



The Next Presentation Will Begin in

3

Minutes



The Next Presentation Will Begin in

2

Minutes



The Next Presentation Will Begin in

1

Minutes



The Next Presentation Will Begin in

30

Seconds



Note:

This presentation includes 25 slides and has a run time of 15 minutes.



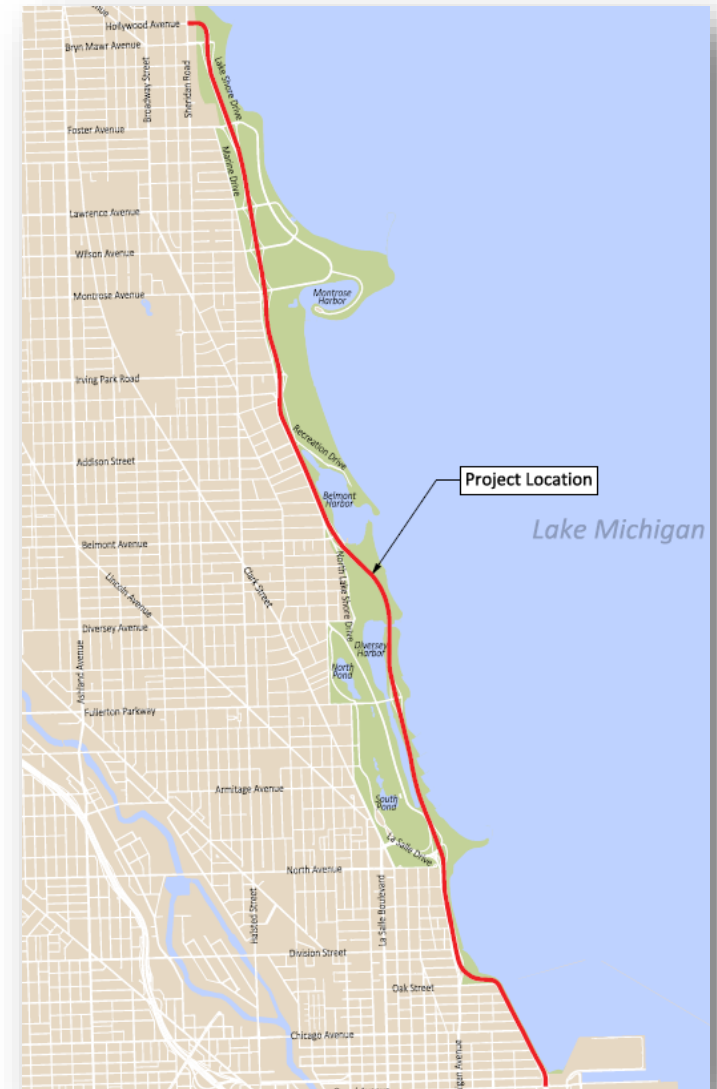
North Lake Shore Drive Public Meeting #3

July 12, 2017

Welcome

Why is NLSD Being Studied?

- Grand Avenue to Hollywood Avenue
 - 11 neighborhoods, 6 wards
 - 24 bridges and tunnels
 - 12 junctions
- Over 80 years old and in need of reconstruction
- Average of 3 crashes a day



Renewing all of Lake Shore Drive

- **Museum Campus** – *1995-1998*
 - Roosevelt Road – McCormick Place
- **South LSD Rebuild** – *2001-2004*
 - McCormick Place – 67th Street
- **South LSD Extension** – *2012-2013*
 - 79th Street – Harbor Avenue
- **South Lakefront Bridges** – *ongoing*
 - 35th Street, 41st Street, 43rd Street
- **Lakefront Trail Separation** – *ongoing*
 - 71st Street – Ardmore Avenue
- **North LSD Rebuild** – *estimated 2020+*
 - Current project



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 and FHWA.

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

Identify & Evaluate Alternatives

Alternatives Carried Forward

Select Preferred
Alternative

Obtain Environmental &
Design Approvals

We are here

2013 2014 2015 2016 2017 2018 2019 2020

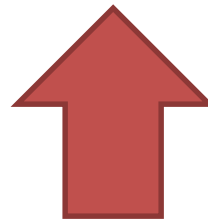
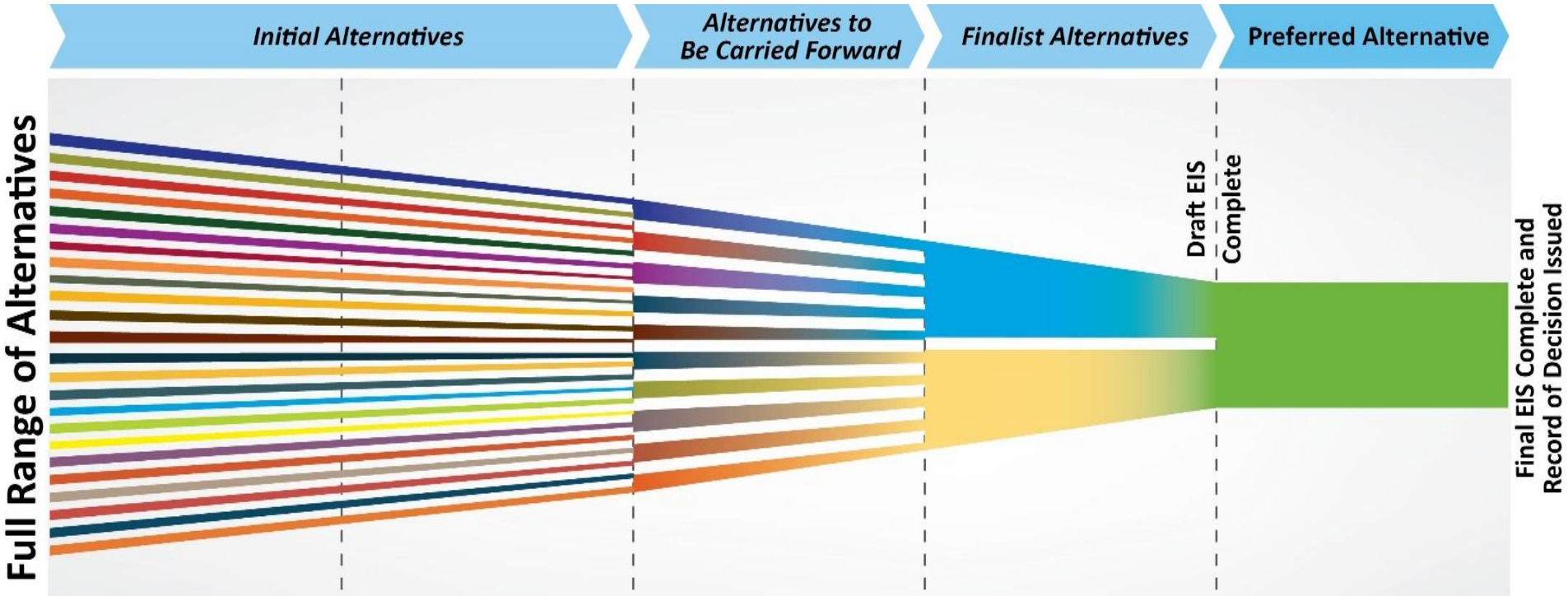
- = Task Force Meeting
- = Public Meeting
- = Public Hearing

NLSD Purpose and Need

- 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_environment_documents.html



Alternatives Development & Evaluation



We are here

Alternatives Development & Evaluation

Iterative Process of Evaluation

Initial Alternatives

- Major Flaws
- Purpose and Need Agreement
- Performance Assessment
- Planning Level Cost Estimate
- **Level 1 Screening**

Alternatives to be Carried Forward

- Detailed Performance Assessment
- Assess Environmental Impacts
- **Level 2 Screening**

Finalist Alternatives

- Further Performance Review and Evaluation
- Detailed Environmental Analysis and Review


Preferred Alternative

- Address Public Hearing Comments
- Prepare Draft and Final Environmental Impact Statement
- Prepare Final Record of Decision

Increasing Level of Alternative Refinement and Analysis

PSG/Agency Coordination and Public Involvement

Initial Range of Alternatives

INITIAL RANGE OF ALTERNATIVES CATEGORY 
No-Action
Transitways
Managed Lanes
Tunnels and Causeways
Context Tailored Treatments





2040 No-Action Alternative

Assumes that **routine maintenance** is performed on North Lake Shore Drive, but there are **no additional trail, transit or roadway improvements**.

The No-Action alternative does not meet Purpose & Need, but is carried forward as the benchmark against which all other alternatives are measured



Transitways

INITIAL RANGE OF ALTERNATIVES CATEGORY 	INITIAL RANGE OF ALTERNATIVES 
Transitways	Bus on Left – Dedicated Transitway
	Bus on Right – Shoulder/Weaving Zones
	Transitway Off Alignment
	Light Rail Transit

Transitways

Bus on Right – Shoulder or Weaving Zones



Bus on Left – Dedicated Transitway



Off-Alignment Transitway



It is recommended that these alternatives be further evaluated





Transitways

Light Rail Transit



It is recommended this alternative be dismissed from further consideration as a standalone alternative

Managed Lanes

INITIAL RANGE OF ALTERNATIVES CATEGORY 	INITIAL RANGE OF ALTERNATIVES 
Managed Lanes	High Occupancy Vehicle Lane
	High Occupancy Toll Lane
	Express Toll Lane
	Bus Only Lane
	Express Reversible Lanes
	Toll Lanes

Managed Lanes

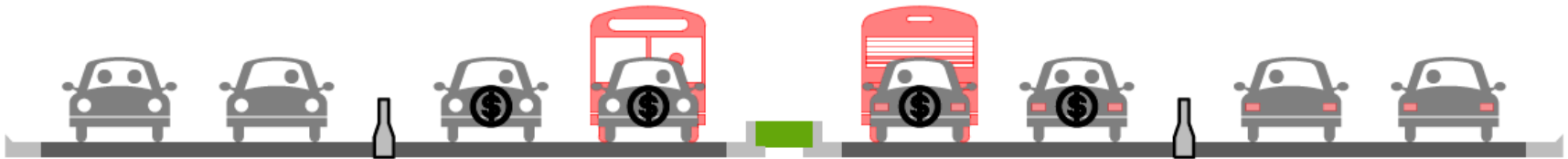
3 General Purpose Lanes + 1 Managed Lane



3 General Purpose Lanes + 1 Bus Only Lane





2 General Purpose Lanes + 2 Managed Lanes



It is recommended that these alternatives be further evaluated

Tunnels and Causeways

INITIAL RANGE OF ALTERNATIVES CATEGORY 	INITIAL RANGE OF ALTERNATIVES 
Tunnels and Causeways	Submerged Express Tunnel in Lake
	Land Based Express Tunnel
	Causeway in Lake

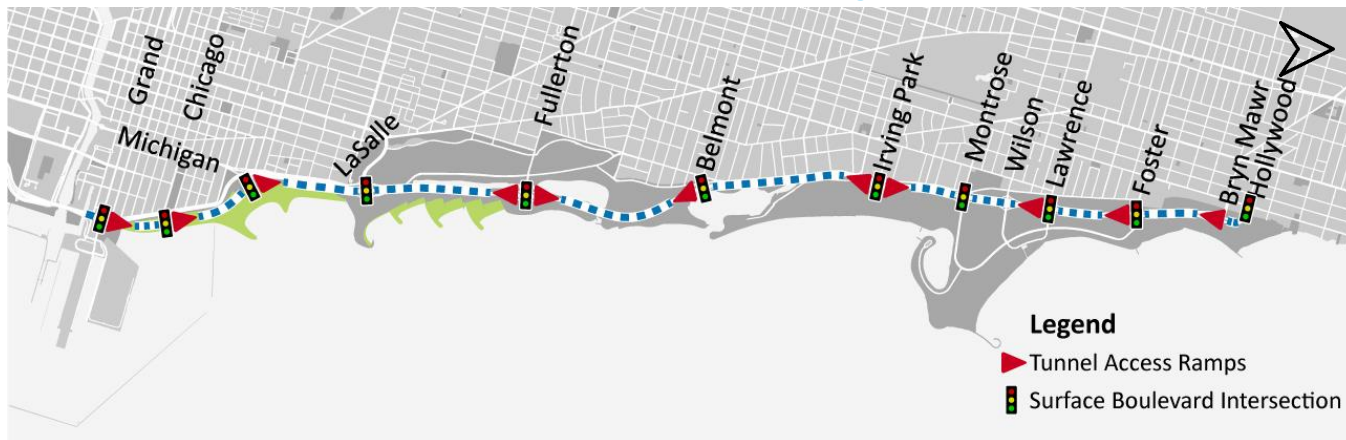
Tunnels and Causeways

Submerged Express Tunnel in Lake Michigan



3 access points

Land Based Express Tunnel



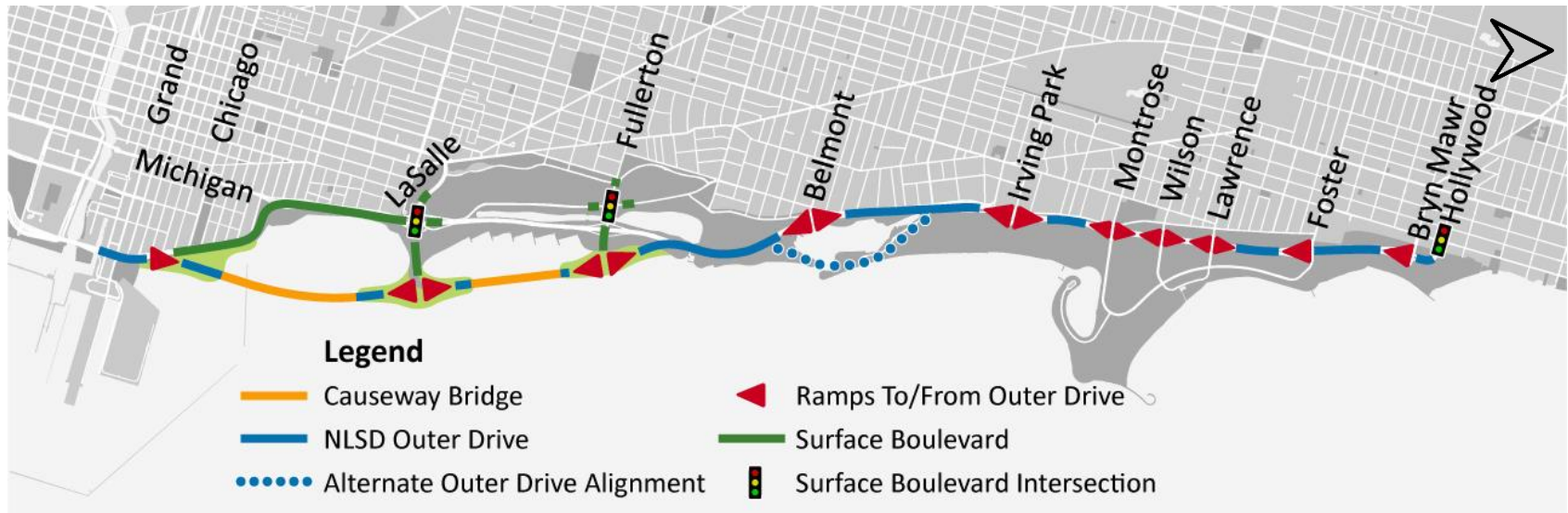
9 access points



It is recommended these alternatives be dismissed from further consideration



Tunnels and Causeways

Realigned Drive on Causeway in Lake Michigan



It is recommended this alternative be dismissed from further consideration

Context Tailored Treatments

INITIAL RANGE OF ALTERNATIVES CATEGORY 	INITIAL RANGE OF ALTERNATIVES 
Context Tailored Treatments	Corridor Modernization
	Compressed Roadway
	Frontage Drive



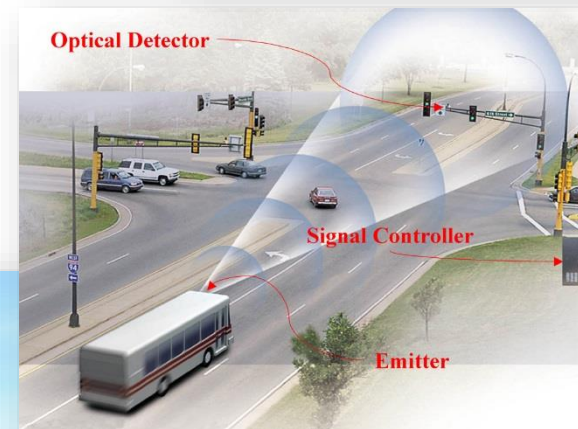
Context Tailored Treatments

- Improvements that are tailored to the varying roadway, transit, bicycle/pedestrian travel and shoreline protection needs along the corridor
- Recognize that locations along the corridor have varying needs and different contexts within which to satisfy those needs
- These treatments can be combined to form many different alternatives

Context Tailored Treatments

Treatments include:

- Bike and pedestrian improvements
- Transit improvements
- Shoreline protection
- Roadway improvements



Corridor Modernization Concept (Alternative 1)

- Modernizes existing facility to improve safety and reduce bottlenecks.

Compressed Roadway Concept (Alternative 2)

- Minimizes transportation footprint.



Frontage Drive Concept (Alternative 3)

- Depresses Outer Drive below grade and splits Inner Drive into one-way frontage drives: Grand to ELSD and Belmont to Montrose.



It is recommended that this category of alternatives be further evaluated

Level 1 Screening Summary

INITIAL RANGE OF ALTERNATIVES CATEGORY 	INITIAL RANGE OF ALTERNATIVES 
No-Action	
Transitways	
Managed Lanes	
Tunnels and Causeways	
Context Tailored Treatments	





Please view the Context Tailored Treatment exhibits in the Main Exhibit Room



Comment forms and surveys available for your input!



North Lake Shore Drive

northlakeshoredrive.org

Thank You