

# NLSD BY THE NUMBERS

Most of the Drive is over **80** years old and in need of reconstruction.

Over **69,000** transit riders per day use the seven express bus routes on NLSD and the two bus routes on Inner Drive.\*

As many as **31,000** persons use the Lakefront Trail on a peak summer day near Oak Street.\*

Between **154,000** (between LaSalle Drive and Fullerton Parkway) and **61,000** (Hollywood Avenue) motor vehicles use NLSD per day.\*

Compared to similar roadways, NLSD contains **6 of the top 10** highest crash locations in Illinois.



Historic photos courtesy of Chicago Park District Special Collections

## CONTACT US

The project team encourages input from stakeholders. Comments can be provided through any of the methods below:

- Online comment form: [www.northlakeshoredrive.org/contact.html](http://www.northlakeshoredrive.org/contact.html)
- Project email address: [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org)
- Project mailing address:  
NLSD Study  
c/o Civiltech  
30 N. LaSalle, Suite 2624  
Chicago, IL 60602




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

# NORTH LAKE SHORE DRIVE PHASE I STUDY

WINTER 2018/2019

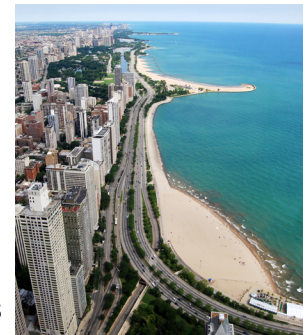
REDEFINE THE DRIVE



NORTH LAKE SHORE DRIVE

## PROJECT OVERVIEW

The Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) are leading a study to improve North Lake Shore Drive (NLSD) and adjacent park trails. Much of the infrastructure in this corridor was constructed in the 1930s through the Works Progress Administration (WPA) program and has reached the end of its useful life. Some areas may warrant complete reconstruction or major rehabilitation.



The North Lake Shore Drive Phase I Study encompasses the seven miles between Grand Avenue and Hollywood Avenue along the north lakefront. The corridor extends through 11 Chicago neighborhoods and six aldermanic wards, and contains 12 junctions and 22 bridges and tunnels.

To develop a successful plan to improve the Drive, an extensive outreach program is required. Input throughout the project is encouraged. Please review the "Contact Us" section for additional details on how you can provide feedback and help us to redefine the Drive!

\*Based on 2013 data

## PROJECT PURPOSE AND NEED

The project Purpose and Need Statement identifies project's goals and objectives, and drives the process for considering alternatives, analyzing alternatives, and selecting a Preferred Alternative. The purpose of this project is to improve NLS. The following specific needs have been identified:

- Improve safety for all users
- Improve mobility for all users
- Address infrastructure deficiencies
- Improve access and circulation

## PROJECT COORDINATION

A few key agencies work in coordination with IDOT and CDOT to guide the overall Phase I Study. These agencies include the Federal Highway Administration, the Chicago Park District and the Chicago Transit Authority. This group meets periodically to provide technical oversight and expertise in specific areas including study process, agency procedures and standards, and technical approaches.



## PUBLIC INVOLVEMENT

Public meetings are held throughout the project. These meetings take place in the project corridor and provide a forum for general public input. All materials from public meetings can be found on the project website, [www.northlakeshoredrive.org](http://www.northlakeshoredrive.org). We encourage you to review these materials and provide comments.

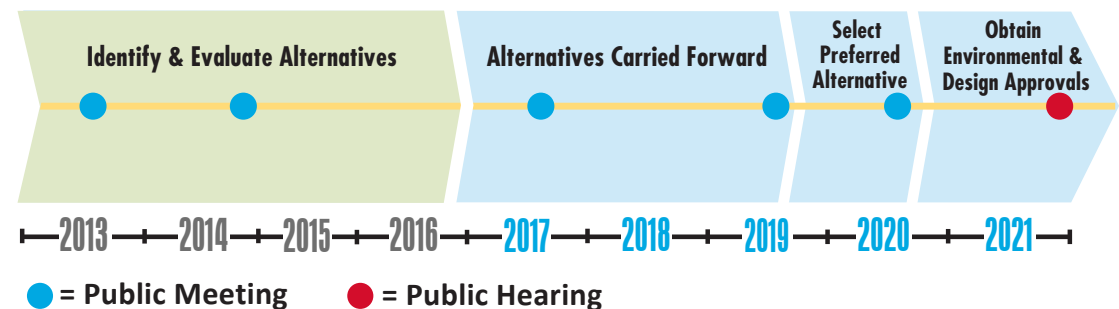
Additionally, a Corridor Planning Committee and several task forces were created at the project's initiation to provide guidance on the project direction and feedback on project analyses and recommendations. These groups consider specific focus areas such as transportation, park users and environment, and businesses and institutions. In addition, three residential task forces were formed based upon geographic locations along the corridor. The project team convenes approximately two task force meetings per year.



Task forces are opened for new members at key points during the project in order to maintain equal representation across topic and geographic areas. The project team will provide notification in the project e-newsletter when membership applications are being accepted. Please email us at [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org) to receive e-newsletters.

The project team also meets with additional stakeholder groups on an ongoing basis. These meetings focus on specific concerns or locations pertinent to the current stage of analysis. To date, over 60 stakeholder meetings have taken place.

## PROJECT TIMELINE



Over the life of the Phase I Study, the project team will identify an initial range of alternatives, analyze these alternatives through screening processes, and advance a few alternatives into more detailed analysis prior to selecting the Preferred Alternative. Task force feedback and public comments will be sought and considered during each stage. The Phase I Study is anticipated to be complete in 2021. Following the

Phase I Study (Preliminary Engineering), the project is expected to progress into Phase II (Contract Plan Preparation & Right-Of-Way Acquisition) and Phase III (Construction) depending upon the availability of funding. Due to funding limitations, improvements would likely be constructed in stages over multiple years.