



# DIRECTIONS!

Spring 2019 Newsletter Issue IV

REDEFINE THE DRIVE



## PROJECT UPDATE

Public Meeting #3 was held in July 2017. During this meeting, the project team presented the initial range of alternatives, a summary of the first (Level I) screening process, and the alternatives recommended to be carried forward for further analysis. These alternatives are grouped into four broad categories – No Action, Context Tailored Treatments (CTT), Transitways, and Managed Lanes. Corridor-wide plans for three CTT improvement alternatives were presented for detailed review and input. Additionally, an online survey was available to gather further input on the alternatives. In total, the project team received 289 written comments and over 2,400 survey responses at or following the public meeting.

After the July 2017 meeting, the project team continued to develop and evaluate improvement alternatives, met with Task Force members, and held stakeholder meetings. The project team reviewed all comments, completed additional analyses, and developed the top performing alternative within the CTT alternative category. The project team also held three Task Force meetings, each focused on a different aspect of the project, including the alternative categories, and the Lakefront Trail design and park access concepts. All materials from these meetings are available on the project website.

## TOPICS INCLUDED IN THIS NEWSLETTER:

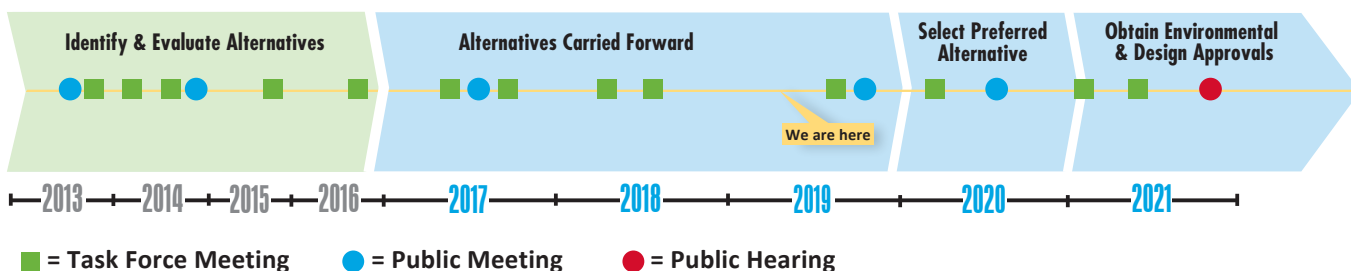
- Project overview and update
- Alternatives development and evaluation
- Context Tailored Treatments (CTT) alternatives
- Lakefront Trail and park access
- Stakeholder involvement

## 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. Through this study, the project team is identifying areas that may need complete reconstruction or major rehabilitation.

The NLSD Phase I Study encompasses the seven miles between Grand Avenue and Hollywood Avenue along the north lakefront. The corridor extends through 11 Chicago neighborhoods, six aldermanic wards, and contains 12 connections to neighborhood streets (junctions), and 22 bridges and tunnels.

## PROJECT TIMELINE



# ALTERNATIVES DEVELOPMENT AND EVALUATION

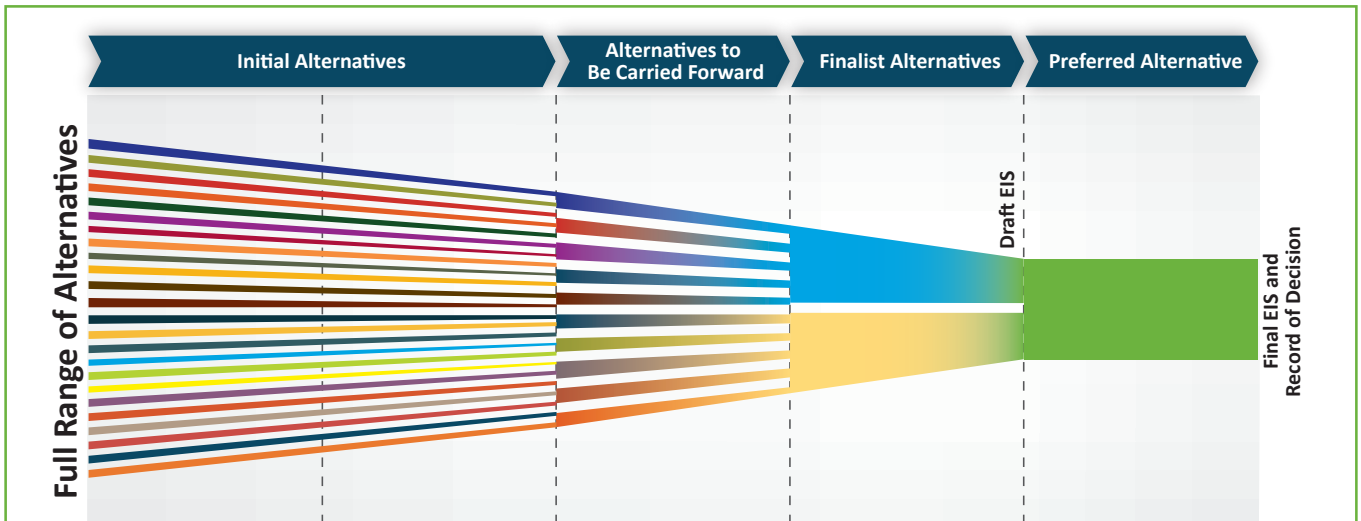
The National Environmental Policy Act (NEPA) requires that projects receiving federal funds follow a rigorous process to develop and evaluate alternatives. The NLSD Phase I Study is following NEPA requirements. (Please refer to the July 2017 Newsletter for more information on the NEPA process.)

Alternatives are narrowed through the Level I and Level II screening processes. The Level I screening process is designed to identify which alternatives address the project purpose and need. The results of the initial screening were presented to the public at Public Meeting #3, where the initial range of 17 alternatives was narrowed to the 13 alternatives, listed to the right. These alternatives were carried forward into the next (Level II) screening process. At the next public meeting, the range of alternatives to be carried forward for more detailed analysis will be presented. During the Level II screening process, a detailed purpose and need test will be completed, and the benefits and impacts of the alternatives will be analyzed and shared with the public for feedback. Your input will continue to be solicited and incorporated into each stage of the alternative development process.

RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES
No-Action	No-Action
Context Tailored Treatments	Corridor Modernization
	Compressed Roadway
	Frontage Drive
Transitways	Transit Advantages at Junctions
	Bus on Shoulder – Right
	Dedicated Transitway – Left
	Dedicated Transitway – Off Alignment
Managed Lanes	Three Plus One (3+1) Bus Only Lane
	Three Plus One (3+1) Managed Lane
	Two Plus Two (2+2) Managed Lane
	Three Plus Two (3+2) Reversible Managed Lane
	Four Plus One (4+1) Moveable Contraflow Managed Lane

Alternatives identified for additional analysis in the Level I screening process

## ALTERNATIVES EVALUATION



### DID YOU KNOW?



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



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



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

Based on 2013 data

# CONTEXT TAILORED TREATMENTS ALTERNATIVES

Context Tailored Treatments (CTT) is one of the three alternative categories. Alternatives in this category would bring North Lake Shore Drive up to modern day roadway standards to improve safety and operations, with a design specifically tailored to the unique roadway setting. The design would address transit, bike, and pedestrian needs as well, and provide shoreline protection where required. These improvements also include transit advantages, which are spot improvements for transit, such as queue jump lanes (a bus-only lane at an intersection that allows the bus to “jump” ahead of general traffic), bus turnarounds, and bus staging and layover areas. Transit advantages are included in all alternatives regardless of category.

Transitways and Managed Lanes are the other two alternative categories. Features from all three

categories can be combined or serve as stand-alone alternatives for the corridor. All three CTT alternatives were presented at Public Meeting #3; an overview of these alternatives and the Level II screening process is included below. Similar analyses for Transitways and Managed Lanes will be presented at Public Meeting #4.

## WHAT IS A JUNCTION?

A junction is a grade-separated intersection (one road passes over another) that allows crossing roadways to connect with NLSJ without interrupting traffic on the Drive. There are 13 junctions being considered as part of the CTT Alternative: Grand Ave/Chicago Ave · Michigan Ave · LaSalle Dr · Fullerton Pkwy · Belmont Ave · Addison St · Irving Park Rd · Montrose Ave · Wilson Ave · Lawrence Ave · Foster Ave · Bryn Mawr Ave, and Hollywood Ave.

# CONTEXT TAILORED TREATMENTS (CTT) ALTERNATIVES AND FEATURES

Upon reviewing the alternatives and public input, the project team recognized opportunities to mix and match CTT alternatives at specific locations to optimize benefits. Since each CTT alternative has different benefits and impacts at individual junctions, the screening focused on identifying top performing alternatives at each junction, rather than for the entire NLSJ corridor. Therefore, the proposed Top Performing CTT Alternative represents a combination of all three alternatives.

*Want to view the proposed Top Performing CTT Alternative in more detail?*

Brochures for each junction along the corridor are available on the project website: [www.northlakeshoredrive.org](http://www.northlakeshoredrive.org).

**Alternative 1:**  
Corridor  
Modernization  
Concept

**Alternative 2:**  
Compressed  
Roadway  
Concept

**Alternative 3:**  
Frontage  
Drive  
Concept

CTT ALTERNATIVES	FEATURES
<b>Corridor Modernization Concept</b>	<ul style="list-style-type: none"> <li>• A continuous landscaped median along the length of NLSJ</li> <li>• Increased separation between the Inner and Outer drives from Grand Ave. to LaSalle Dr. and from Belmont Ave. to Irving Park Rd.</li> </ul>
<b>Compressed Roadway Concept</b>	<ul style="list-style-type: none"> <li>• Minimizes transportation footprint and Inner/Outer Drive separation</li> <li>• A concrete barrier wall in place of landscaped median</li> </ul>
<b>Frontage Drive Concept</b>	<ul style="list-style-type: none"> <li>• Lowers Outer Drive below grade and splits Inner Drive into one-way frontage drives from Grand Ave. to East Lake Shore Dr. and from Belmont Ave. to Montrose Ave.</li> <li>• Increased separation between the Inner and Outer drives, and between Oak St. and LaSalle Dr.; this creates separate local and regional park spaces</li> <li>• Improves pedestrian access and circulation within Lincoln Park</li> </ul>

# LAKEFRONT TRAIL AND PARK ACCESS IMPROVEMENTS

Improvement alternatives extend beyond NLSD to address the Lakefront Trail and access to the park. These facilities are valuable assets to the city, with approximately 31,000 people using portions of the Lakefront Trail on a typical weekend day in the summer. As part of the alternative development process, the project team established key design goals and guidelines for the Lakefront Trail and park access. The design goals include reducing congestion on the trail, minimizing conflict points, decreasing flooding, improving visibility and aesthetics at access points, and ensuring Americans with Disabilities Act (ADA) compliance. The design guidelines are included below.

## Design Guidelines

- **Separate users**

Pedestrians and bicyclists would be separated along the Trail and at junctions and access points. On the Trail, there would be separate bicycle and pedestrian paths to provide safer conditions for all modes. Additionally, east-west access paths would be grade-separated from the main north-south bicycle trail, where feasible. Separating users provides greater direct access to the pedestrian trail, minimizes potential collisions between pedestrians and bicyclists, and ensures that accessing the bicycle trail is a deliberate action, thus keeping casual users from inadvertently entering the higher-speed bicycle trail.

- **Create wide, welcoming access points**

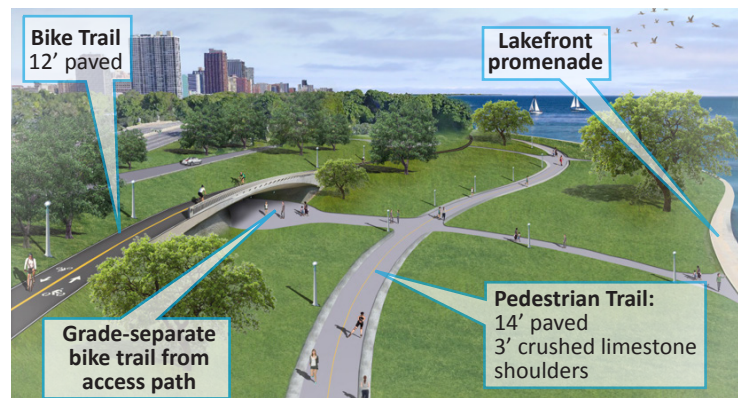
To improve safety and create a welcoming and comfortable environment, wide facilities at access points to the Lakefront Trail would be standard. Wider bridges and underpasses would provide the opportunity to separate bicyclists and pedestrians on these facilities. Underpasses would be well lit and would incorporate daylight where possible.

- **¼ mile spacing of pedestrian/bicycle access points**

To provide consistent access to the Lakefront Trail, access would be provided every ¼ mile, where feasible. This would include a combination of current and new access points.



*Top Performing CTT Alternative - Near Belmont Harbor*



*Top Performing CTT Alternative - Near Diversey Harbor*

## CHICAGO PARK DISTRICT COORDINATION

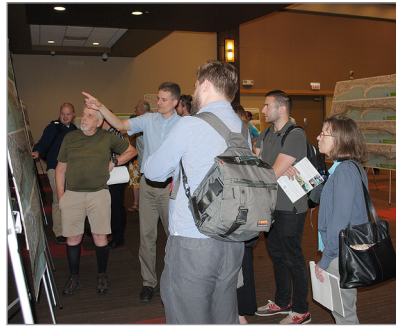
Chicago Park District is a member of the Project Study Group, and the project team is coordinating closely with the Park District to build upon the recently completed Lakefront Trail Separation Project. Chicago Park District plans to finish landscape restoration and

remaining cleanup work on that project in spring 2019. Please view the Park District project website for more information: [www.chicagoparkdistrict.com/parks-facilities/lakefront-trail](http://www.chicagoparkdistrict.com/parks-facilities/lakefront-trail).



# STAKEHOLDER ENGAGEMENT

Thank you for your continued interest and engagement in the project! Over the course of the project, we have received your input through meetings, written comments, and social media as highlighted below, with more to come.



## MEETINGS

As of Spring 2019



## WRITTEN COMMENTS

Over **1,700** written comments received.

Primary comment methods:



## SOCIAL MEDIA



## COMMENT TOPICS

Top 3 Comment Topics Over the Life of the Project:

1. Transit Improvements
2. Importance and further development of the Lakefront Trail
3. NLSD roadway needs

Top 3 Comment Locations Over the Life of the Project:

1. Chicago Avenue
2. Oak Street
3. Belmont Avenue







## WE WANT TO HEAR FROM YOU!

Do you use North Lake Shore Drive for your daily commute? Walk, run or ride along the Lakefront Trail? We want your input on the current alternatives and at future meetings. All materials from past Task Force and public meetings are available on the project website and we welcome your feedback throughout the project.

If you are not on our newsletter list, send us an email to receive project updates!

Not yet following the project? Find us using the handles below!

-  [www.facebook.com/NorthLakeShoreDrive](http://www.facebook.com/NorthLakeShoreDrive)
-  [@n\\_Lakeshoredr](https://twitter.com/n_Lakeshoredr)
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