



North Lake Shore Drive Task Force Meeting #12

March 18, 2021

Welcome





Meeting Agenda

- Introduction & Review of Format
- Welcome New Task Force Members
- Task Force Recap – Level 2 Screening
- Review of Public Input Opportunity Feedback
- 2021 Community Outreach
- Level 3 Screening
- Question and Answer Session
- Next Steps

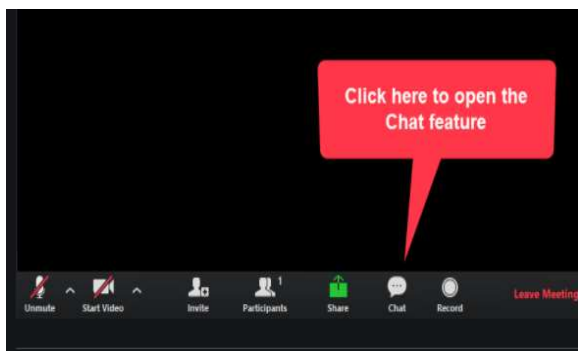




Today's Panelists

- Nathan Roseberry
 - Chicago Department of Transportation
- Kimberly Murphy
 - Illinois Department of Transportation
- Lissa Sweeney
 - Metro Strategies, Inc.
- Michael Folkening
 - Civiltech Engineering, Inc.
- Jen Hyman
 - Civiltech Engineering, Inc.
- Peter Harmet
 - Christopher B. Burke Engineering, Ltd.

How to ask a question: Chat



Bottom center of the Zoom screen, find and click the Chat symbol



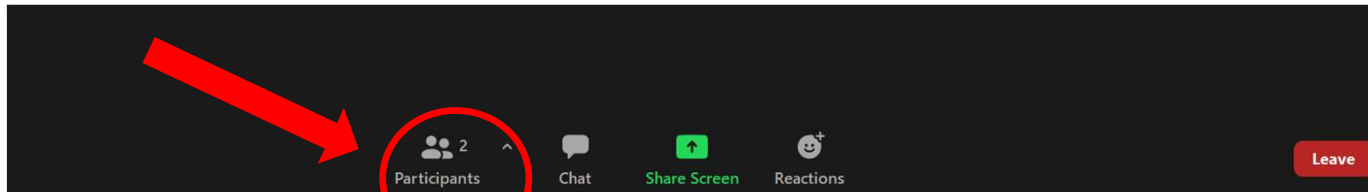
Type in your question and press send



View any questions you asked throughout the meeting and all questions submitted by others

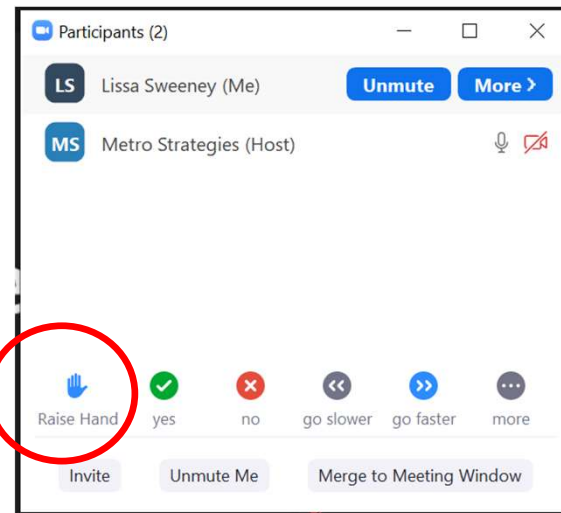
- Please type your questions throughout the meeting, rather than wait
- Questions will be answered during the designated time period

How to ask a question: Raise Hand

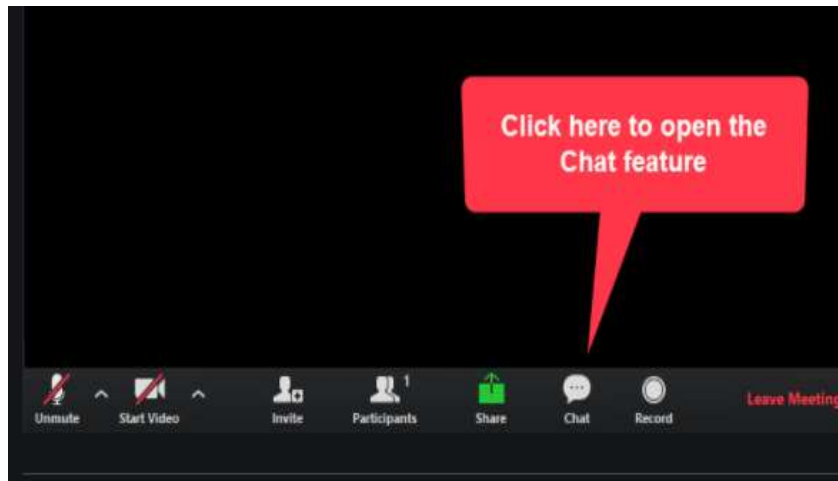


Bottom center of the Zoom screen, find and click the Participants symbol

Within the Participants box, click Raise Hand icon



Test Participation Function



- **Please test the chat feature by providing your name and organization!**
- Bottom center of the Zoom screen, find and click the Chat symbol
- Type in your information and press send
- **Call-in participants are requested to email the project team at info@northlakeshoredrive.org and let us know you are in attendance**
- Call-in participants are unable to utilize Chat or Raise Hand



Welcome New Task Force Members



Task Force Overview and New Members

Total of Seven Task Force Groups:

- Corridor Planning Committee
- Environment and Park Users
- Transportation
- Business & Institutions
- Montrose Avenue to Hollywood Avenue (Residential North)
- Diversey Parkway to Montrose Avenue (Residential Central)
- Grand Avenue to Diversey Parkway (Residential South)

18 New Task Force Members



Task Force Guidelines

- The NLSD Task Force Meetings are friendly conversations. Please be courteous of your fellow participants, even if their opinion may differ from yours.
- We want to be courteous of your time. Please only ask questions and provide feedback regarding the topic in discussion and the current decision point. We welcome written feedback after the meeting for any further questions or comments.
- Task Force engagement activities vary:
 - Large group discussions
 - Breakout groups



NLSD Purpose and Need

The purpose of the North Lake Shore Phase I Study is to improve the NLSD multimodal transportation corridor.

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



The complete Purpose & Need document can be found on the project website: http://northlakeshoredrive.org/info_environ_documents.html



Task Force Recap – Level 2 Screening



Level 2 Screening

RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES	RECOMMENDED FOR DISMISSAL (LEVEL 2 SCREENING) 	RECOMMENDED TO BE CARRIED FORWARD 
No-Action	No-Action	N/A	N/A
Context Tailored Treatments	Corridor Modernization		Top Performing CTT with Transit Advantages
	Compressed Roadway		
	Frontage Drive		
Transitways	Transit Advantages at Junctions		
	Bus on Shoulder – Right	Bus on Shoulder – Right	
	Dedicated Transitway – Left		Dedicated Transitway – Left
	Dedicated Transitway – Off Alignment	Dedicated Transitway – Off Alignment	
Managed Lanes	3+1 Bus Only Lane		3+1 Bus Only Lane
	3+1 Managed Lane		3+1 Managed Lane
	2+2 Managed Lanes		2+2 Managed Lanes
	3+2 Reversible Managed Lanes	3+2 Reversible Managed Lanes	
	4+1 Contraflow Bus Only Lane	4+1 Contraflow Bus Only Lane	



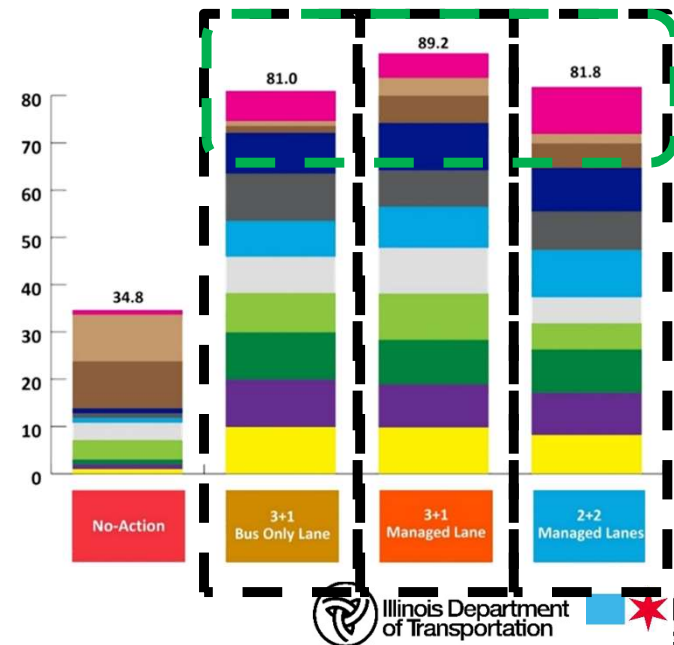
Task Force Meeting #11 Recap

- Meeting held virtually on June 11, 2020
- 77 Task Force members attended
- 17 written Task Force comments
- Meeting Content:
 - Addressed stakeholder comments from TF #10
 - Refined ML alternatives and presented updated evaluation results
 - Level 3 Screening preview



Managed Lane Evaluation

- At the Conclusion of TF #11, project team recommended to carry forward the Flex (3+1 ML)
- Received input to carry forward the Exchange (3+1 BOL)
- Due to relative scoring similarities, project team carried forward all three Managed Lane alternatives: the Flex, the Exchange, and the Double Flex



Alternatives Rebranding

THE ESSENTIAL



Transit Priority at Junctions

THE ADDITION



Transit Priority Exclusive

THE EXCHANGE



Transit Priority Exclusive

THE FLEX



Transit Priority Shared

THE DOUBLE FLEX



Transit Priority Shared

Alternatives Recommended to be Carried Forward

Transit Priority at Junctions



The Addition
(Dedicated Transitway-Left)



The Flex
(3+1 Managed Lane)



The Essential
(CTT with Transit Advantages)



The Exchange
(3+1 Bus Only Lane)



The Double Flex
(2+2 Managed Lanes)

Transit Priority Exclusive

Transit Priority Shared



Review of Public Input Opportunity



Public Input Opportunity

Virtual public meeting held from Sept. 28 to Nov. 9, 2020 at NLSDinput.org

WELCOME TO THE PUBLIC INPUT OPPORTUNITY FOR THE NORTH LAKE SHORE DRIVE PHASE I STUDY

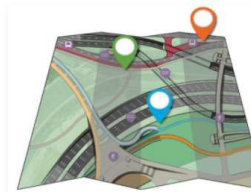


We invite you to explore and provide feedback through the engagement tools below!

- Watch update videos
- Provide comments using the [mapping tool](#)
- Complete a [survey](#)
- Engage with others using the [ideas wall](#)
- View additional NLSD resources below



PROVIDE YOUR FEEDBACK



Interactive Map

Explore the proposed alternatives and design improvements on an interactive map of the corridor. Comment on these improvements within the map!

[Comment on the Map](#)



Public Survey

Tell us how you use NLSD and share your priorities for the corridor!

[Take the Survey](#)



Ideas Wall

Use virtual post-it notes to share with us, and other community members, your ideas on existing issues or the proposed improvements in the NLSD corridor!

[Add Your Idea](#)

NLSD PROJECT UPDATE VIDEOS



A PDF version of the presentation can be found [here](#).



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Public Input Opportunity Key Themes



Lakefront Trail



Parks and Park Access



Transit



Tolling

Format of key themes slides:

Design Support

General Comment

Clarification

Next Steps

*Follow up action items
by project team**

Key Themes – Lakefront Trail



Design Support	<ul style="list-style-type: none"> Bicycle and pedestrian accommodations
General Comment	<ul style="list-style-type: none"> Protect the Trail from the Outer Drive via barriers and separation Increase bicycle trail width to minimize conflict Realign bicycle trail near Montrose Avenue (Cricket Hill) Revisit bicycle trail design at the Chicago Avenue junction
Clarification	<ul style="list-style-type: none"> Additional details regarding access and user experience* Provide further details regarding Belmont Harbor reconfiguration

Next Steps:

- Refine design in coordination with the Chicago Park District based on feasibility and agency input
- Continue spot community engagement
- *Level 3 to include pedestrian and bicycle experience and safety**



Key Themes – Parks & Park Access



Design Support

- Frequency and locations of bicycle and pedestrian access points

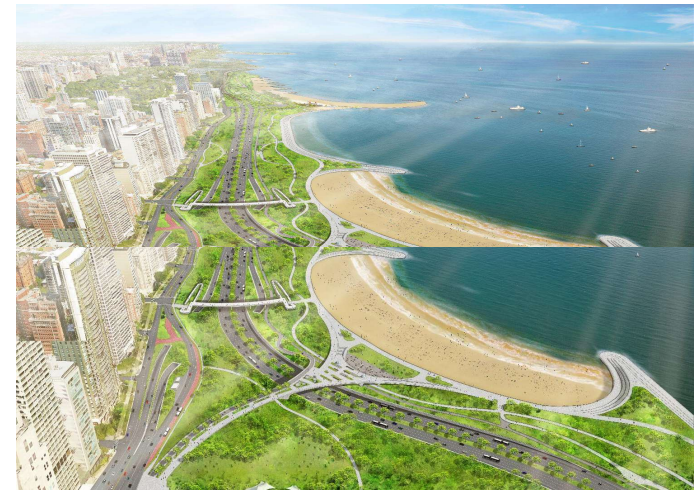
General Comment

- Compare the footprints of finalist alternatives *
- Minimize impacts to viewsheds on and around the Outer Drive*
- Mitigate impacts from climate change including fluctuating lake levels*

Next Steps:

- Provide 3D visualizations to convey overall park experience and viewsheds
- Continue development of people-centered urban design in coordination with the Chicago Park District

***Level 3 includes footprint, shoreline protection, and climate change evaluation**

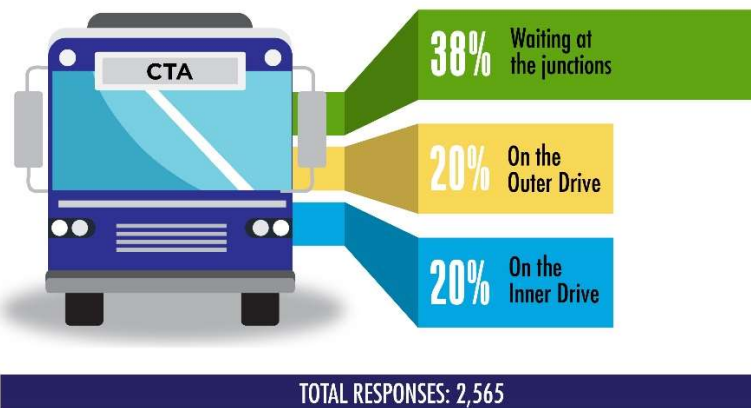


Key Themes - Transit



Design Support	<ul style="list-style-type: none"> • Dedicated access ramps, queue jump lanes, and bus priority signals • Support for providing a dedicated transit space <ul style="list-style-type: none"> — Input varied for maintaining vs. reducing general purpose lanes • Mixed support for improving bus access to parks – access vs. potential pollution
General Comment	<ul style="list-style-type: none"> • Strong opposition to potential effects from bus facilities at urban edge (air quality, aesthetics, character of the Inner Drive, and volume of busses) • Prioritize transit to provide additional benefits
Clarification	<ul style="list-style-type: none"> • Request for more information on existing bus operations

When on the bus, where do you generally experience the longest delays in travel times?



Next Steps:

- *Coordinate with CTA to refine transit improvements*
- *Continue spot community engagement to refine bus facilities at urban edge and east of the Drive*



Key Themes – Tolling



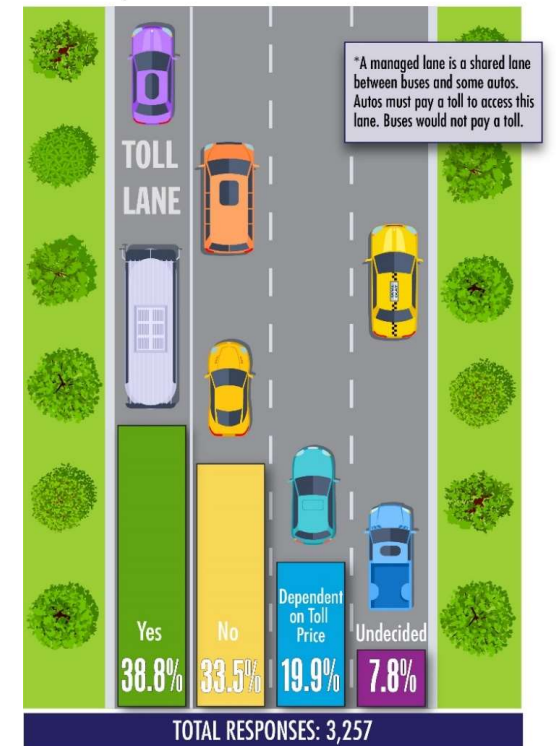
<p>General Comment</p>	<ul style="list-style-type: none"> Concerns regarding tolling the Outer Drive, for reasons including: <ul style="list-style-type: none"> Equity* Impacts to travel times of buses Increasing taxation and cost to users*
<p>Clarification</p>	<ul style="list-style-type: none"> Enforcement of the Managed Lane(s)

Next Steps:

- Explore Managed Lane enforcement and operation techniques
- Coordinate with Illinois Tollway to understand infrastructure needs and implementing enforcement

**Level 3 includes evaluation of equity and funding/financing*

Would you support a tolled managed lane* on NLSO to maintain a free flow speed at all times for buses and autos in this lane?



Q14: Would you support tolling autos in the managed lane(s) in order to maintain a free flow speed of 40 mph at all times for buses and some autos?

Source: Survey responses from NLSO Phase I Study PID Sept-Nov, 2020



Popular Location Feedback

CHICAGO AVENUE

Bridge extends over NLS, removing the existing traffic signal

53 thumbs up, 3 thumbs down, 2 comments

NORTH AVENUE BEACH

Bus layover, staging area and accommodations for passenger loading

31 thumbs up, 19 thumbs down, 7 comments

DIVERSEY PARKWAY

Shared pedestrian and bicycle underpass

50 thumbs up, 0 thumbs down, 1 comment

ALDINE AVENUE

New southbound entrance ramp and realigned southbound exit ramp

16 thumbs up, 80 thumbs down, 28 comments

MONTROSE AVENUE

New Lakefront Trail pedestrian underpass crossing underneath Montrose

36 thumbs up, 10 thumbs down, 9 comments

MONTROSE AVENUE TO HOLLYWOOD AVENUE

Roadway reduced from four to three general purpose lanes

85 thumbs up, 73 thumbs down, 7 comments



For more mapping tool results, please visit:

- NLSInput.org
- NorthLakeShoreDrive.org/PublicInputOpportunity





Public Input Opportunity Question & Answer



2021 Community Outreach



Northern Terminus Community Meeting #3

- Third Community Meeting to be held in spring 2021
- Provide update on analysis, more details on bicycle and pedestrian operations, and initial results of scoring for alternatives
- Present preferred alternative at Community Meeting #4 in fall/winter 2021



Lakeview Area Community Meeting

- Second community meeting to be held in summer 2021
- Present alternate designs for:
 - Aldine Avenue access ramps
 - Belmont Avenue transit accommodations
 - Other locations
- Goal is to receive community consensus on proposed designs in heavily discussed locations from Public Input Opportunity
- Evaluate traffic analysis and community input to select preferred design improvements

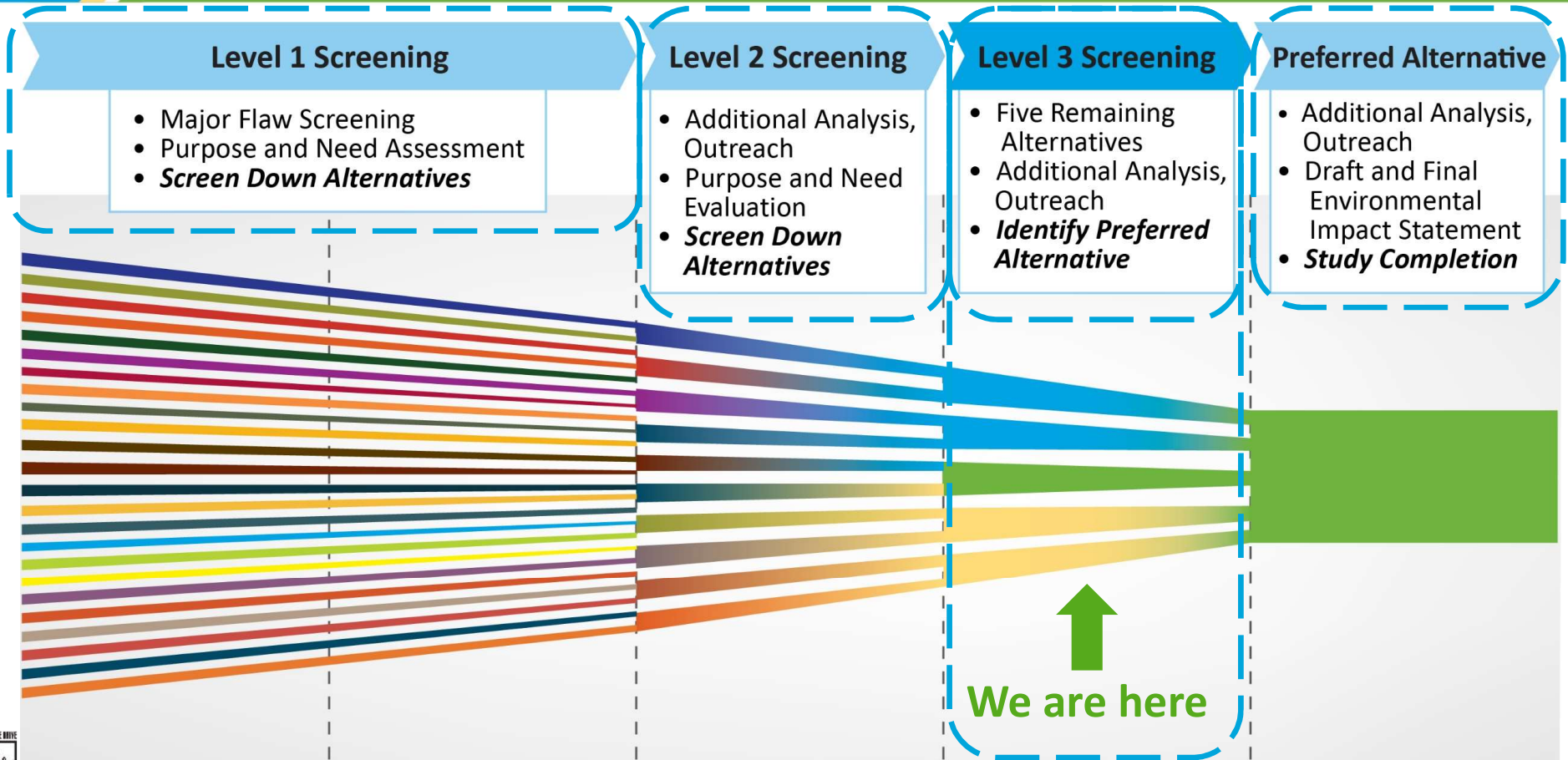




Level 3 Screening



Alternatives Development & Evaluation



Level 3 Screening Process

Criteria categories:



Performance



Social



Economic



Environmental

Summary:

Criteria development informed by federal review process and stakeholder input

- Criteria is predominantly quantitative
- Criteria subject to refinement

Evaluation results will be presented and discussed at multiple stages

- Outcome: Identify a Preferred Alternative

Level 3 – Performance Criteria



Level 2 Performance Criteria Summary

- ✓ **Person Throughput** - Number of persons traveling through corridor
- ✓ **Transit Mode Share** - Percentage of travel by transit
- ✓ **Transit Mobility** - Bus travel times
- ✓ **Transit Reliability** - Variability in bus travel times
- ✓ **Vehicular Mobility** - Auto travel times in General Purpose Lanes
- Bus/Auto travel times in Managed Lanes
- ✓ **Volume Change** - Change in Outer Drive and arterial traffic volumes



Continued in Level 3 using 2050 traffic projections



Level 3 – Forecast Considerations

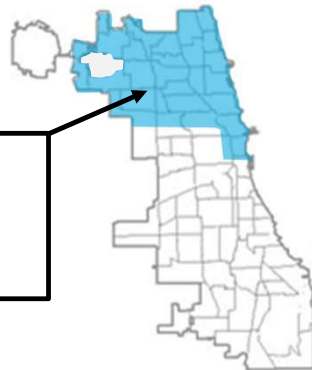


CDOT Traffic Data

- March 2020 to February 2021

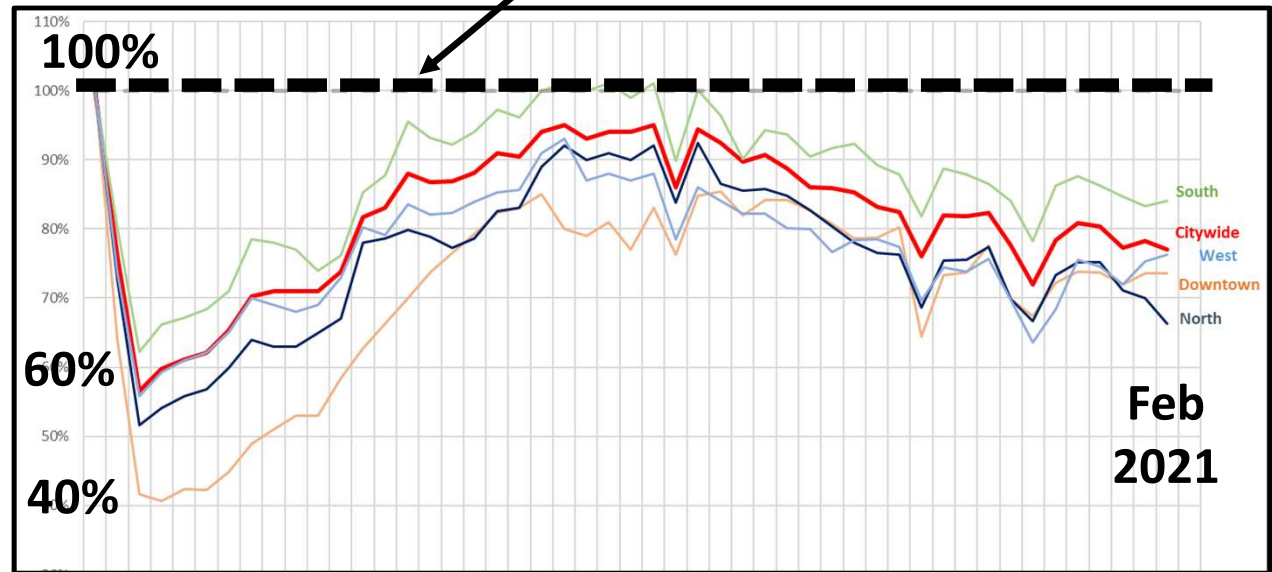
February 2021 Highlights:

- **Citywide:** 78% of pre-COVID levels



North Side: 68%
Downtown: 66%

Pre-COVID Traffic Volume Level



CMAP is currently studying the potential long-term effects of COVID on regional travel



Level 3 – Additional Performance Criteria



Inner Drive Mobility

Travel times for transit and autos

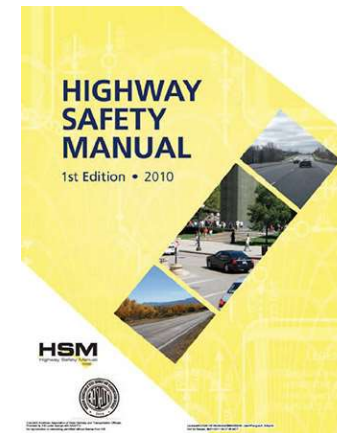


Safety

- Bicyclists and pedestrians
- Outer Drive features

Future Flexibility

Ability to adapt to future transportation needs



Performance Criteria Recap



- **Person Throughput** – Persons traveling through the corridor
- **Transit Mode Share** – Percentage of travelers using transit mode
- **Transit Mobility/Reliability** – Bus travel times, Variability in bus travel times
- **Vehicular Mobility** – Travel times in the general purpose and managed lanes (bus/auto)
- **Volume Change** – Change in Outer Drive traffic volumes, arterial traffic volumes
- **Inner Drive Mobility** – Bus/auto travel times
- **Safety** – Conflict points for bicyclists/pedestrians, Outer Drive safety performance
- **Future Flexibility** – Ability to convert to other options

**Is anything missing from the performance criteria?
Any questions or comments?**

Level 3 – Social Criteria



Environmental Justice

Does an alternative cause disproportionate impacts to low income and minority communities?

Equity

How does an alternative distribute project benefits, impacts, and costs?

Level 3 – Social Criteria



Pedestrian/Bicyclist Experience

- Crossing distances at east-west access points
- Access design



Parking Impacts

- Impacted number of spaces
- Proximity of replacement parking

Displacements/Private Property Impacts*

- Compare impacts to private property

Compatibility with Local Plans

- Broad plans and study specific plans



**No displacements or private property impacts are anticipated*



Level 3 – Economic Criteria



Access to employment

- Travel times for work trips



Funding/Finance Options

- Funding sources
- Funding scenarios

Construction Cost

- Compare 2021 cost





Social and Economic Criteria Recap



- **Environmental Justice** – Assess whether there are disproportionate impacts
- **Equity** – Determine the distribution of benefits, impacts and costs
- **Pedestrian/Bicyclist Experience, Parking** – Barrier effects, park access
- **Displacements** – None anticipated
- **Local Plans** – High level review of plans
- **Access to Employment** – Work trip travel times
- **Funding/Finance** – Identify potential funding sources, funding scenarios
- **Construction costs** – Relative comparison of 2021 costs

**Is anything missing from the social and economic criteria?
Any questions or comments?**

Level 3 – Environmental Criteria

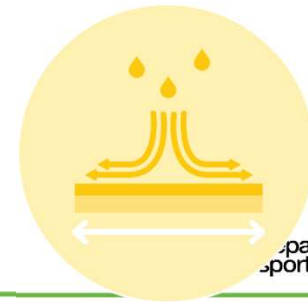
Air Quality

Measure pollutants and greenhouse gas emissions



Traffic Noise

Changes in traffic noises compared to No Action



Impervious Surface Areas

Pavement areas (roadways and paths)

Level 3 – Environmental Criteria



Natural Resources

Impacts to:

- Trees
- Natural areas
- Migratory Birds
- Threatened and endangered species



Green Space

Quantity (acres) and
quality (programmable)



Shoreline Protection

Benefits to level of protection



Water quality

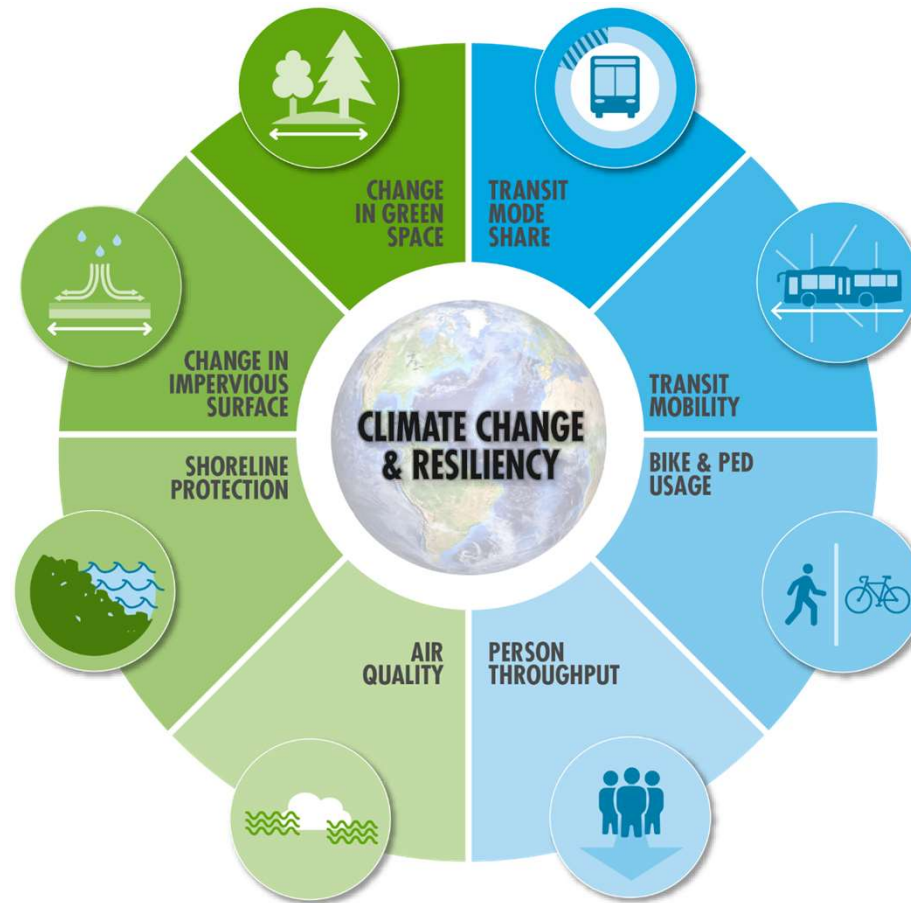
Changes in baseline quality to proposed conditions



Waters of the US

Impacts to Lake Michigan, lagoons, and wetlands

Level 3 – Environmental Criteria



Level 3 – Environmental Criteria



Informed by parallel review evaluation:



National Historic Preservation Act (NHPA) of 1966

Effects to listed and eligible historic resources for the National Register of Historic Places

- Impacts to historic features
- Impacts to contributing features
- Visual effects



Section 4(f) of the U.S. Department of Transportation Act of 1966

Use of parks and recreation lands, wildlife and waterfowl refuges, historic sites

- Use of recreation features
- Overlap with green space changes
- Overlap with historic resource effects

Environmental Criteria Recap



- **Air Quality** – changes in regulated pollutants and greenhouse gases
- **Traffic Noise** – changes compared to No Action
- **Impervious Surface Areas** – pavement area changes (roadways, paths)
- **Natural Resources** – trees, natural areas, migratory birds, threatened & endangered species
- **Green Space** – quantity (total acres) and quality (programmable) net changes
- **Water Resources** – shoreline protection, water quality, Waters of the U.S.
- **Climate Change** – index of environmental and travel mode factors
- **Parallel federal reviews** – Section 106 (historic properties) and Section 4(f) (recreation)

**Is anything missing from the environmental criteria?
Any questions or comments?**



Question & Answer Session





Next Steps



Level 3 Screening Approach

- Four rounds of meetings, two discussing the Preferred Alternative
- Decisions based on technical evaluations, stakeholder input, and agency coordination

TASK FORCE MEETING #12 Q1 2021	TASK FORCE MEETING #13 Q2 2021	TASK FORCE MEETING #14 Q3/Q4 2021	TASK FORCE MEETING #15 Q1/Q2 2022
<ul style="list-style-type: none"> • Level 3 approach • Level 3 methodology • Schedule 	<ul style="list-style-type: none"> • Level 3 evaluation to date • Section 4(f) and 106 update • Preliminary screening results 	<ul style="list-style-type: none"> • Level 3 evaluation to date • Section 4(f) and 106 update • Preliminary scoring • Preliminary preferred alternative 	<ul style="list-style-type: none"> • Level 3 recap • Revised/Final scoring • Preferred alternative

Public Meeting #5

Public Hearing



Next Steps

- Review feedback provided from the Task Force
- Level 3 Screening evaluation to begin
- Community Meetings and engagement
 - Northern Terminus Traffic Study (NTTS) Community Meeting #3
 - Lakeview Community Meeting #2
- Initiate federal processes
 - NHPA Section 106 and Section 4(f) Evaluation
- Task Force Meeting #13: summer 2021
 - Preliminary screening results and evaluation to date

Please provide comments by April 9, 2021 to be included as a part of the of the official Task Force meeting record





Thank You!

www.northlakeshoredrive.org

