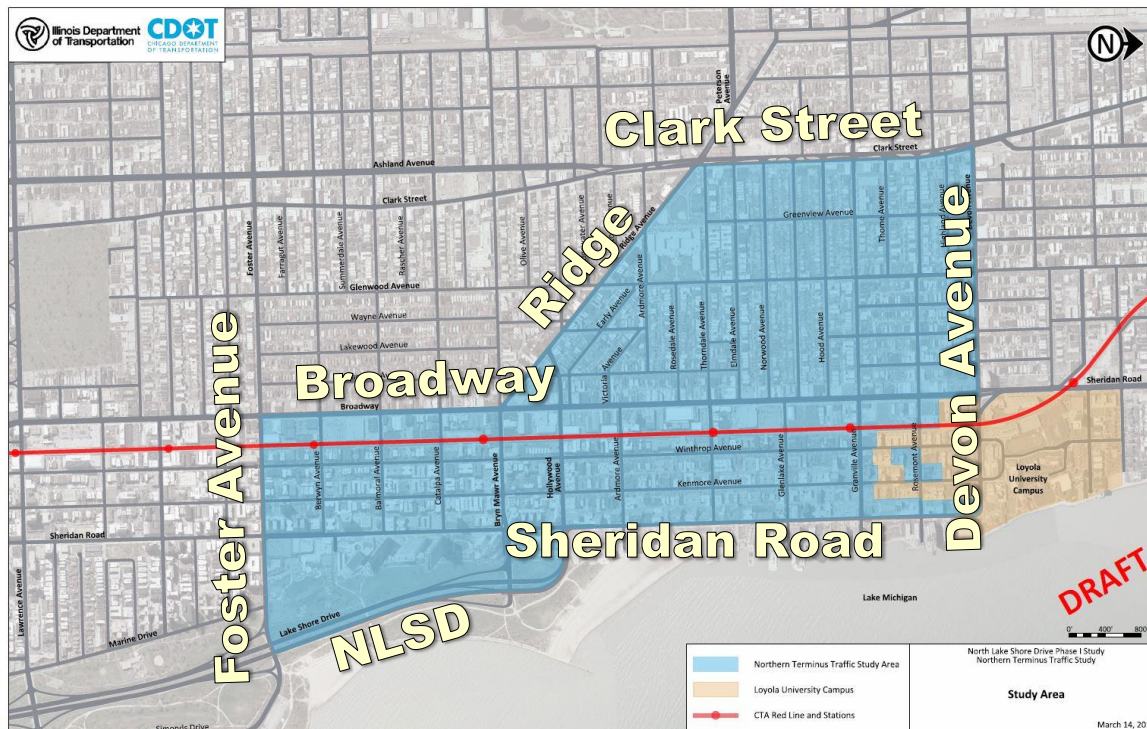




# Targeted Stakeholder Meetings

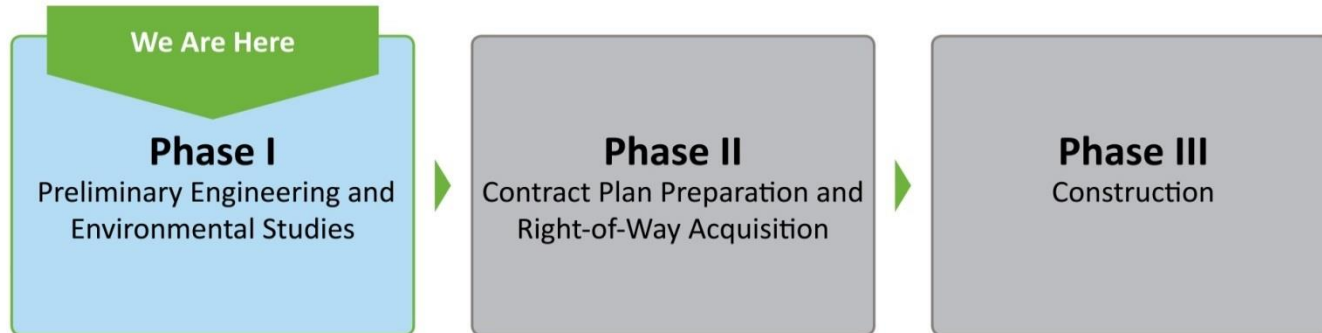
## North Terminus Traffic Study (NTTS) Meetings

- Address unique transportation issues at the northern terminus of NLSD
- Stakeholder and Community Meetings held in 2017
- Additional engagement to occur in summer/fall 2019





# Overall Study Progress to Date



- ✓ 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

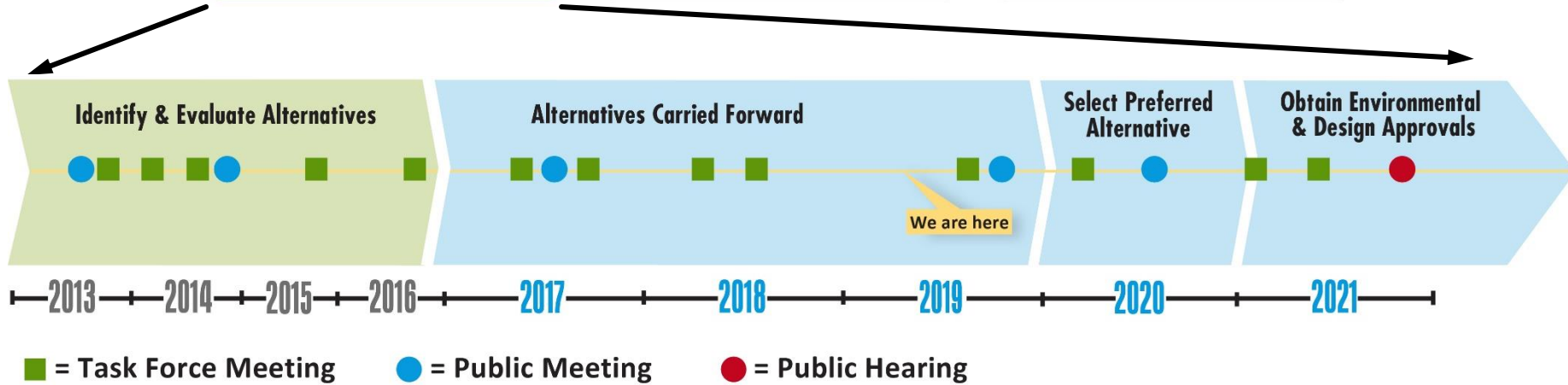
# Overall Study Progress to Date

We Are Here

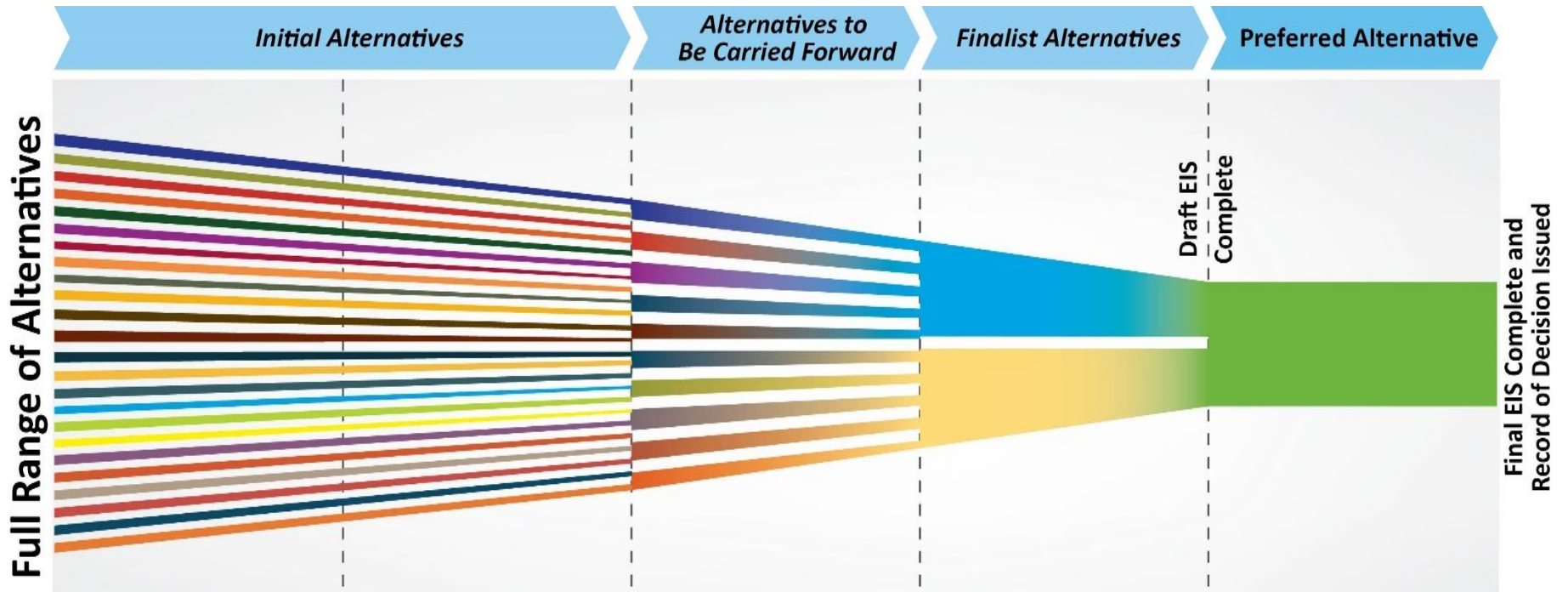
**Phase I**  
Preliminary Engineering and  
Environmental Studies

**Phase II**  
Contract Plan Preparation and  
Right-of-Way Acquisition

**Phase III**  
Construction



# Alternatives Development & Evaluation



**We are here**



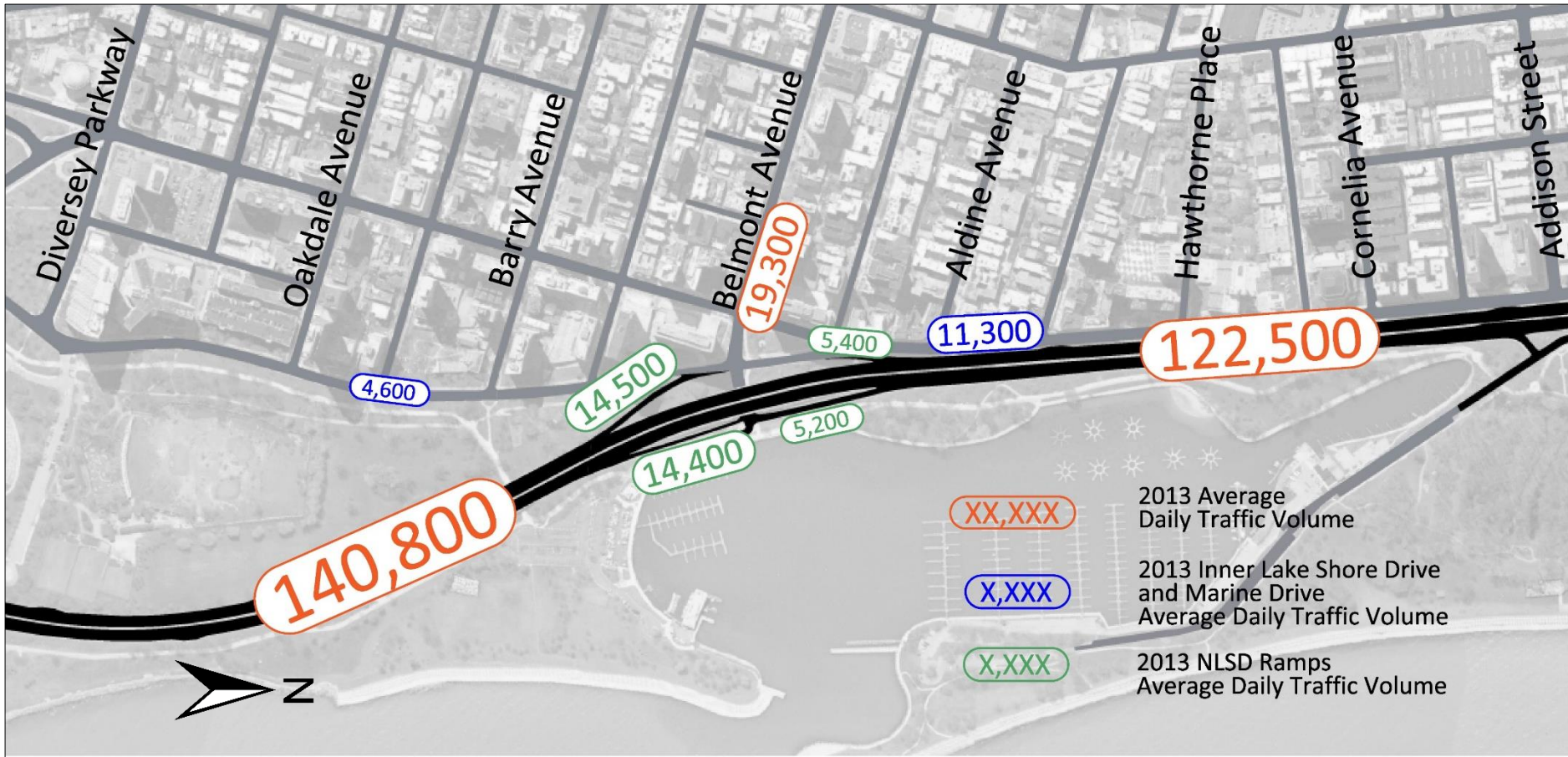
# Diversey Parkway to Irving Park Road: Existing Conditions



# Existing Conditions

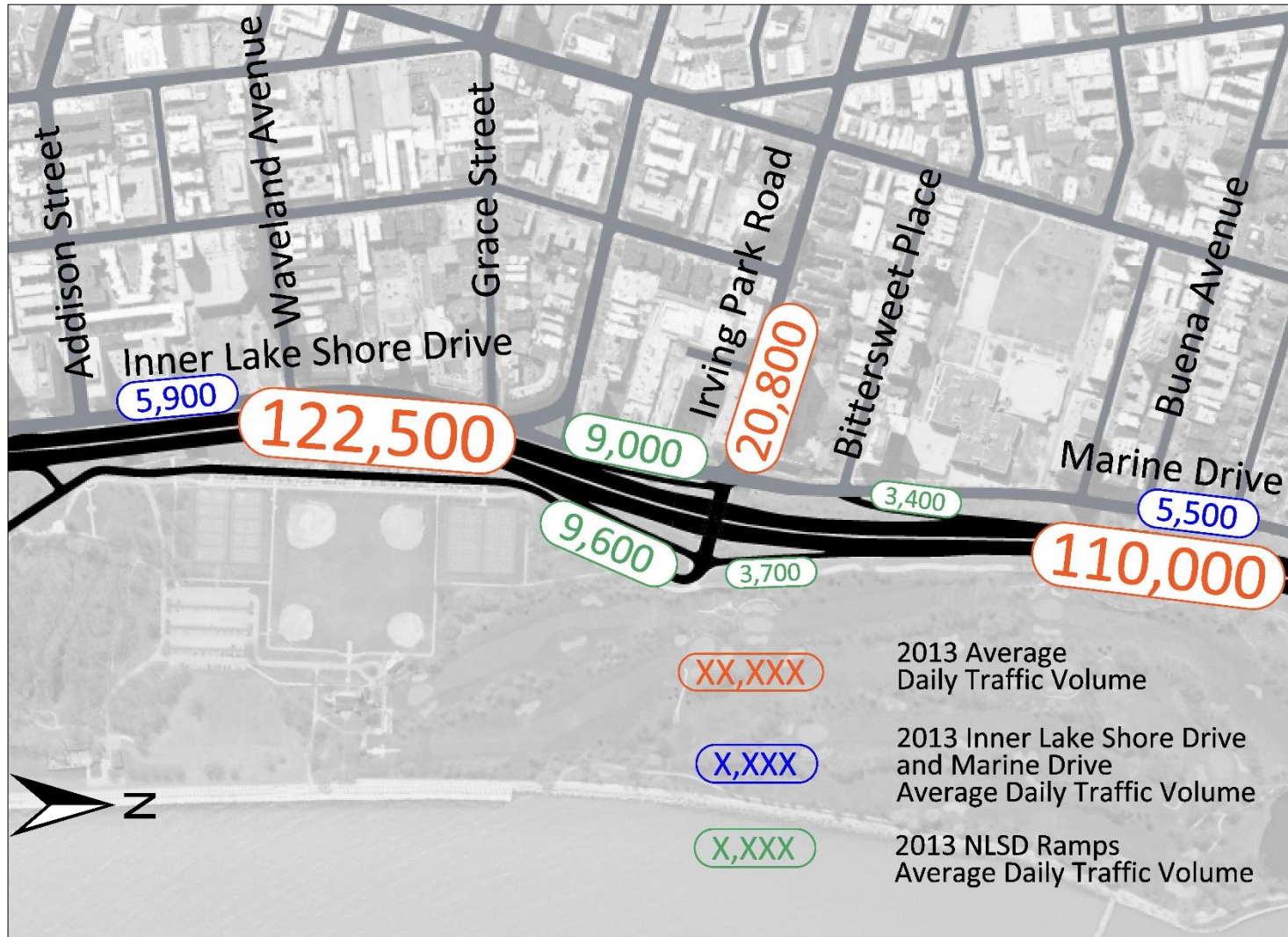


# Diversey Parkway to Addison Street – Traffic





# Addison Street to Buena Avenue – Traffic



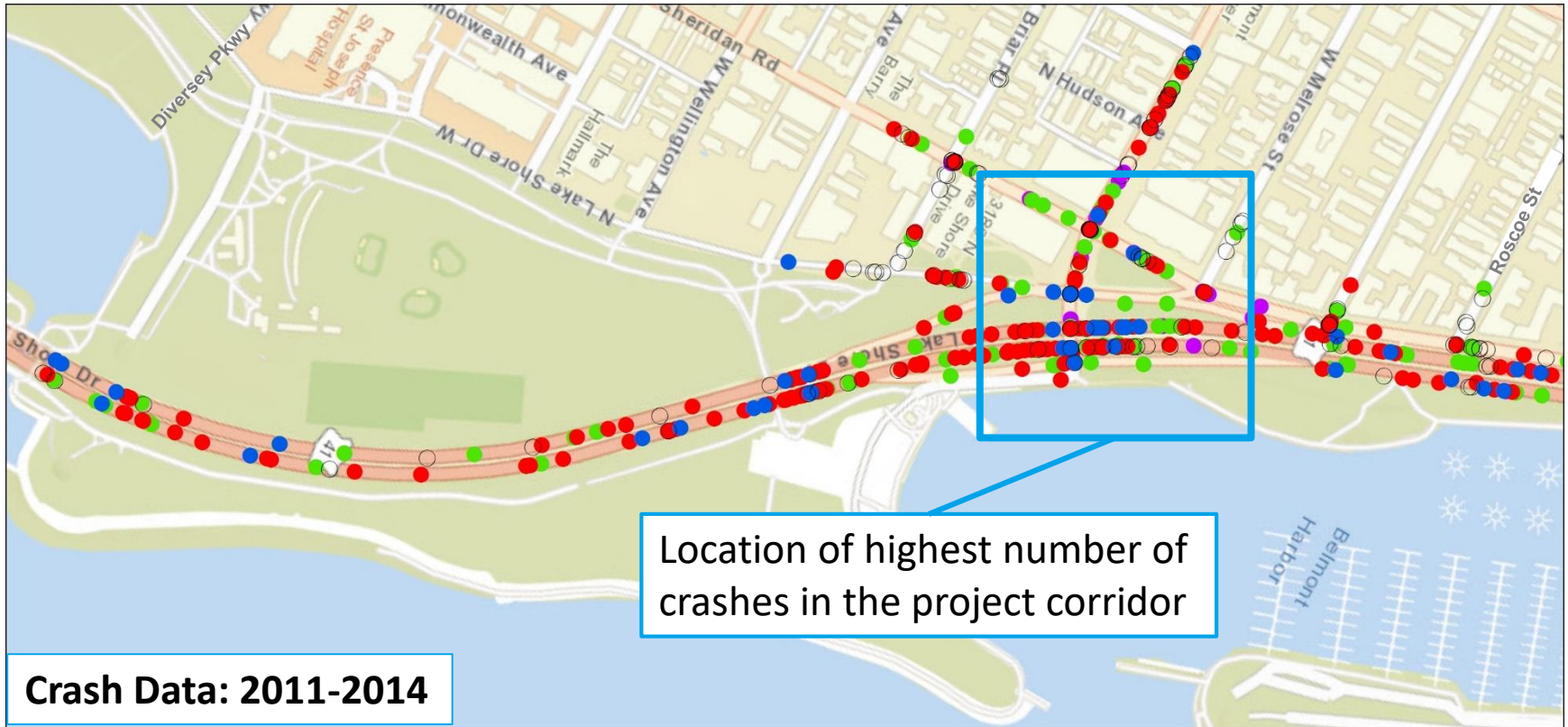
# Southbound NLSD Access: Travel Demand in AM Peak



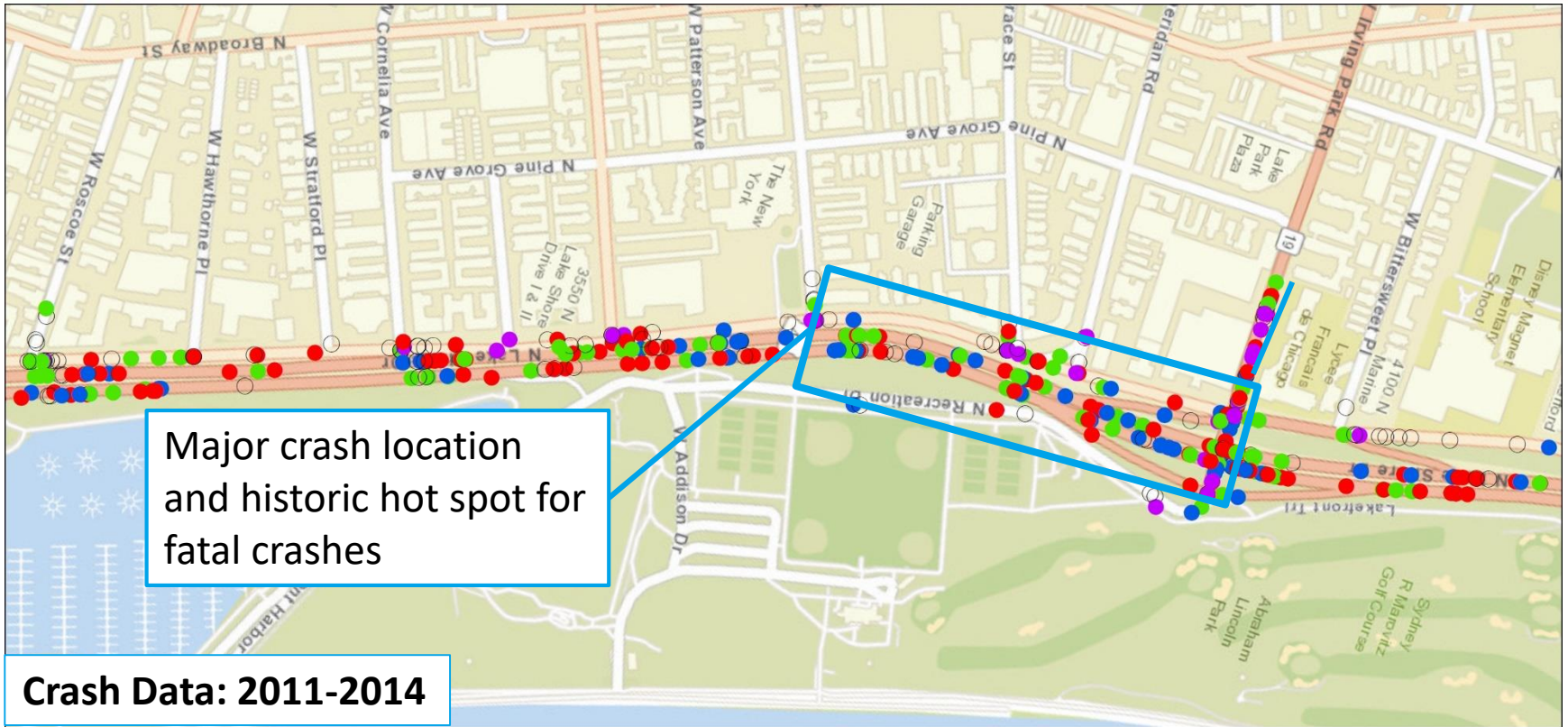
- One mile between Belmont and Irving Park Junctions
- Most of traffic in this zone uses Belmont Junction
  - Traffic to/from Belmont
  - Traffic to/from other streets, via Inner Drive



# Diversey Parkway to Roscoe Street – Crash History



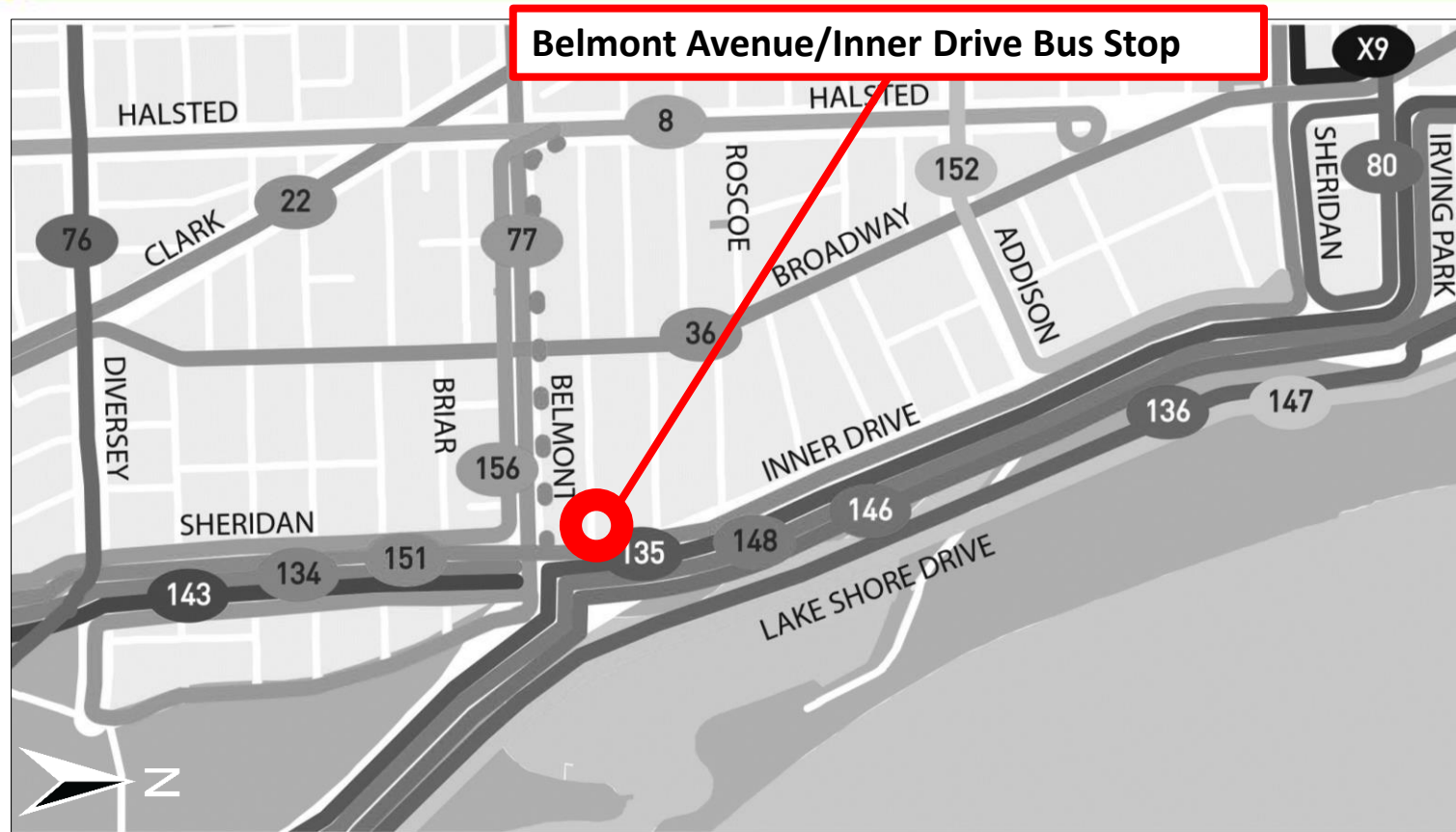
# Roscoe Street to Irving Park Road – Crash History



- Other Types of Automobile Crashes
- Fixed Object
- Rear End
- Sideswipe Same Direction
- Turning



# Diversey Parkway to Irving Park Road- Transit



- Belmont/Inner Drive bus stop has highest usage of all CTA stops
- During morning commute, 1,700 southbound bus riders board here
- Seven bus routes travel through this location



# Lincoln Park Features

- Key features and attractions of the Diversey-Irving Park corridor:
  - Lakefront Trail
  - Tennis Courts
  - Golf Course
  - Ball Fields
  - Diversey & Belmont Harbors
  - Belmont Harbor Dog Beach
  - Jarvis Bird Sanctuary



# Pedestrian and Bicycle Access





# Previous Stakeholder Input



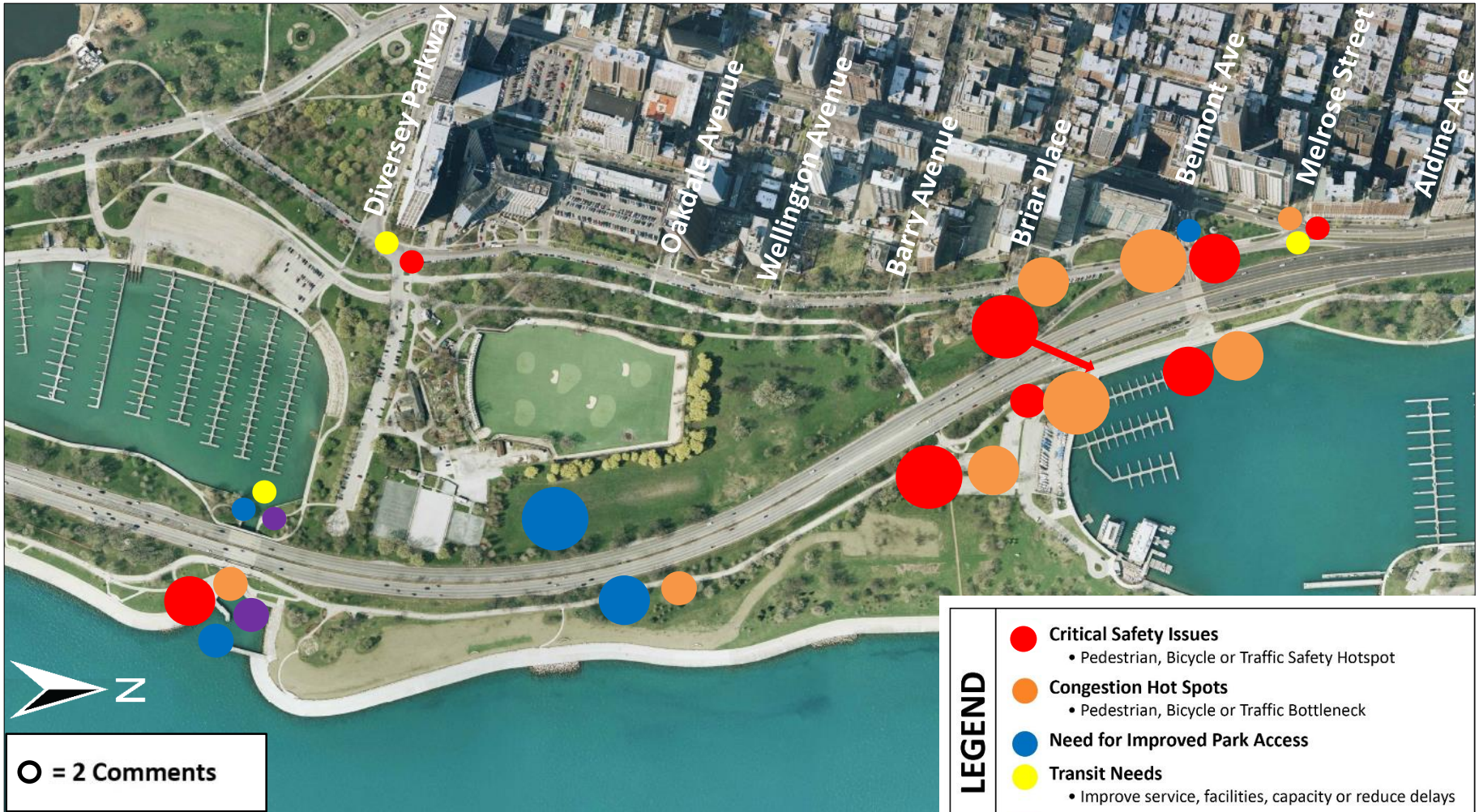
Sample of stakeholder input from Public Meeting #1

**LEGEND**

- **Critical Safety Issues**
  - Pedestrian, Bicycle or Traffic Safety Hotspot
- **Congestion Hot Spots**
  - Pedestrian, Bicycle or Traffic Bottleneck
- **Need for Improved Park Access**
- **Transit Needs**
  - Improve service, facilities, capacity or reduce delays
- **Need for Improved Park Circulation**



# Previous Stakeholder Input

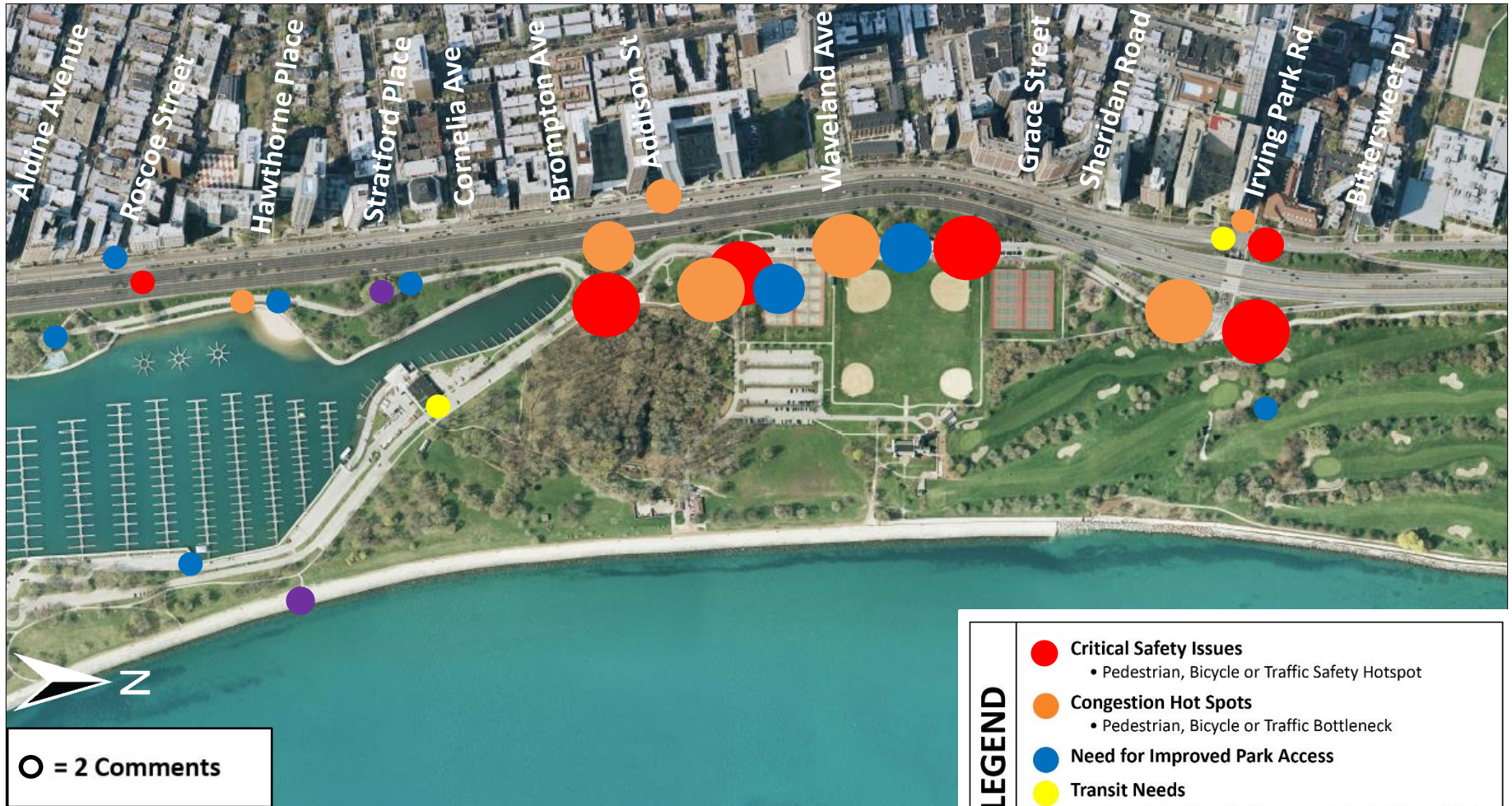


## Diversey Parkway to Aldine Avenue





# Previous Stakeholder Input



## Aldine Avenue to Irving Park Road





# Tonight and Next Steps

## Meeting Objectives:

- Review the proposed improvements for the Diversey-Irving Park corridor developed through public feedback and project team analysis.
- Obtain additional community input on the proposed improvements as well as the needs and issues of the Diversey-Irving Park area.

Input received will be taken into consideration as the corridor design is refined throughout the course of this study.









**Diversey Parkway to  
Irving Park Road:  
Context Tailored Treatment  
Alternative**

# Alternative Categories

## No-Action

- **Baseline** to compare alternatives

## Context Tailored Treatments (CTT)

- Options that bring NLSD up to **modern roadway standards** to improve safety and operations, with a design specifically tailored to unique roadway setting.

## Transitways

- Options that **add dedicated transit space** in addition to existing general purpose lanes to improve transit mobility.
- Incorporates the **CTT roadway improvements**

## Managed Lanes

- Options that **convert one or more existing general purpose lanes** to a managed lane to provide high mobility for buses and potentially some autos.
- Incorporates the **CTT roadway improvements**

# Diversey Parkway to Irving Park Road



**DRAFT**

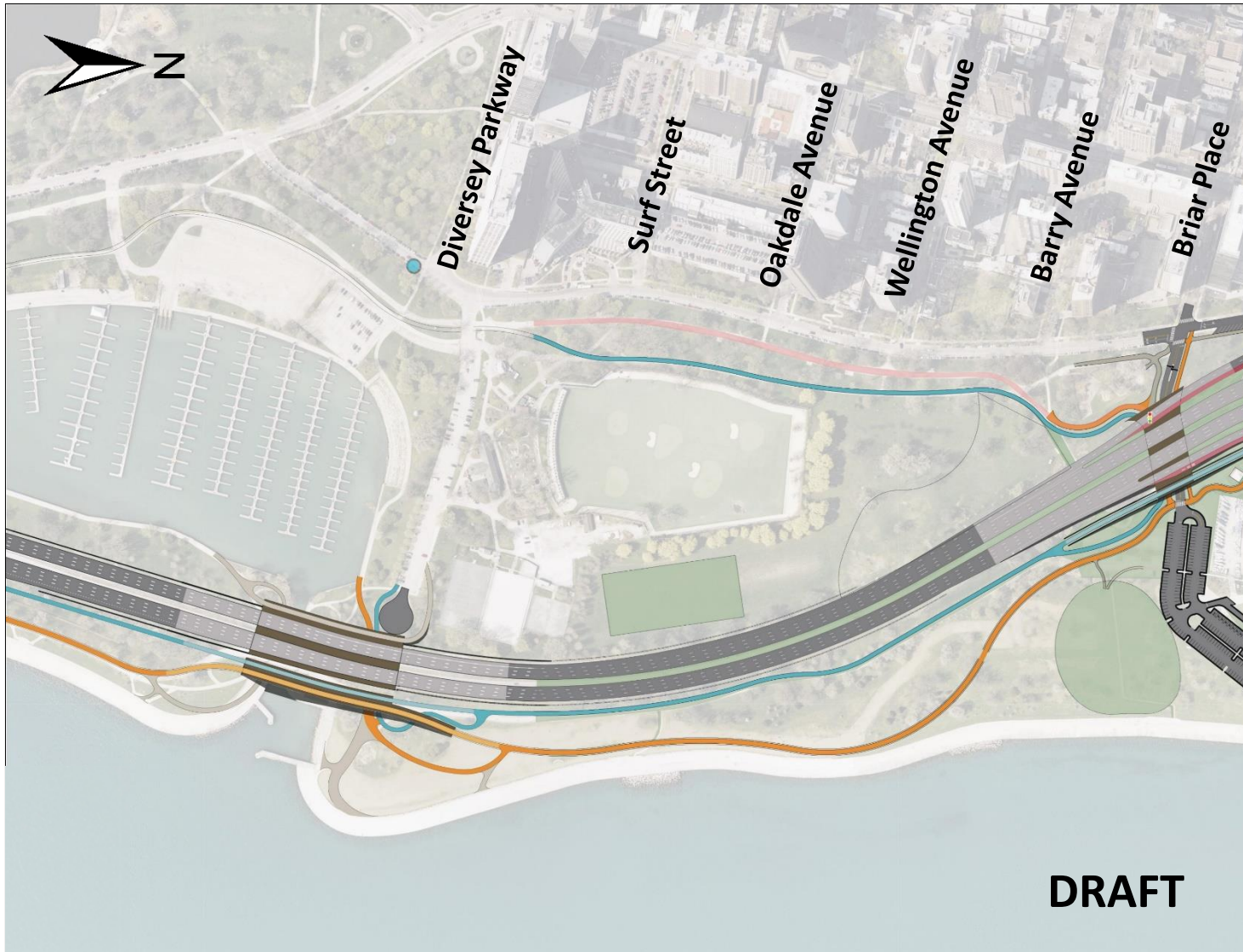
## LEGEND

Below Grade	At Grade	Above Grade	
			Roadway Facility
			Bus-Only Facility
			LFT Bike Trail
			LFT Pedestrian Trail
			Pump Station Facility
			Bridges and Tunnels
			Park
			Shoreline Swale
			Beach
			Park Paths
			Existing Jogging Trail
			One-Way Street
			Two-Way Street
			Existing Divvy Station



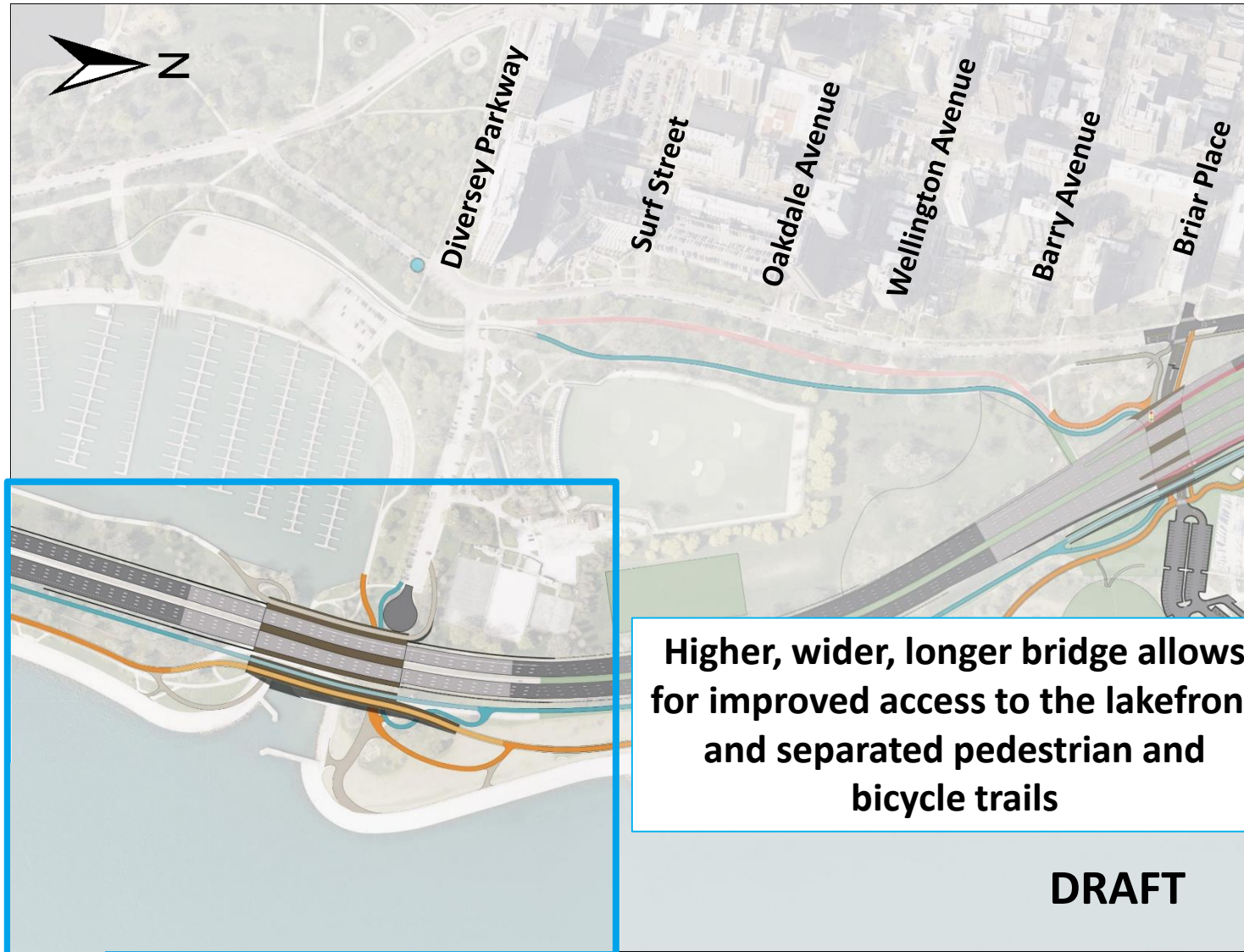


# Diversey Parkway CTT Alternative



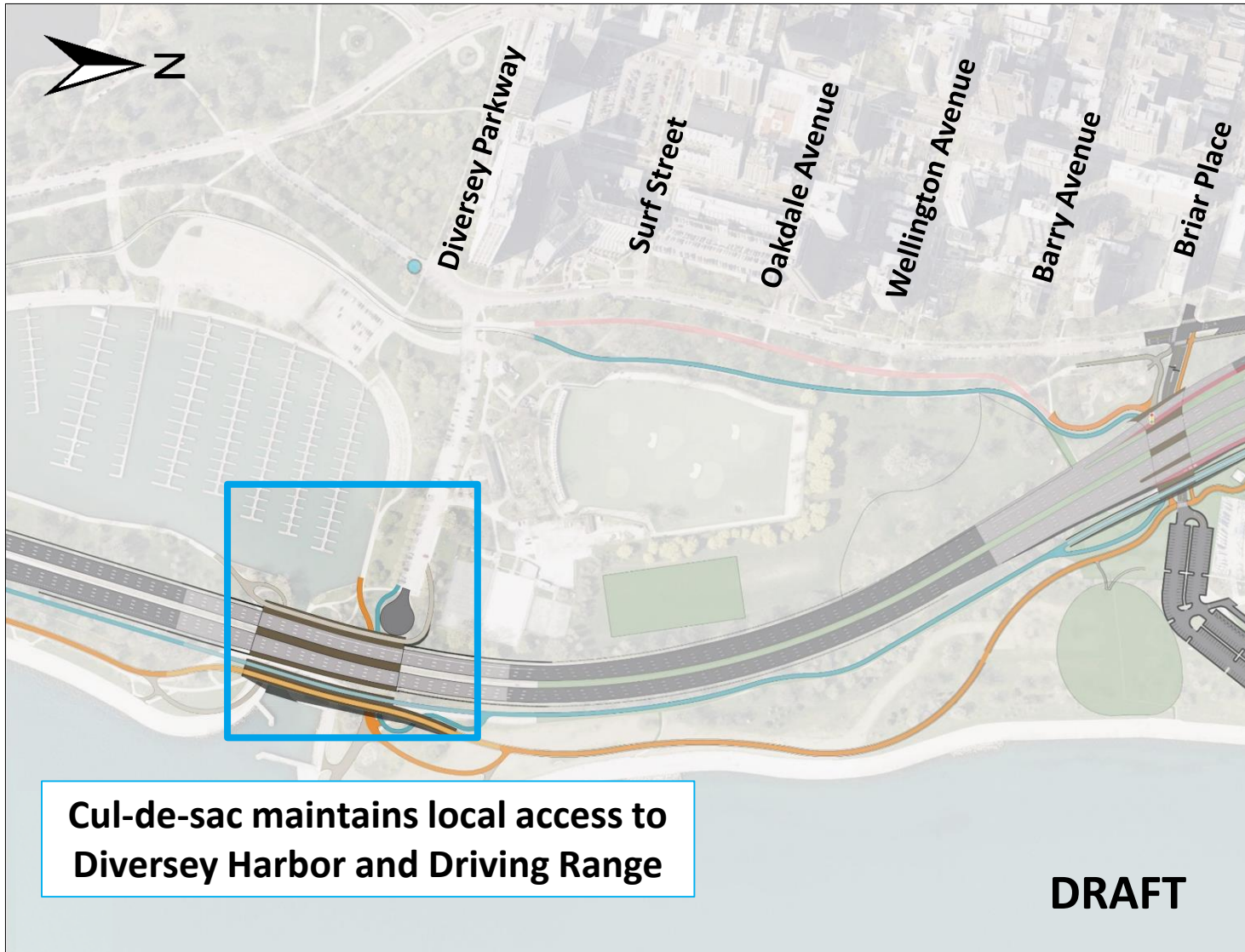


# Diversey Parkway CTT Alternative



**DRAFT**

# Diversey Parkway CTT Alternative





# Current NLSD Access – Belmont-Irving Park Road



- One mile between Belmont and Irving Park Junctions
- Most of traffic in this zone uses Belmont Junction
  - Traffic to/from Belmont
  - Traffic to/from other streets, via Inner Drive



# Current NLSD Access – Belmont-Irving Park Road



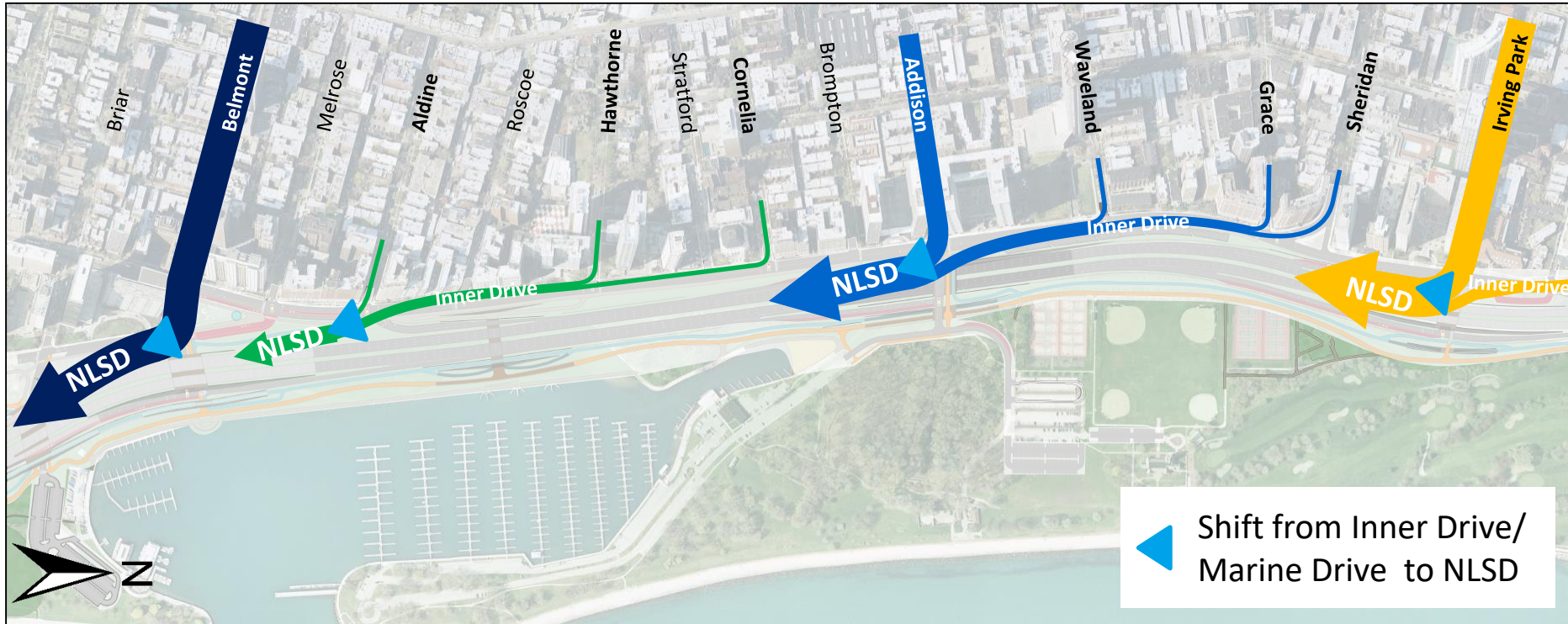
- Traffic at Belmont junction is from three sub-zones:

 Belmont

 Streets between Belmont and Addison (via Inner Drive)

 Addison and streets further north (via Inner Drive)

# Proposed NLSD Access – Belmont-Irving Park Road



- Traffic is reduced by dispersing to three access points:

➡ Belmont

➡ Aldine (new)

➡ Addison (new)



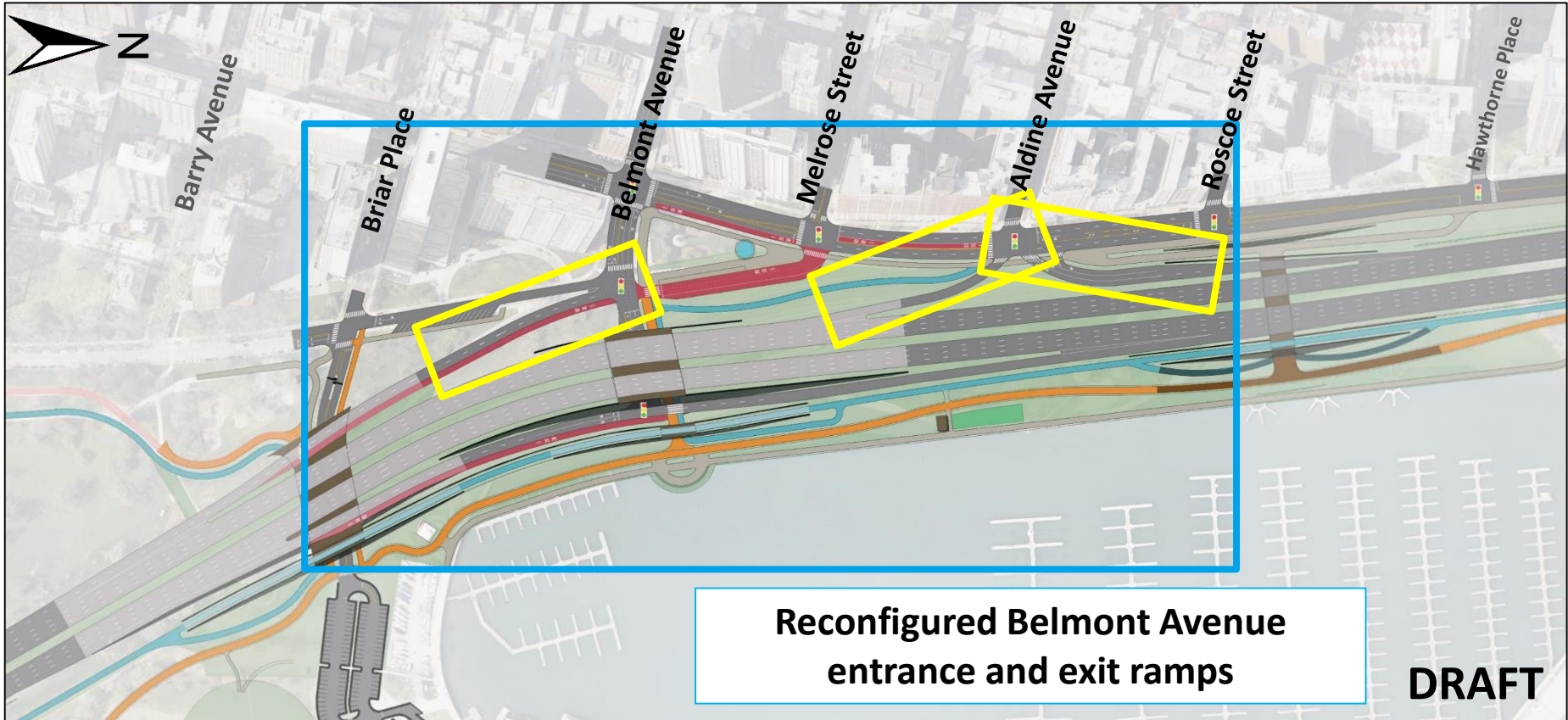


# Belmont Avenue CTT Alternative





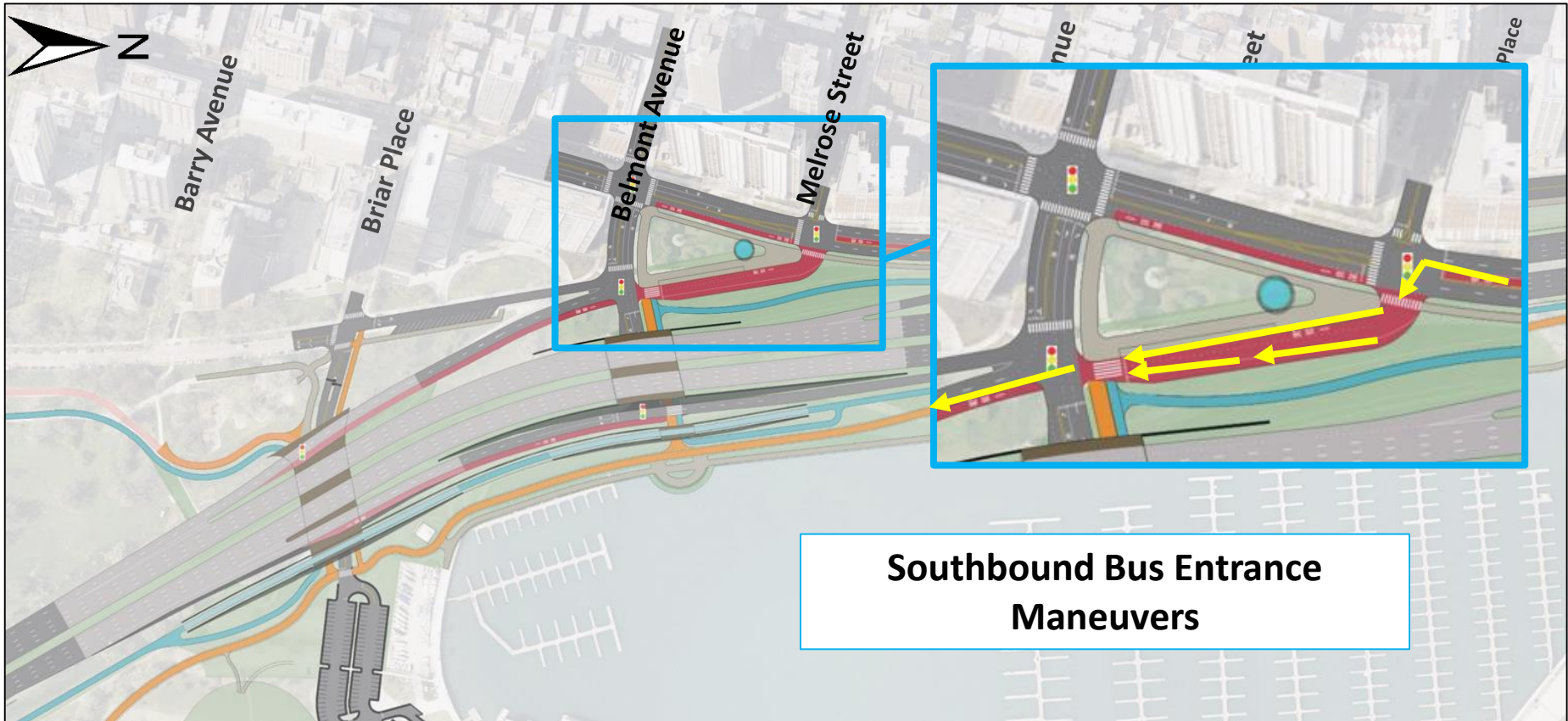
# Belmont Avenue CTT Alternative



**Reconfigured Belmont Avenue  
entrance and exit ramps**

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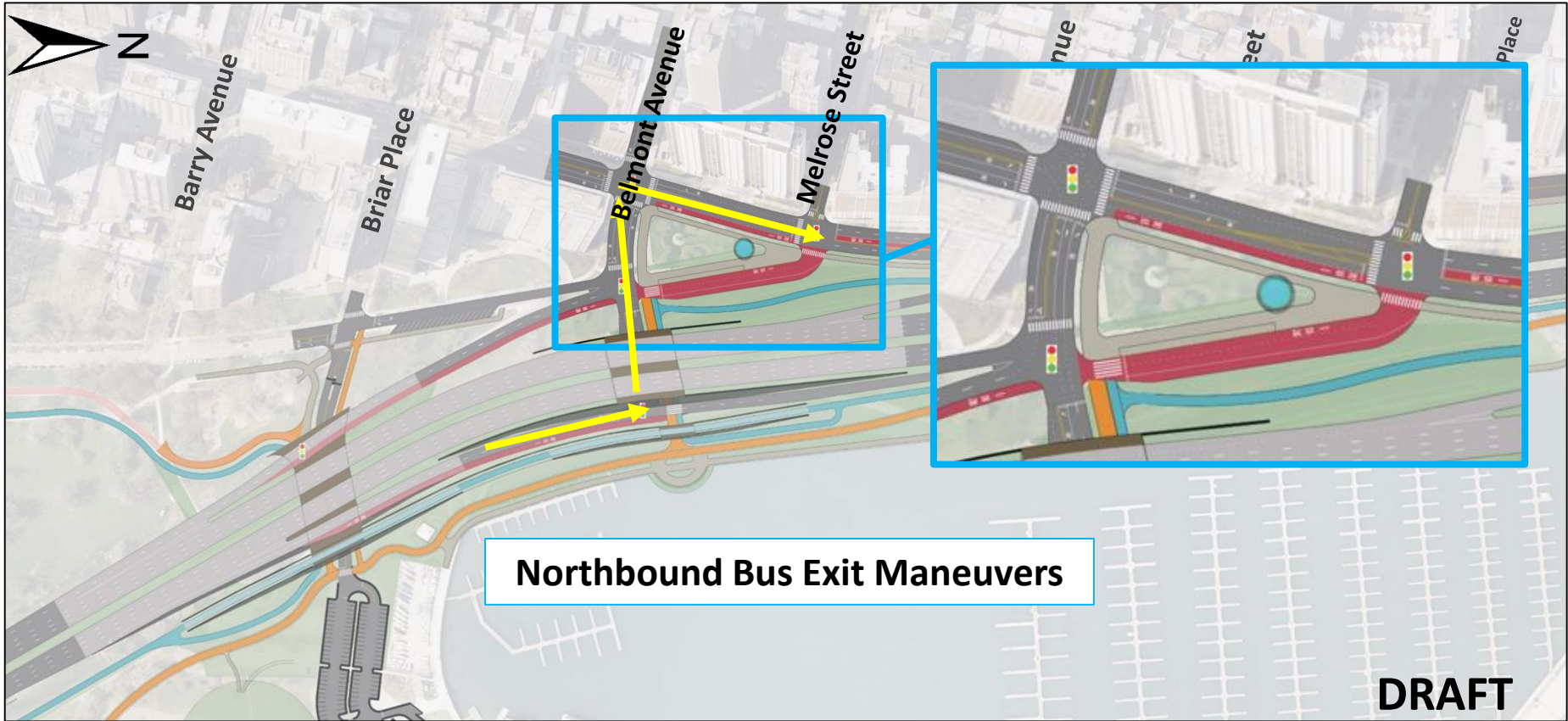
# Belmont Avenue CTT Alternative



**Belmont Bus-only Facility**



# Belmont Avenue CTT Alternative



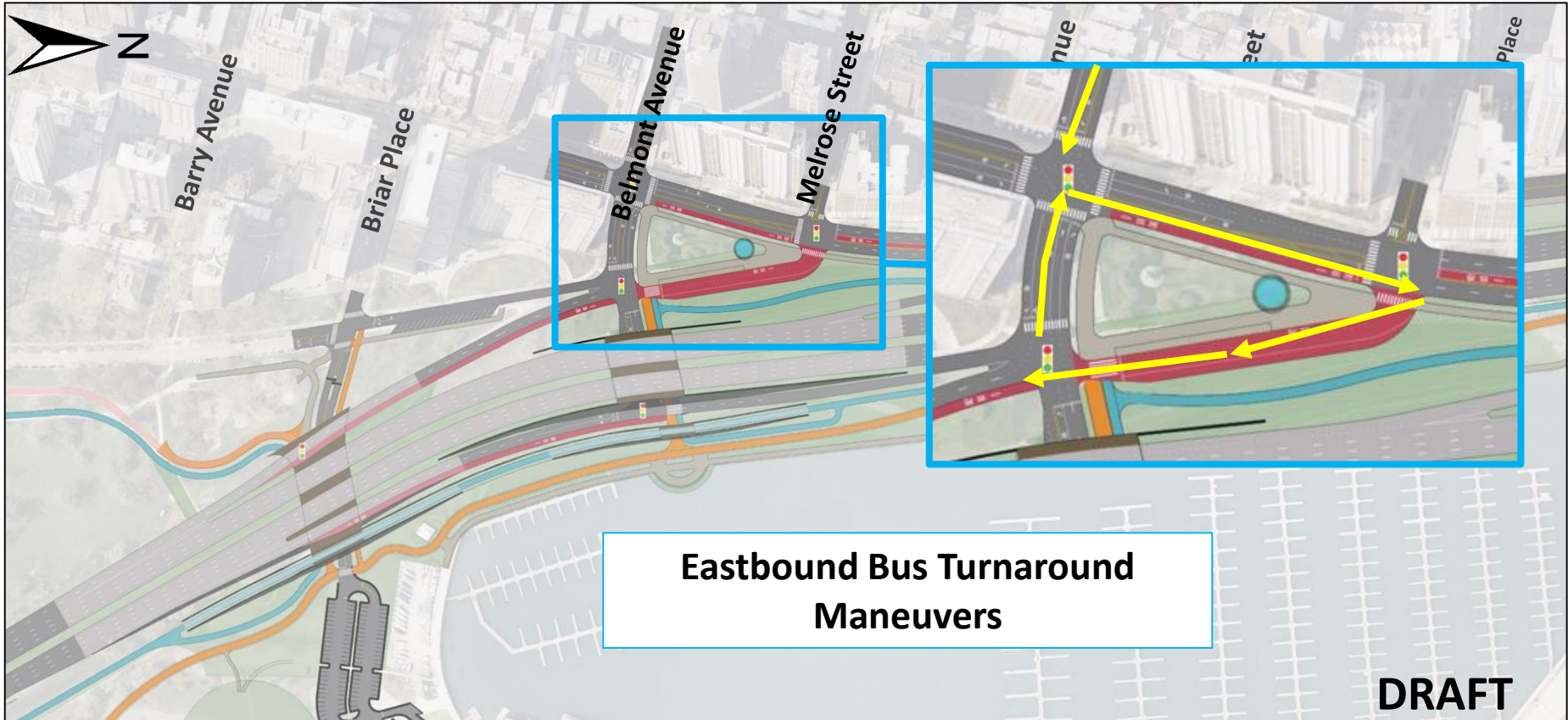
Northbound Bus Exit Maneuvers

DRAFT

Belmont Bus-only Facility

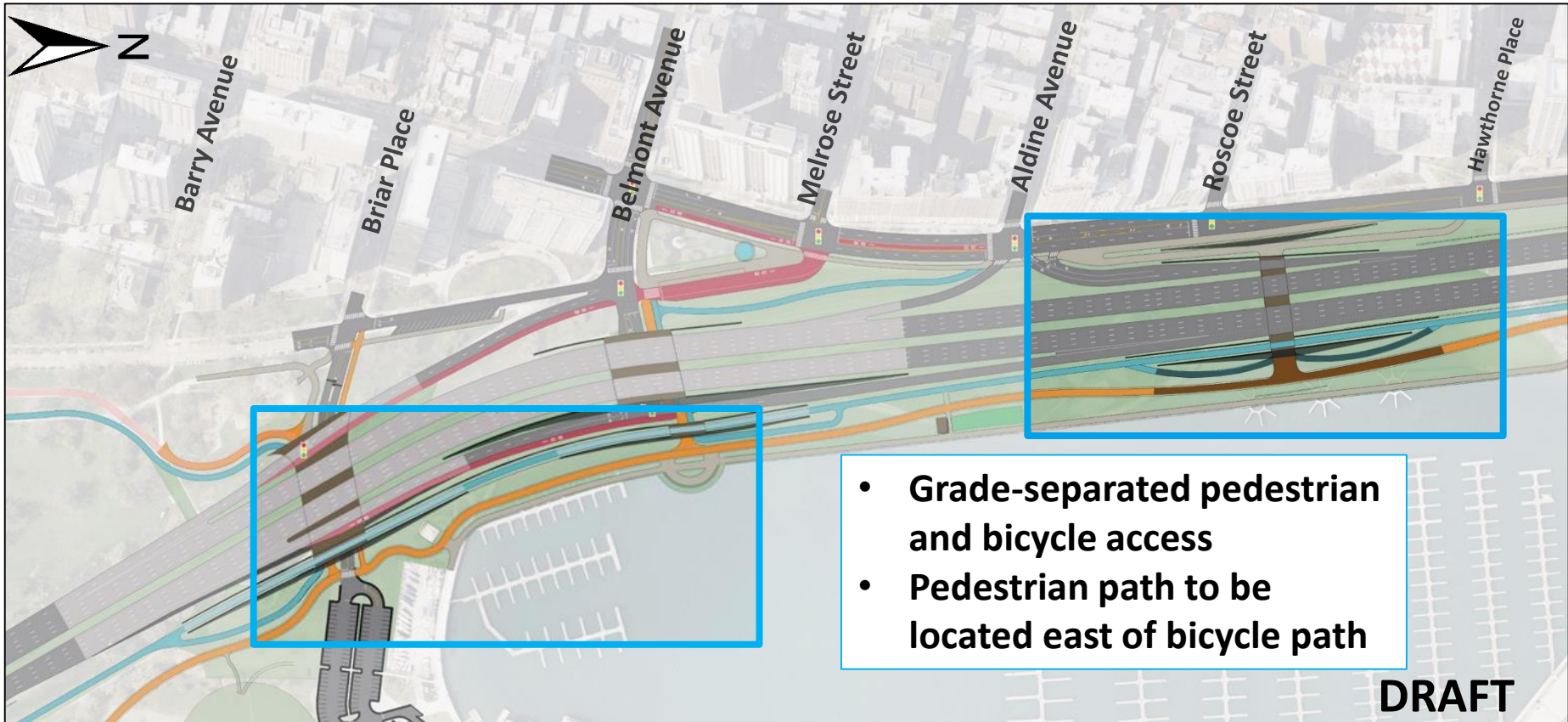


# Belmont Avenue CTT Alternative



**Belmont Bus-only Facility**

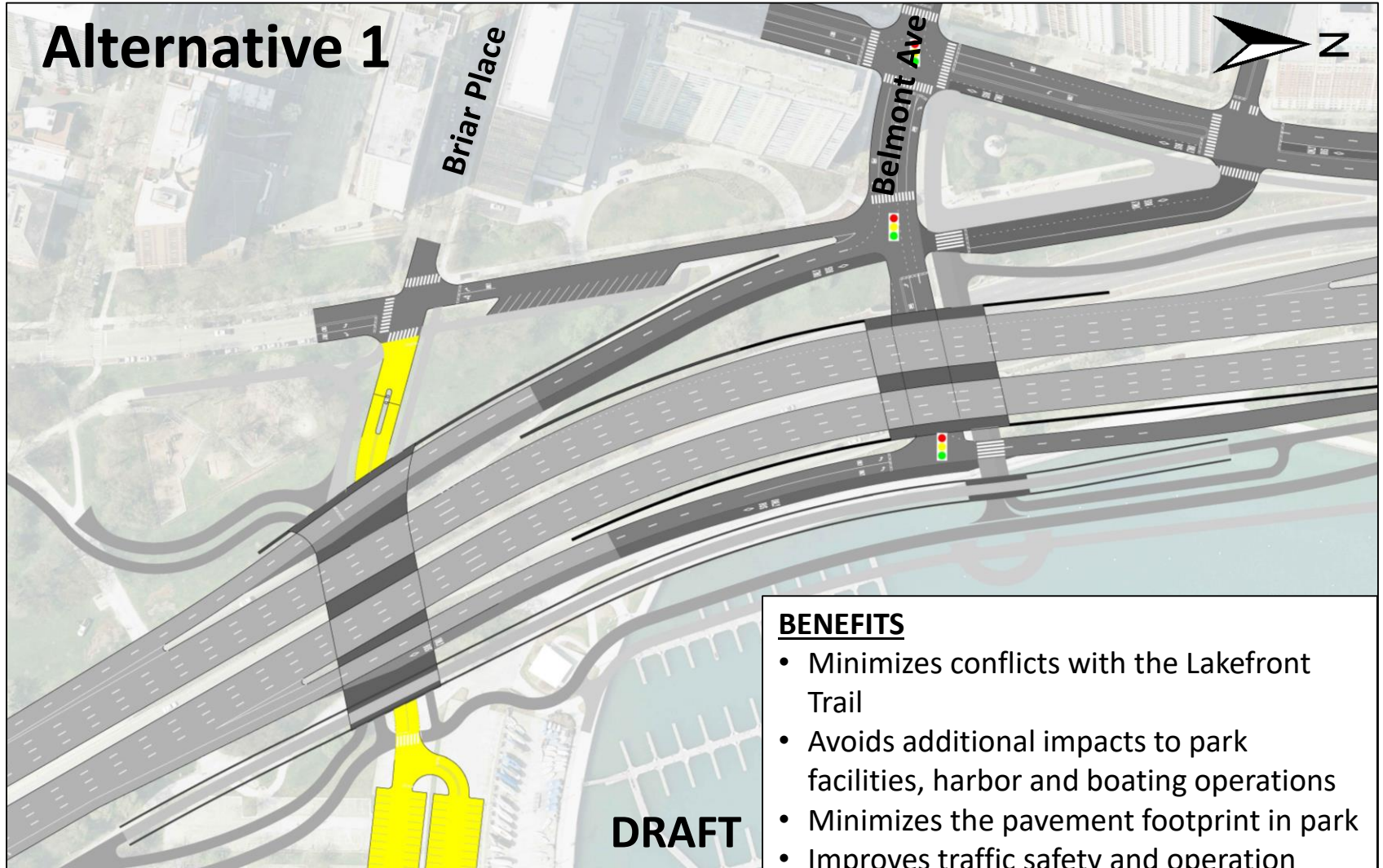
# Belmont Avenue CTT Alternative





# Belmont Avenue CTT Alternative

## Alternative 1



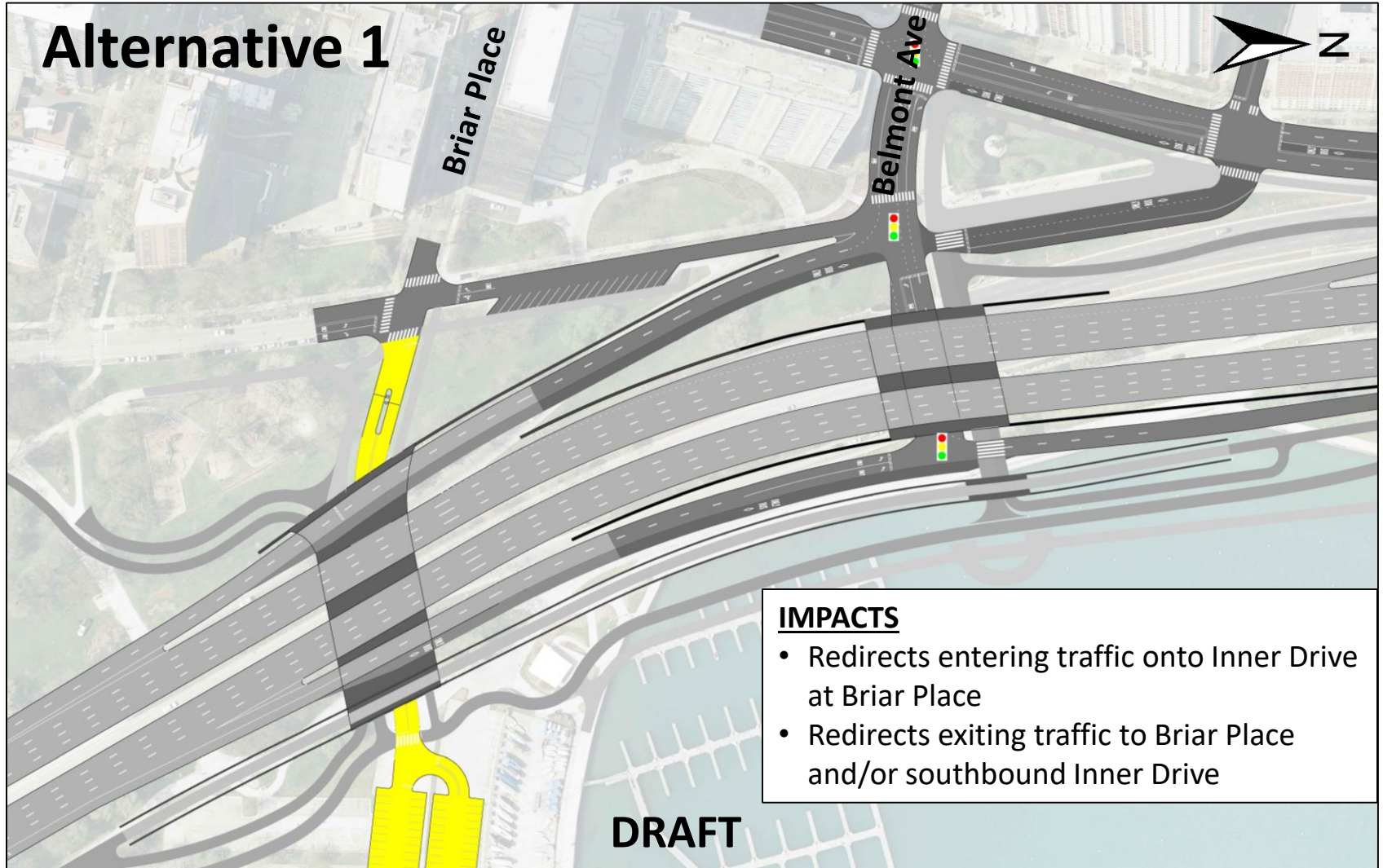
### **BENEFITS**

- Minimizes conflicts with the Lakefront Trail
- Avoids additional impacts to park facilities, harbor and boating operations
- Minimizes the pavement footprint in park
- Improves traffic safety and operation



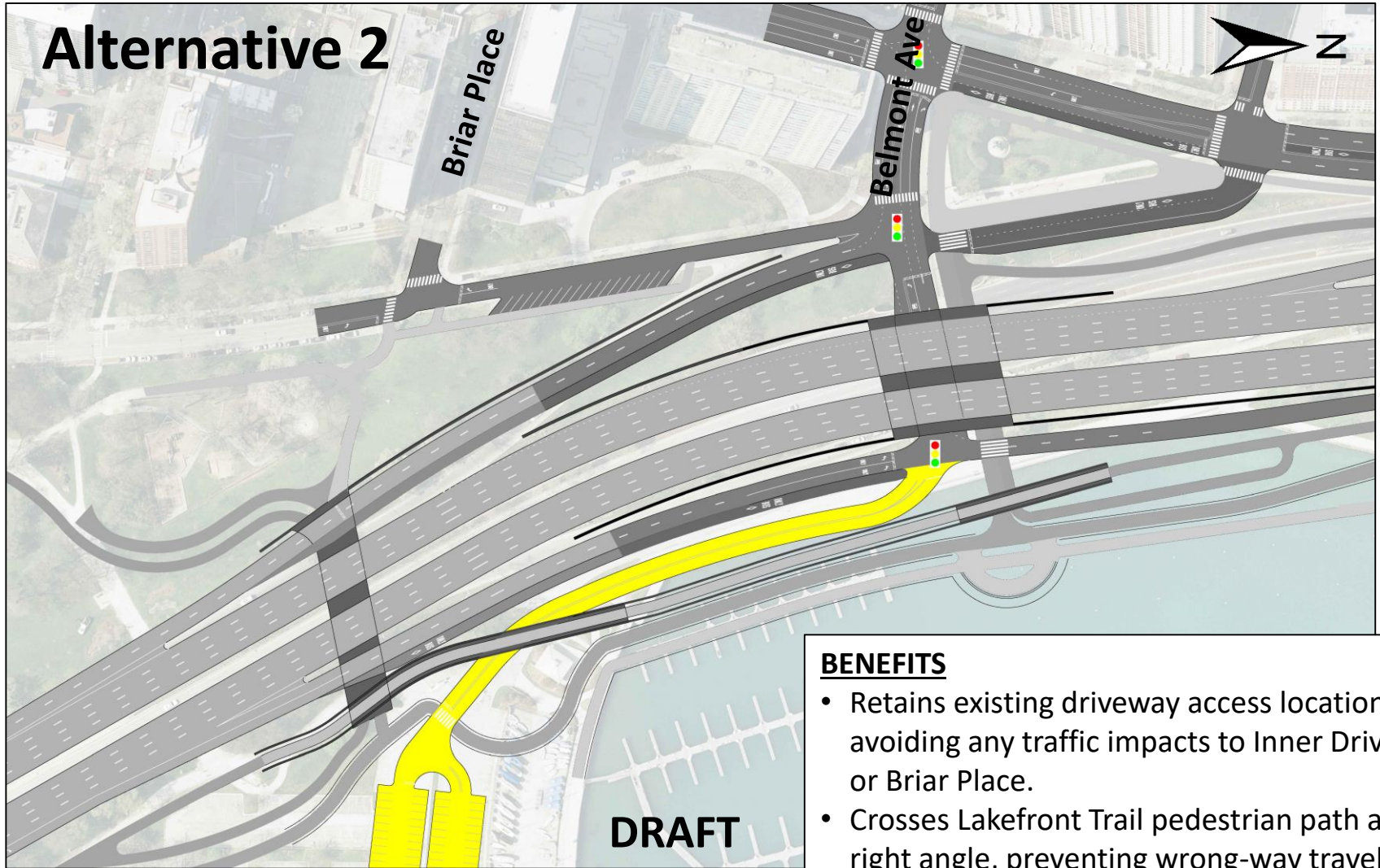
# Belmont Avenue CTT Alternative

## Alternative 1



# Belmont Avenue CTT Alternative

## Alternative 2



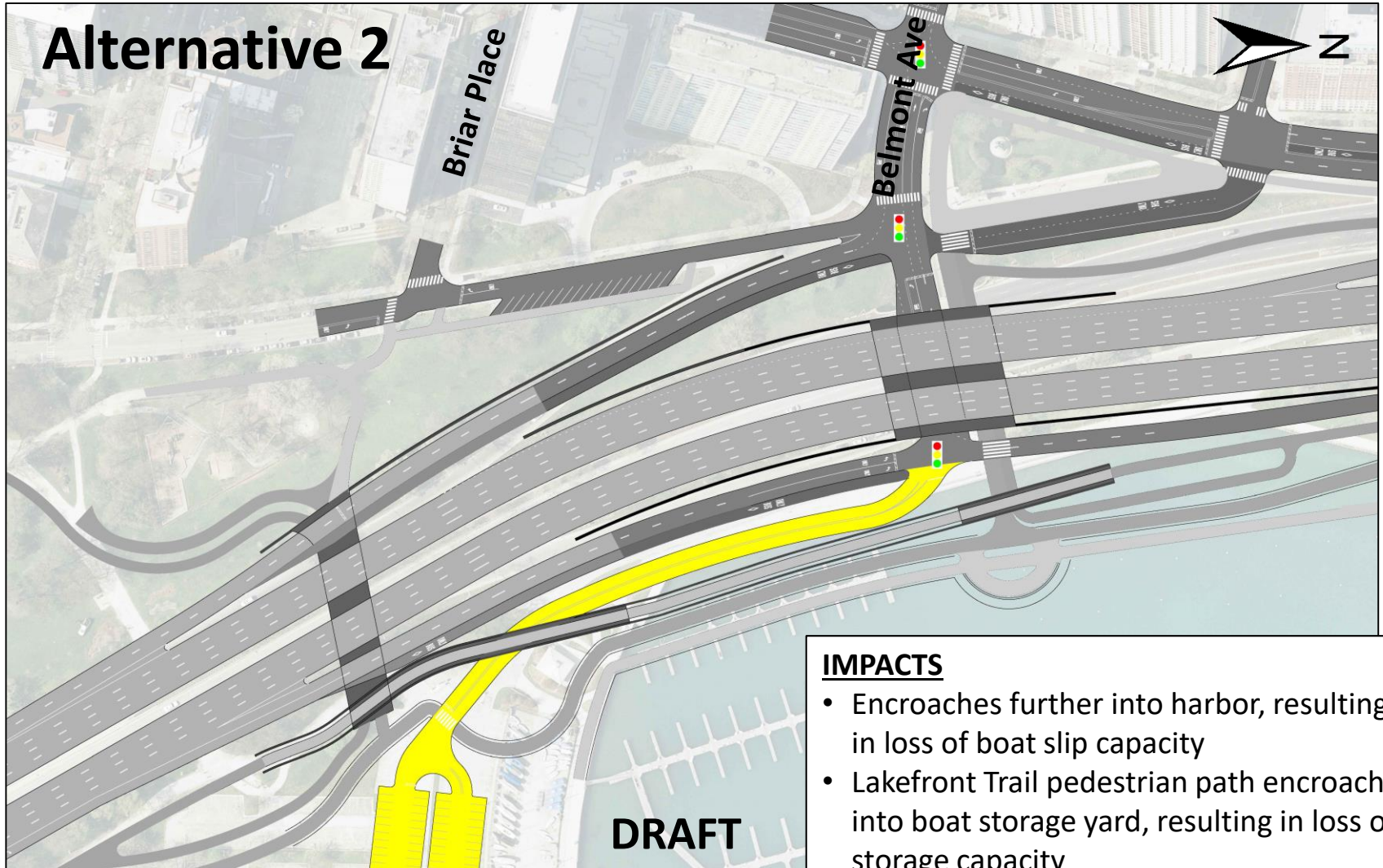
### **BENEFITS**

- Retains existing driveway access location, avoiding any traffic impacts to Inner Drive or Briar Place.
- Crosses Lakefront Trail pedestrian path at right angle, preventing wrong-way travel



# Belmont Avenue CTT Alternative

## Alternative 2

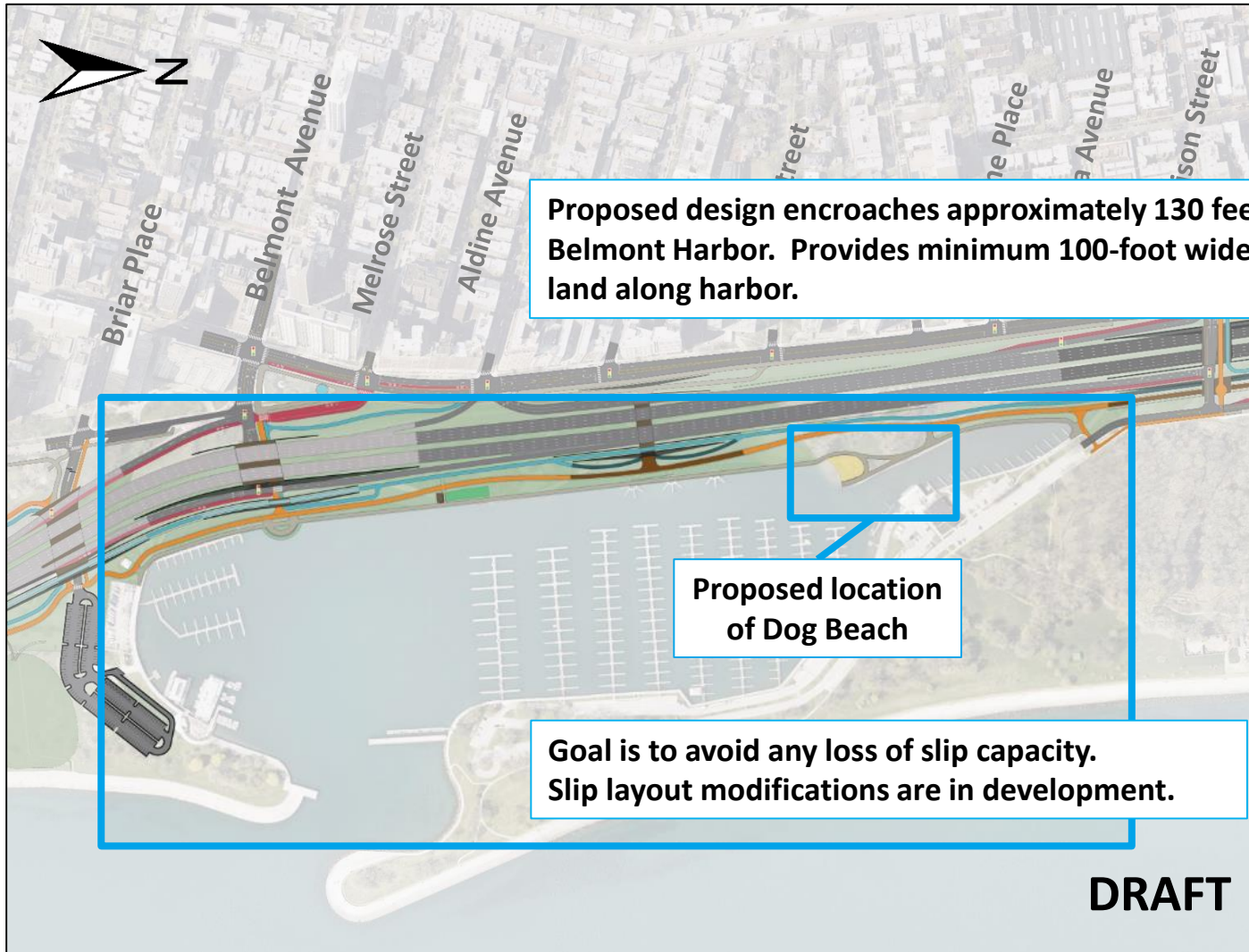


### IMPACTS

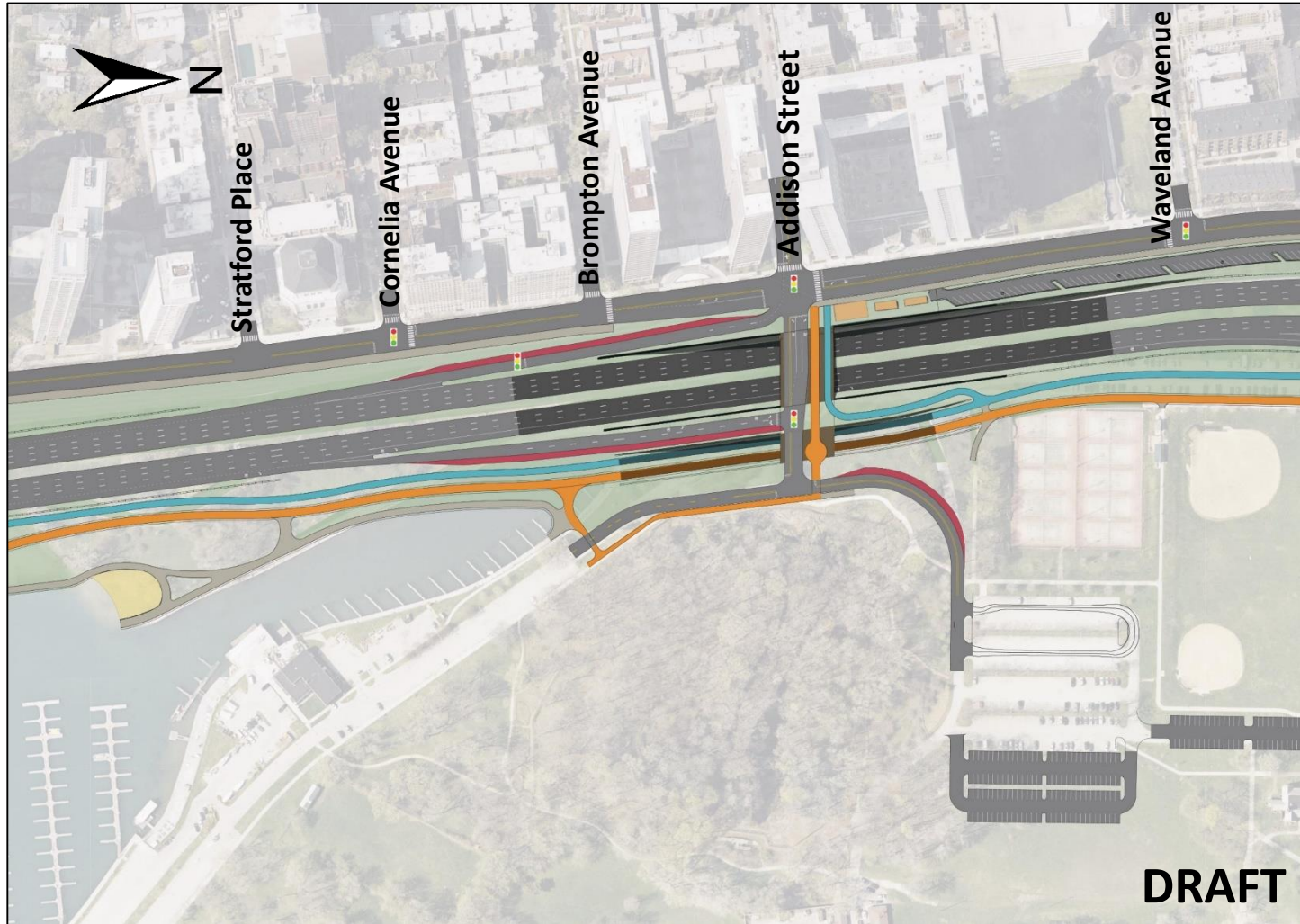
- Encroaches further into harbor, resulting in loss of boat slip capacity
- Lakefront Trail pedestrian path encroaches into boat storage yard, resulting in loss of storage capacity
- Paves much of the park area between NLSD and the harbor



# Belmont Harbor

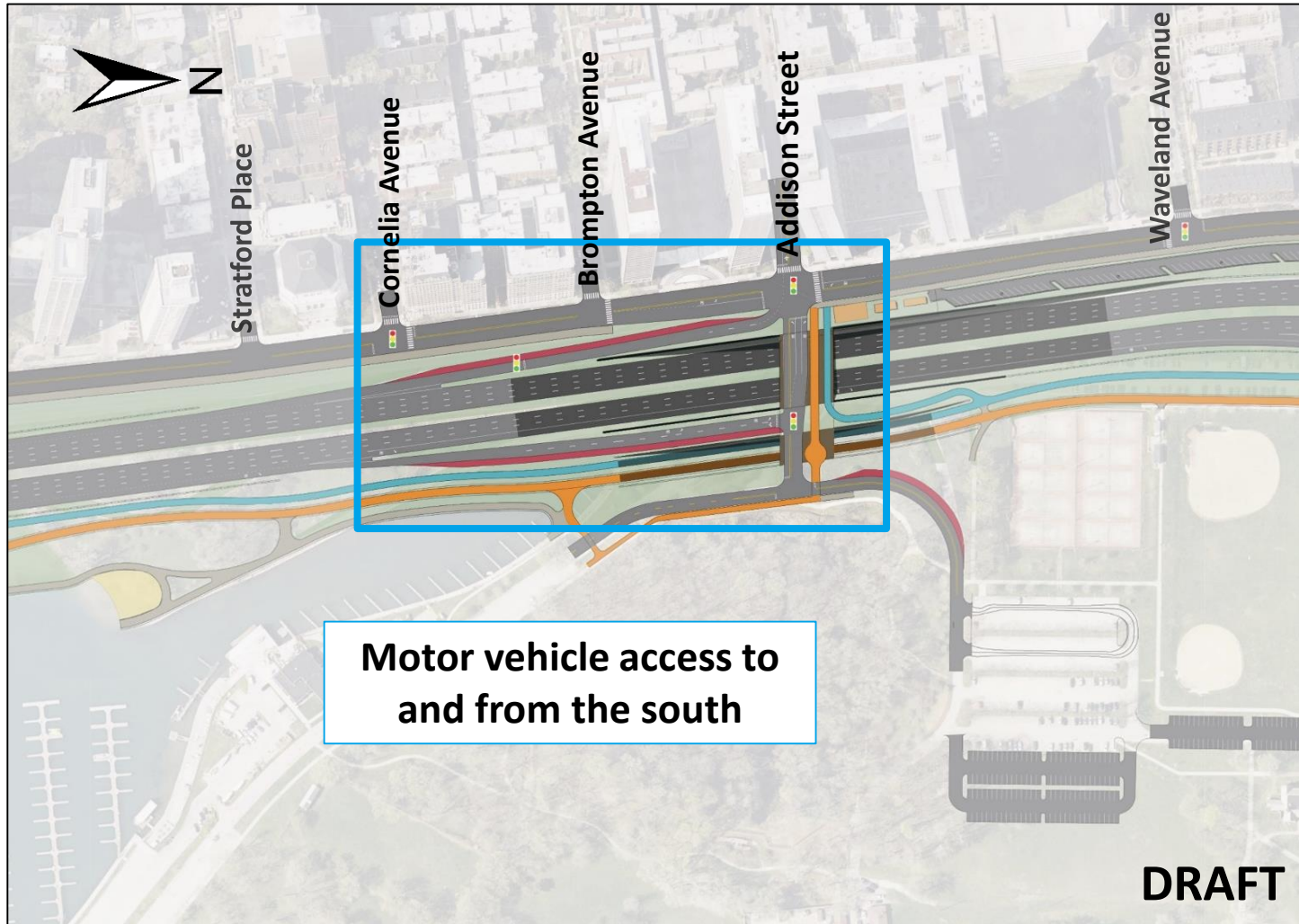


# Addison Street CTT Alternative



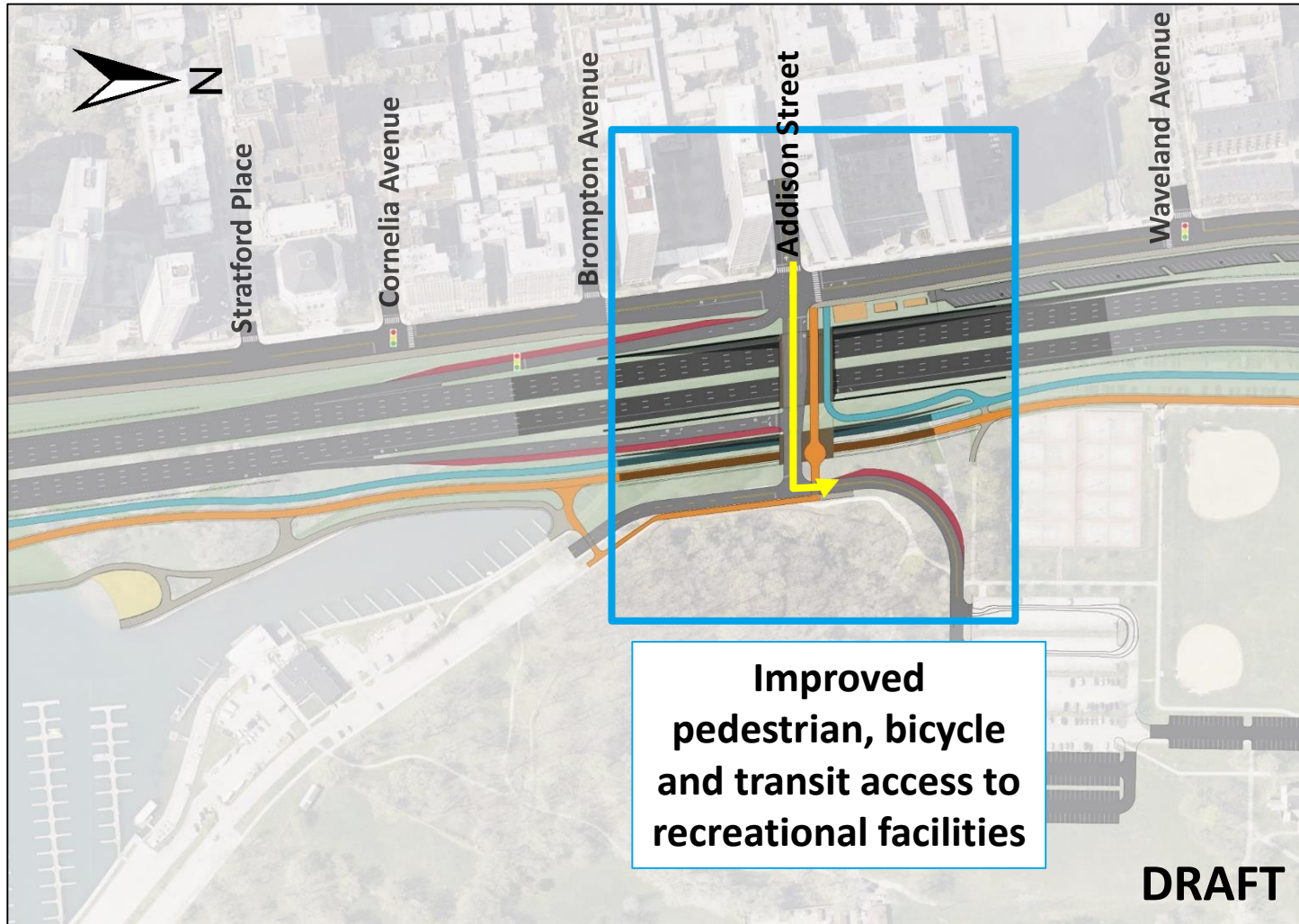


# Addison Street CTT Alternative

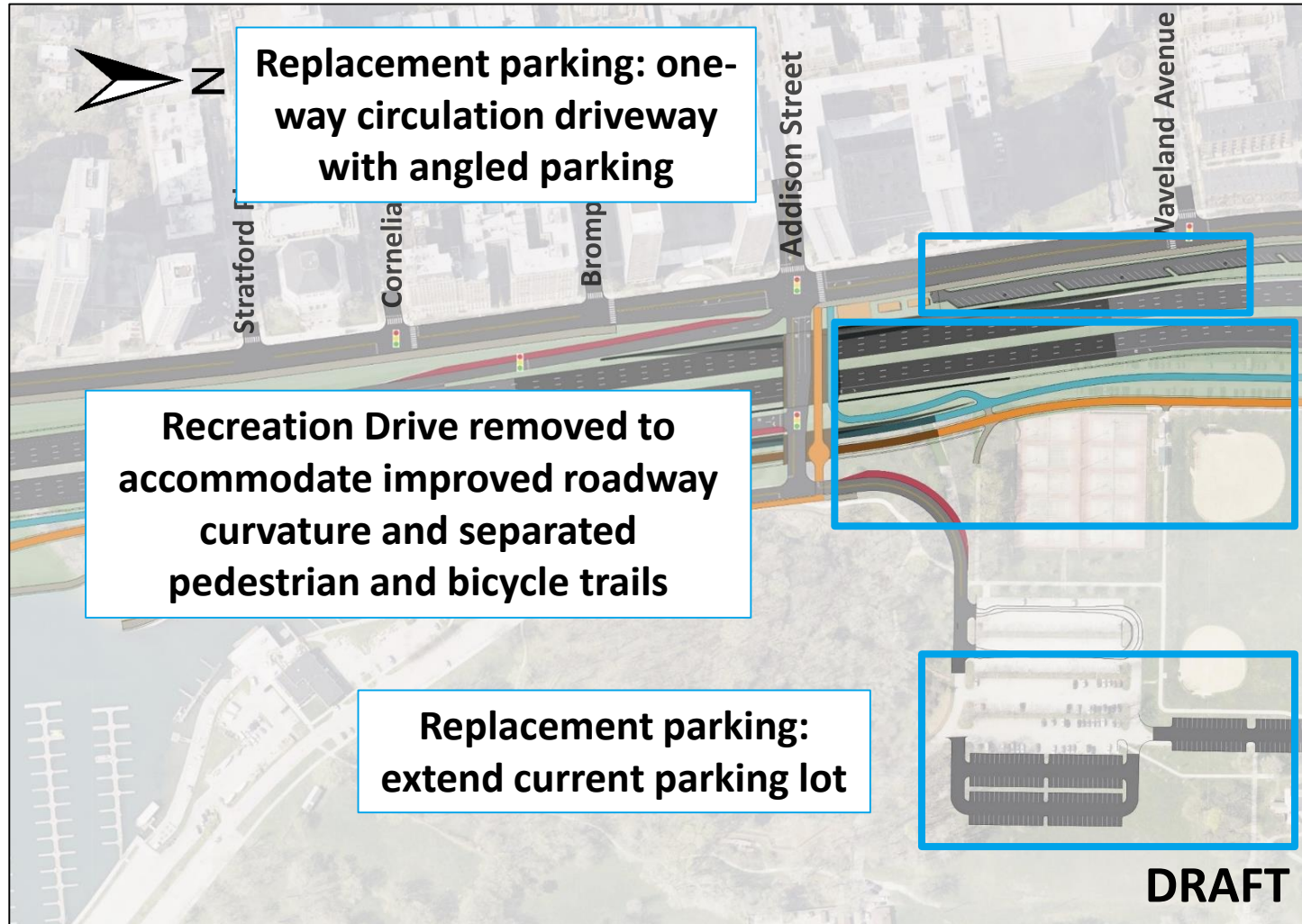




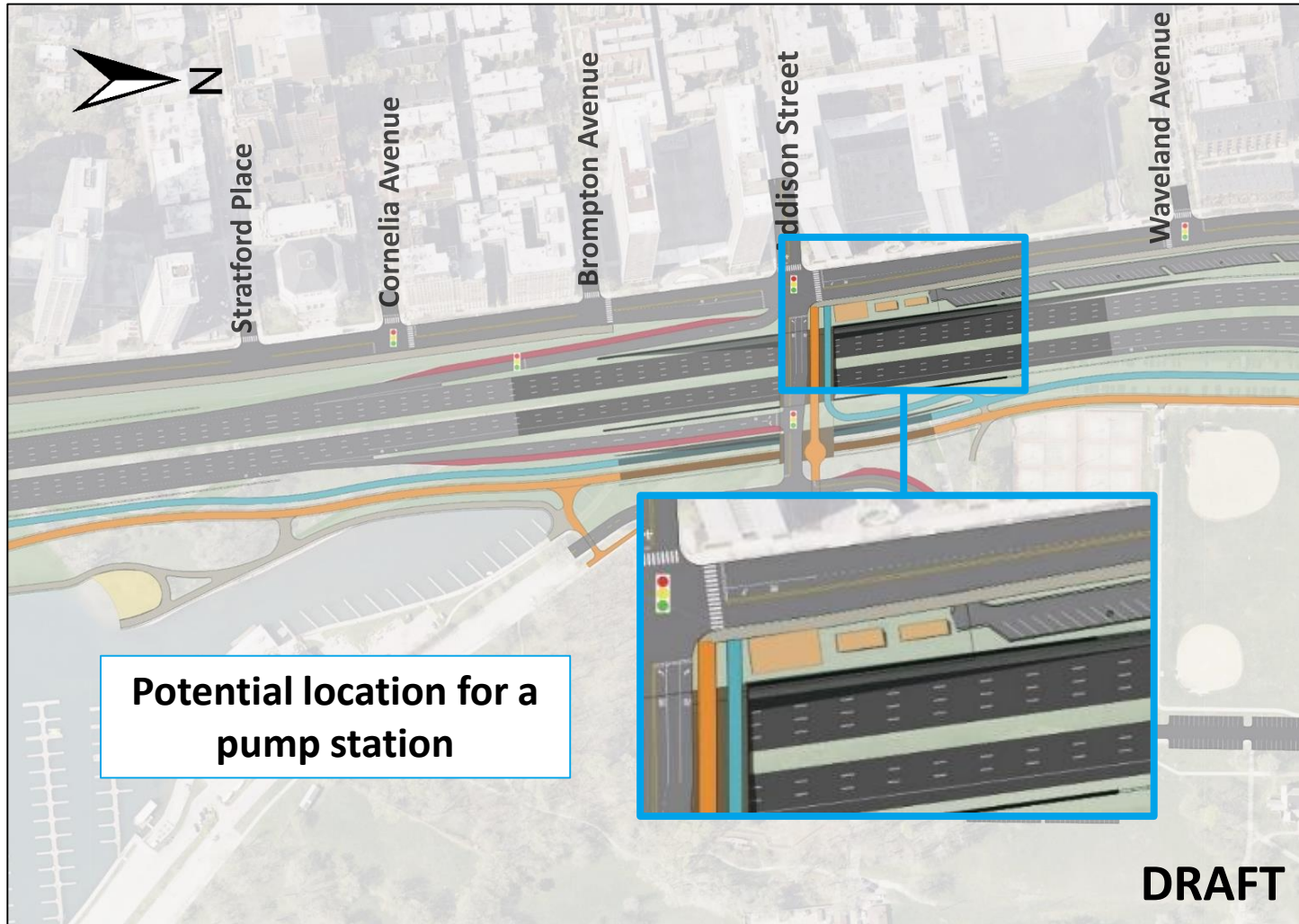
# Addison Street CTT Alternative



# Addison Street CTT Alternative

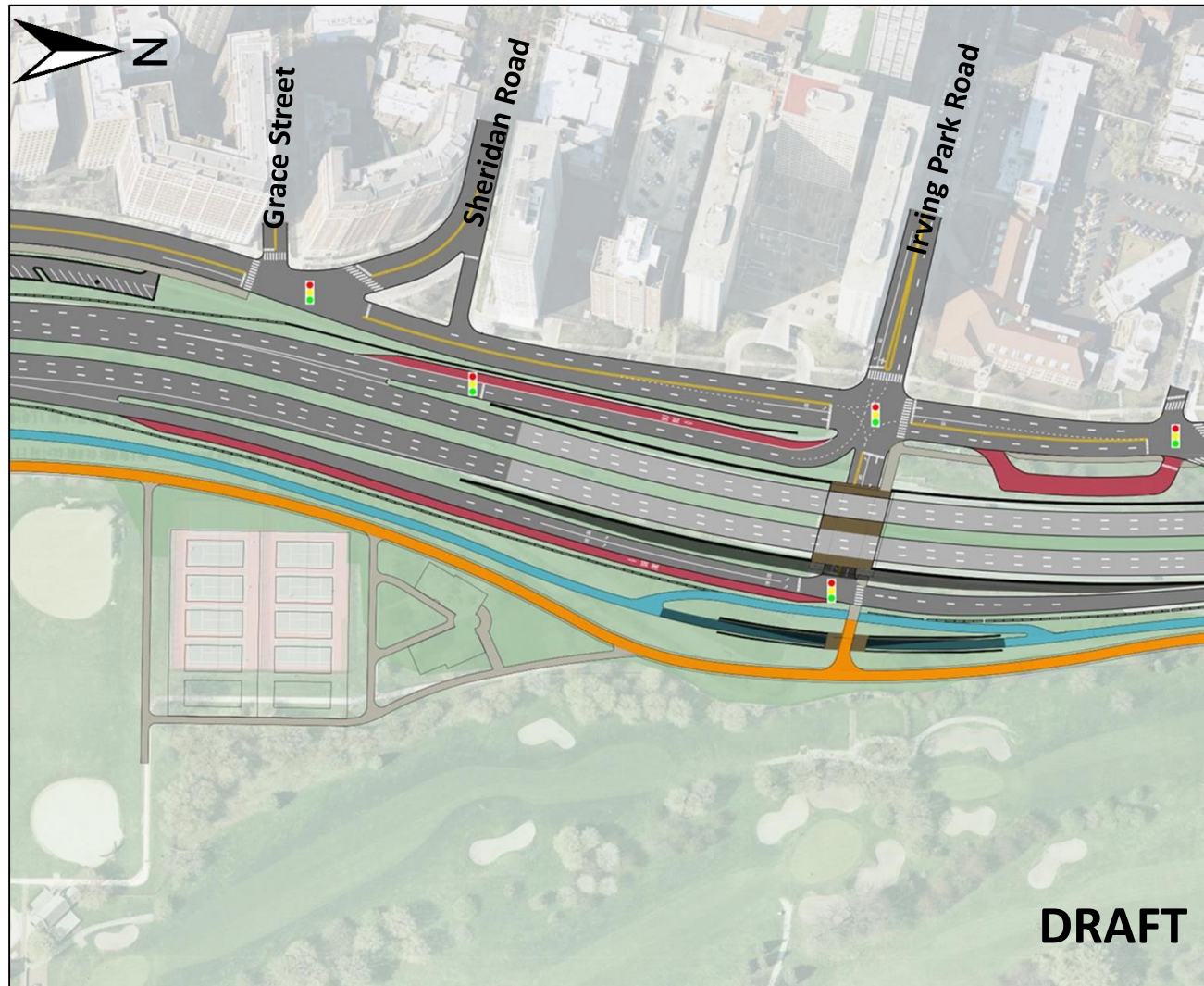


# Addison Street CTT Alternative





# Irving Park Road CTT Alternative



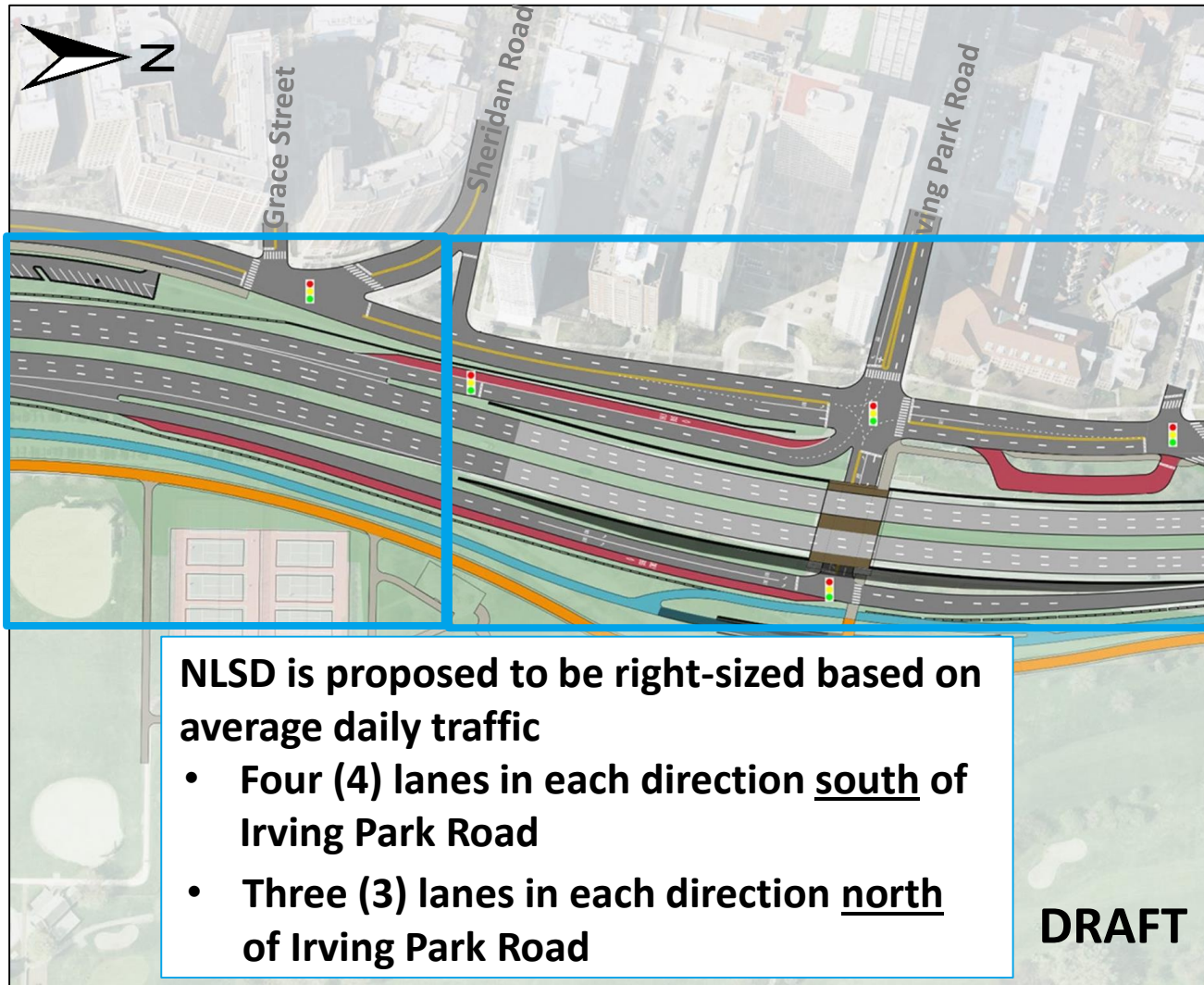
# Corridor Traffic Analysis: Irving Park Road

Findings from 2040 No-Action (baseline) traffic analysis:

- **Roadway capacity constrained** south of Irving Park Road, especially between Michigan Avenue and Fullerton Parkway
- **Roadway capacity available** north of Irving Park Road
- **Roadway footprint could be reduced** north of Irving Park Road

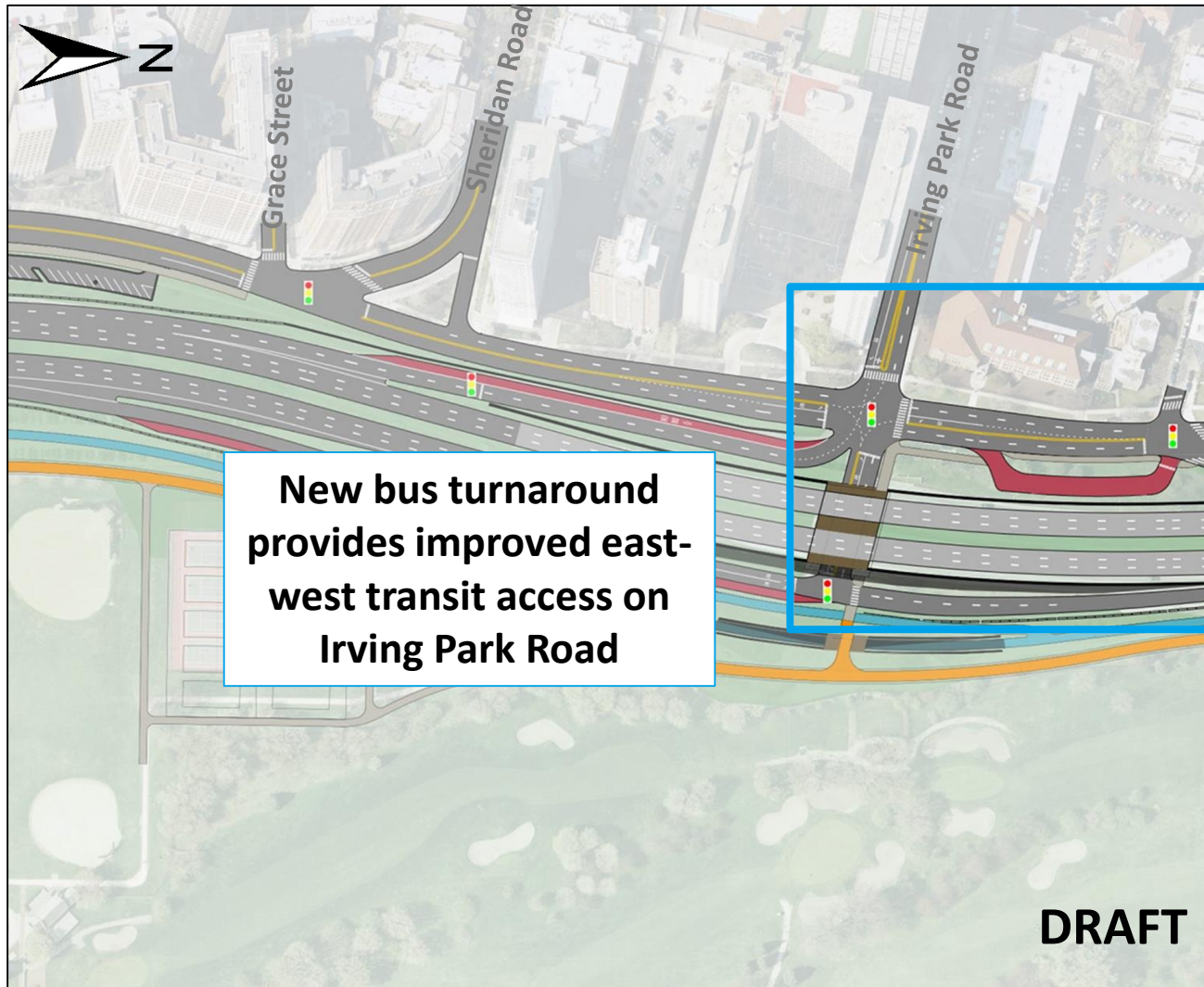


# Irving Park Road CTT Alternative





# Irving Park Road CTT Alternative





# Near-Term Next Steps

## Summer/Fall 2019

- Review and incorporate feedback between Diversey Parkway and Irving Park Road
- Continue Stakeholder and Aldermanic Meetings
- Recommend preferred alternative for Montrose-Wilson-Lawrence corridor
- Hold Northern Terminus Traffic Study (NTTS) Stakeholder & Community Meetings
- Complete Managed Lane alternatives evaluation and hold Task Force Meeting #10

# Diversey to Irving Park Guided Discussion

## **Please join a table at the back of the room**

- Each table will have the same information
- Facilitators will walk through key aspects of the designs between Diversey Parkway and Irving Park Road
- Facilitators will record comments
- Fill out a comment form, or mail it by August 30
- Discussion will conclude at 8:00 PM



## **Review the proposed design and provide input:**

- Which aspects of the design do you like?
- What refinements would you suggest?

***Thank You***

**[www.northlakeshoredrive.org](http://www.northlakeshoredrive.org)**