

TASK FORCES

As mentioned in the last Public Meeting, multiple task forces were created to provide guidance and feedback on this project. Task forces were created focusing on specific issues. The task forces include Transportation, Park Users and Environment, Businesses and Institutions, Residential, as well as a Corridor Planning Committee.

To date, six meetings have taken place with task force members. Information that has been shared with task force members is available on the project website and is being shared here today. If you are interested in joining a task force, three task forces are open for application today: Transportation, Park Users and Environment, and Residential: Diversey to Montrose Avenue. Please complete an application at the Task Force Membership Interest table or online to be considered.



REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

PUBLIC MEETING



North Lake Shore Drive has been redefined many times over the past century.



Historic photos courtesy of Chicago Park District Special Collections

Welcome!

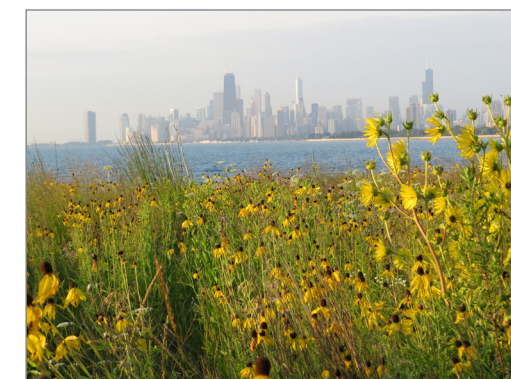
The Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) welcome you to this third Public Meeting regarding the North Lake Shore Drive Study.

We invite you to watch the presentation, browse the project exhibits on display, visit with personnel from IDOT, CDOT, and the project team, take the online survey, and provide your written comments. Your ideas and suggestions are an important part of today's meeting. For details on how to provide your feedback, please refer to the back page of this brochure.

PUBLIC MEETING #3

Wednesday, July 12
3 – 7 p.m.

DePaul University - Student Center
2250 N. Sheffield Avenue, Chicago, IL 60614





NEXT STEPS AND COMMENTS

Over the next several months, the project study team will continue to work with stakeholders including the task force members to evaluate the remaining alternatives and determine which of those will be carried forward.

The project team encourages input from stakeholders. Please complete a Comment Form or the online Context Tailored Treatments Alternatives Survey today at the meeting. These are also available on the project website. Comments will be accepted throughout the entire project development process. However, to become part of the public record of this Public Meeting, any comments must be received or postmarked by August 9, 2017.

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 Facebook.com/NorthLakeShoreDrive
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 @n_lakeshoredr



PURPOSE OF MEETING

The purpose of the meeting is to:

- Review the study process and provide a progress update
- Present a range of corridor-wide alternatives and share initial (Level 1) screening results
- Share in greater detail a category of alternatives referred to as Context Tailored Treatments
- Obtain input from stakeholders

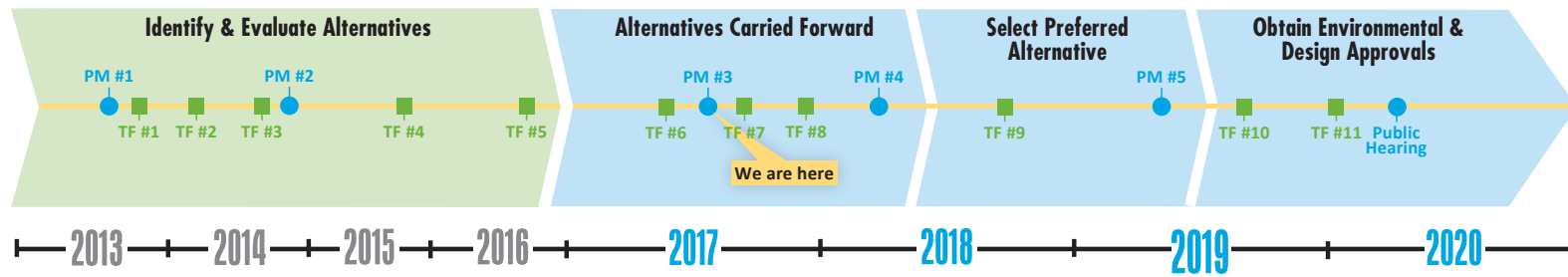
northlakeshoredrive.org

WHAT IS THE NEPA PROCESS?

The National Environmental Policy Act (NEPA) requires that projects receiving federal funds follow a specific process to develop and evaluate alternatives. This process incorporates an assessment of the social, economic, and environmental impacts of a project, and includes developing a Purpose and Need Statement, identifying and evaluating a range of alternatives, incorporating public feedback, selecting a preferred alternative, outlining impacts to the environment,

and documenting the entire process. For this project, an Environmental Impact Statement (EIS) will be prepared.

The graphic below displays the North Lake Shore Drive project progress within the NEPA process. This project was initiated in 2013. Between 2013 and 2016, two public meetings and five task force meetings took place. These meetings assisted in identifying and evaluating alternatives.



INITIAL RANGE OF ALTERNATIVES DEVELOPMENT AND EVALUATION

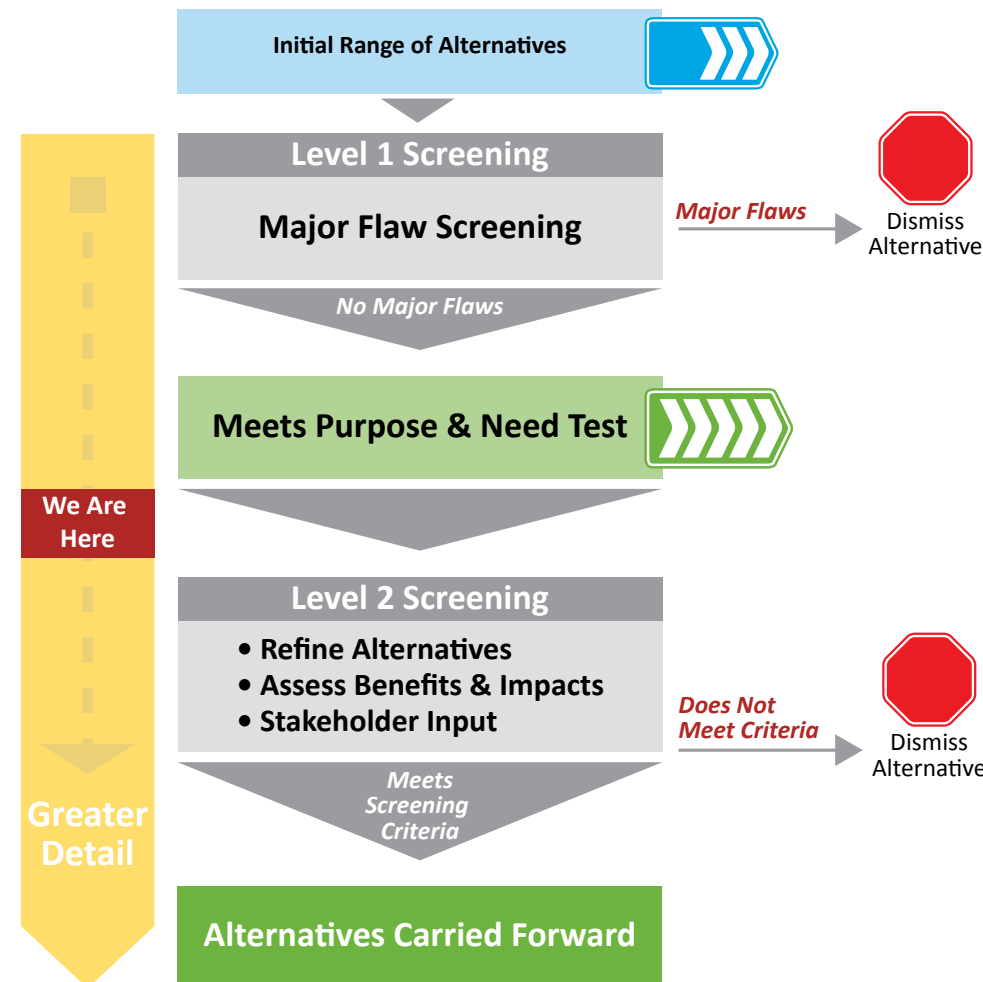
The first step in the alternatives development and evaluation process is to create a wide range of alternatives. Following Public Meeting #2, the project team reviewed all comments and ideas, discussed these in Task Force meetings, and created a range of alternatives that can be grouped into five major categories:

- No-Action
- Context Tailored Treatments
- Transitways
- Managed Lanes
- Tunnels and Causeways

The next step was to begin evaluation of the alternatives, which starts with a Level 1 Screening.

What is a Level 1 Screening?

This analysis reviews alternatives to determine which do not satisfy the goals outlined in the approved Purpose and Need Statement or are not practicable. The Level 1 Screening has been completed and a number of alternatives have been identified for further evaluation.



INITIAL ALTERNATIVES

The table below displays the initial range of alternatives, and identifies those recommended for further consideration. Those dismissed do not pass the Level 1 Screening requirements.

INITIAL RANGE OF ALTERNATIVES CATEGORY	INITIAL RANGE OF ALTERNATIVES	RECOMMENDED FOR DISMISSAL	ALTERNATIVES TO BE EVALUATED FURTHER
No-Action	No-Action	N/A	N/A
Transitways	Bus on Left – Dedicated Transitway		Bus on Left – Dedicated Transitway
	Bus on Right – Shoulder/Weaving Zones		Bus on Right – Shoulder/Weaving Zones
	Transitway Off Alignment		Transitway Off Alignment
	Light Rail Transit	Light Rail Transit	
Managed Lanes	High Occupancy Vehicle Lane		High Occupancy Vehicle Lane
	High Occupancy Toll Lane		High Occupancy Toll Lane
	Express Toll Lane		Express Toll Lane
	Bus Only Lane		Bus Only Lane
	Express Reversible Lanes		Express Reversible Lanes
	Toll Lanes		Toll Lanes
Tunnels and Causeways	Submerged Express Tunnel in Lake	Submerged Express Tunnel in Lake	
	Land Based Express Tunnel	Land Based Express Tunnel	
	Causeway in Lake	Causeway in Lake	
Context Tailored Treatments	Corridor Modernization		Corridor Modernization
	Compressed Roadway		Compressed Roadway
	Frontage Drive		Frontage Drive

CONTEXT TAILORED TREATMENT ALTERNATIVES

Context Tailored Treatments are multi-modal improvements that are tailored to address competing user needs along the NLSD corridor, along with providing shoreline protection south of LaSalle Drive.

Examples of Context Tailored Treatments that can be applied along the NLSD corridor include:

- **Bike and Pedestrian Improvements**
Separating cyclists and pedestrians on the Lakefront Trail, improving east-west access to the lakefront
- **Transit Improvements**
Providing bus queue jump lanes at junctions, traffic signal priority at intersections, where feasible
- **Shoreline Protection**
South of LaSalle Drive, providing revetment walls, increasing separation between lakefront and transportation facilities, and adding beach
- **Roadway Improvements**
Adding frontage drives, reconfiguring junctions, adding or removing access to NLSD



The Context Tailored Treatment alternatives presented at today's meeting have been developed with the recognition that locations along the corridor not only have varying needs, but different settings, i.e. contexts. These treatments can be combined to form many different alternatives.

Please view exhibits of the Context Tailored Treatment alternatives on display today. Transitway and Managed Lanes alternatives will be presented at future public meetings.