



North Lake Shore Drive

Task Force Meeting #2

Welcome



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.

Purpose of Meeting

- Review NEPA milestones.
- Finalize the Problem Statement.
- Outline the Draft Purpose and Need Statement.
- Solicit input regarding issues and concerns.



NEPA Milestones

Define Existing Conditions

Develop Purpose and Need for Improvement

Identify and Evaluate Alternatives

Identify Alternatives to be Carried Forward

Select Preferred Alternative

Obtain Environmental and Design Approval

NEPA Milestones



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NEPA Milestones

- Define Existing Conditions
- Context Audit

Develop Purpose and Need for Improvement




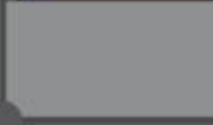




Identify and Evaluate Alternatives

Identify Alternatives to be Carried Forward

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NEPA Milestones

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	Context Audit
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Recap of Task Force Meetings #1

- **Task force members on 7 task forces were asked to identify most pressing problems in study area.**
- **Received nearly 370 comments, many with recurring themes that centered around:**
 - Roadway Safety and Operation
 - Transit Needs
 - Infrastructure
 - Lakefront Trail Safety and Access
 - Park Access and Circulation
 - Lincoln Park and the Lakefront



Recap of Task Force Meetings #1

What we heard:

Roadway Safety and Operation

- Congestion and safety problems at junctions.
- High number of crashes on NLSD.
- Roadway design limitations.
- Excessive vehicle speeds.
- Exit ramps are too short. Not enough room to merge at entrance ramps.



Recap of Task Force Meetings #1

What we heard:

Transit Needs

- Bus congestion at intersections and ramps.
- Need to increase transit capacity and utilization.
- Poor bus experience due to overcrowded bus stops and busses.
- Lack of adequate transit access to lakefront.



Recap of Task Force Meetings #1

What we heard:

Infrastructure

- Crumbling infrastructure.
- Inadequate infrastructure to accommodate existing usage.
- Insufficient lighting.
- Lack of year round accessibility including restrooms.
- Underpasses in poor condition and subject to flooding.



Recap of Task Force Meetings #1

What we heard:

Lakefront Trail Safety and Access

- Inadequate trail capacity for number and types of users.
- Conflicts between recreational and transportation users on trail.
- Safety conflicts crossing trail to access lakefront. Poor visibility at some locations.
- Safety conflicts with cars and bikes at roadway junctions.
- Wave action, flooding and ice buildup.



Recap of Task Force Meetings #1

What we heard:

Park Access and Circulation

- NLSD is both a physical and visual barrier between the city and lake.
- Not enough access points. Improve “hidden” access points.
- Poor east-west connectivity to park, trail and lakefront for non-motorized users.
- Pedestrian tunnels are dark and unsafe with blind corners.
- Lack of accessibility for disabled persons.



Recap of Task Force Meetings #1









What we heard:

Lincoln Park and Lakefront

- Need to improve quantity and quality of green space, especially between Grand and Oak.
- Improve entries to Lincoln Park and the lakefront.
- Unique opportunity for long term enhancement.



NEPA Milestones

	Define Existing Conditions
	Context Audit
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What is a Problem Statement?

- **Clear concise statement of the transportation problems identified by stakeholders which can be solved by the project.**
- **It does not define the preferred scope of improvement.**
- **It is the starting point for developing the Purpose & Need Statement.**



Problem Statement

The North Lake Shore Drive study area is a multimodal corridor that contains a network of roadway, public transit and non-motorized facilities located within Lincoln Park, which is listed on the *National Register of Historic Places*.

Roadway related issues include vehicular safety, congestion on both North Lake Shore Drive and at junction intersections, and infrastructure condition and functionality.

North Lake Shore Drive is a barrier to park and lakefront access and circulation for motorized and non-motorized modes of transportation. Non-motorized transportation related issues include safety, capacity, conflicts between user types, connectivity, and suitability of facilities. Public transit issues include capacity to meet existing and future demands, speed, reliability, inadequate infrastructure, and insufficient service to the lakefront.





Problem Statement

Problem Statement Discussion

(20 minute open input session)

NEPA Milestones



Define Existing Conditions



Context Audit



Problem Statement

Develop Purpose and Need for Improvement

Identify and Evaluate Alternatives

Identify Alternatives to be Carried Forward

Select Preferred Alternative

Obtain Environmental and Design Approval

What is a Purpose & Need Statement?

- A fundamental element of an EIS.
- A detailed statement of the needs the project should address.
- Justification for resource commitment.
- Justification for environmental impacts.
- Basis for eliminating alternatives.
- Does *not* describe solutions or required mitigation.
- **Draft Purpose & Need Statement is under development by Project Study Group & Regulatory Agencies.**



Development of Purpose & Need

Purpose & Need is developed from:

Technical Analyses

- Crash data.
- Roadway traffic counts and operational analyses.
- Lakefront access and Lakefront Trail counts.
- Transit ridership and bus route performance data.
- Field observations of Lakefront Trail and peak hour transit and traffic operations.
- Structure Conditions Reports.
- Historic and record plan data.



Development of Purpose & Need

Purpose & Need is developed from:

Stakeholder Input

- Problem Statement.
- Public Meetings.
- Corridor Planning Committee and Task Force meetings.
- Website comments.
- Resource agency input.



Purpose & Need Outline





Purpose & Need Outline

Purpose

The purpose of the project is to improve the North Lake Shore Drive infrastructure in a manner that considers the needs of all users in the corridor, improves overall roadway and Lakefront Trail safety, reduces congestion and delays for all modes of travel, enhances access to Lincoln Park and the lakefront, and lessens the roadway as a barrier to the circulation of park users.





Purpose & Need Outline

Needs

Identified needs can be divided into four broad categories:

- Improve **Safety** for All Users
- Improve **Mobility** for All Users
- Address **Infrastructure** Deficiencies
- Improve **Access** and **Circulation**

Purpose & Need Outline

Improve Safety for All Users

- Improve Vehicular Safety
- Improve Safety for Non-Motorized Modes of Travel





Improve Safety for All Users

Improve Vehicular Safety

- More than 5,800 vehicular crashes over 5-year study period.
- 1,005 injury and 17 fatal crashes.
- Average of 3 crashes per day.
- State-wide 2012 *Five Percent* Report:
 - More than 80% of NLSD included in *Top 5% High Crash Segments*.
 - NLSD accounted for 6 out of the top 10 high crash segments within state-wide peer group.

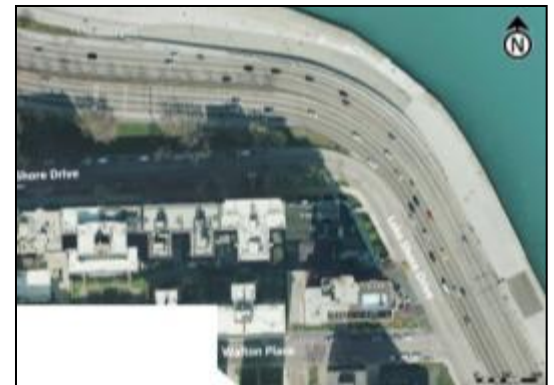


Improve Safety for All Users

Improve Vehicular Safety

Five locations account for 51% of the total crashes:

- Oak Street Curve (753 crashes)
- LaSalle Drive Junction (540 crashes)
- Fullerton Parkway Junction (455 crashes)
- Belmont Avenue Junction (819 crashes)
- Irving Park Road Junction (429 crashes)



Improve Vehicular Safety

Vehicle Speeds

- Posted speed limit is 45 mph (40 mph during winter months).
- 36% of all stakeholder comments identified vehicle speeding as a critical issue.
- Two-day vehicle speed studies showed **non-compliance rates** with the posted speed limit that ranged between 78% and 95% with most compliance occurring during times of heavy congestion.
- In highest speed section, nearly 9% of 48-hour traffic volume exceeded posted speed limit by 30 mph or more.
- Conventional speed enforcement is nearly impossible due to the limited-access boulevard design of the roadway.

Improve Vehicular Safety

Contributing Factors to Vehicular Safety Needs

- Traffic congestion and ramp/intersection queuing.
- Horizontal and vertical roadway curvature.
- Driver sight distances.
- Weather/pavement conditions.
- Vehicle speeds.



Improve Safety for All Users

Improve Safety for Non-motorized Modes of Travel

From analyses and stakeholder input, safety for non-motorized modes of travel must be improved in three areas:

- **Along the length of the Lakefront Trail**
- **At major park access locations**
- **Along park access routes**



Purpose & Need Outline

Improve Mobility for All Users

- Improve Vehicular Mobility
- Improve Transit Mobility
- Improve Lakefront Trail Mobility



Improve Vehicular Mobility

Mainline Level of Service

- Morning backups oftentimes begin at Irving Park Road and extend more than 4 miles to the south.
- Afternoon congestion begins south of Grand Avenue and routinely extends through Belmont Avenue.



Improve Vehicular Mobility

Mainline Level of Service

- Level of Service (LOS) is a congestion measure represented by six levels of service, ranging from A to F. LOS “A” represents the best (free flow) operating conditions and LOS “F”, the worst (breakdown) conditions.
- Mainline Levels of Service range between LOS “E” and LOS “F” along worst roadway sections.

Improve Mobility for All Users

Improve Vehicular Mobility

Address Intersection/Junction Bottlenecks

- Chicago Avenue Intersection
- Belmont Avenue Junction
- The Northern Terminus at Hollywood/Sheridan





Improve Mobility for All Users

Improve Vehicular Mobility

Protect Adjacent Arterial Roadways

- Surrounding street network is saturated with travel demand during peak periods. No roadway has excess capacity to absorb diverted traffic.
- **Improvement measures in NLSD corridor cannot shift traffic burden to adjacent arterial roadways.**

Improve Transit Mobility

- 69,000 daily bus riders comprise more than 30% of the total travel demand in the NLSD corridor on a daily basis.
- Busses experience the same congestion as autos, resulting in highly variable and unreliable service.



Improve Mobility for All Users

Improve Transit Mobility

Existing peak period ridership demand:

- Strains capacity of some bus stops as well as the capacity of the busses themselves.
- Lack of infrastructure at bus stops throughout the corridor to efficiently accommodate passenger demand.



Improve Mobility for All Users

Improve Lakefront Trail Mobility

Lakefront Trail is heavily used:

- Summer **weekday** utilization = 15,000 users per day.
- Summer **weekend** utilization = 31,000 users per day.



Improve Lakefront Trail Mobility

Lakefront Trail is not only an important recreational trail, but it is a heavily used commuter trail as well.

Day of Week	Pedestrians	Bicycles
Weekend	75%	25%
Weekday	25%	75%

Address Infrastructure Deficiencies

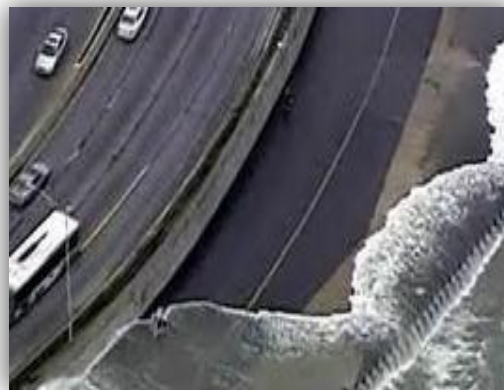
- Bridges and pedestrian tunnels have reached ends of useful design lives.
- Several structures are in poor or serious condition.
- Many structures do not meet ADA requirements.
- Many pedestrian/cyclist tunnels are functionally obsolete.



Address Infrastructure Deficiencies

Flooding results from large rain events as well as wave action on Lake Michigan:

- Inadequate underpass drainage systems.
- Mainline flooding from inadequate shoreline protection.
- Wintertime ice build-up renders sections of the Lakefront Trail completely impassible.





Purpose & Need Outline

Improve Access and Circulation

- Improve Non-motorized Access to Lincoln Park
- Improve Transit Access to Lincoln Park
- Improve Vehicular Access to North Lake Shore Drive



Improve Access and Circulation

Non-Motorized Access to Lincoln Park

- NLSD has substantial impact on access to and circulation within Lincoln Park.
- North Lake Shore Drive creates a barrier to lakefront accessibility and circulation within the park.
- Pedestrian and bicycle accommodations at entries to Lincoln Park are inadequate.



Improve Access and Circulation

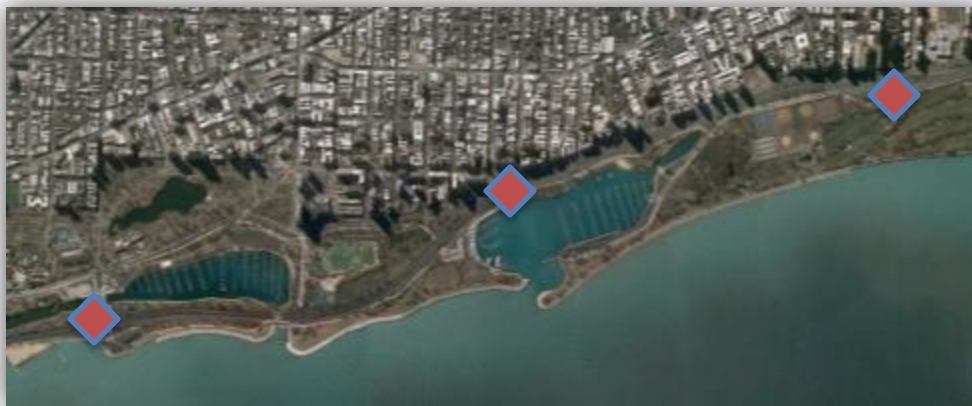
Transit Access to Lincoln Park

- East-west transit access to Lincoln Park is inadequate along NLSD corridor.
- Where east-west access exists, busses are trapped in the traffic queues.
- There is a need to improve the speed and reliability of east-west transit service at the NLSD junctions.

Improve Access and Circulation

Vehicular Access to North Lake Shore Drive

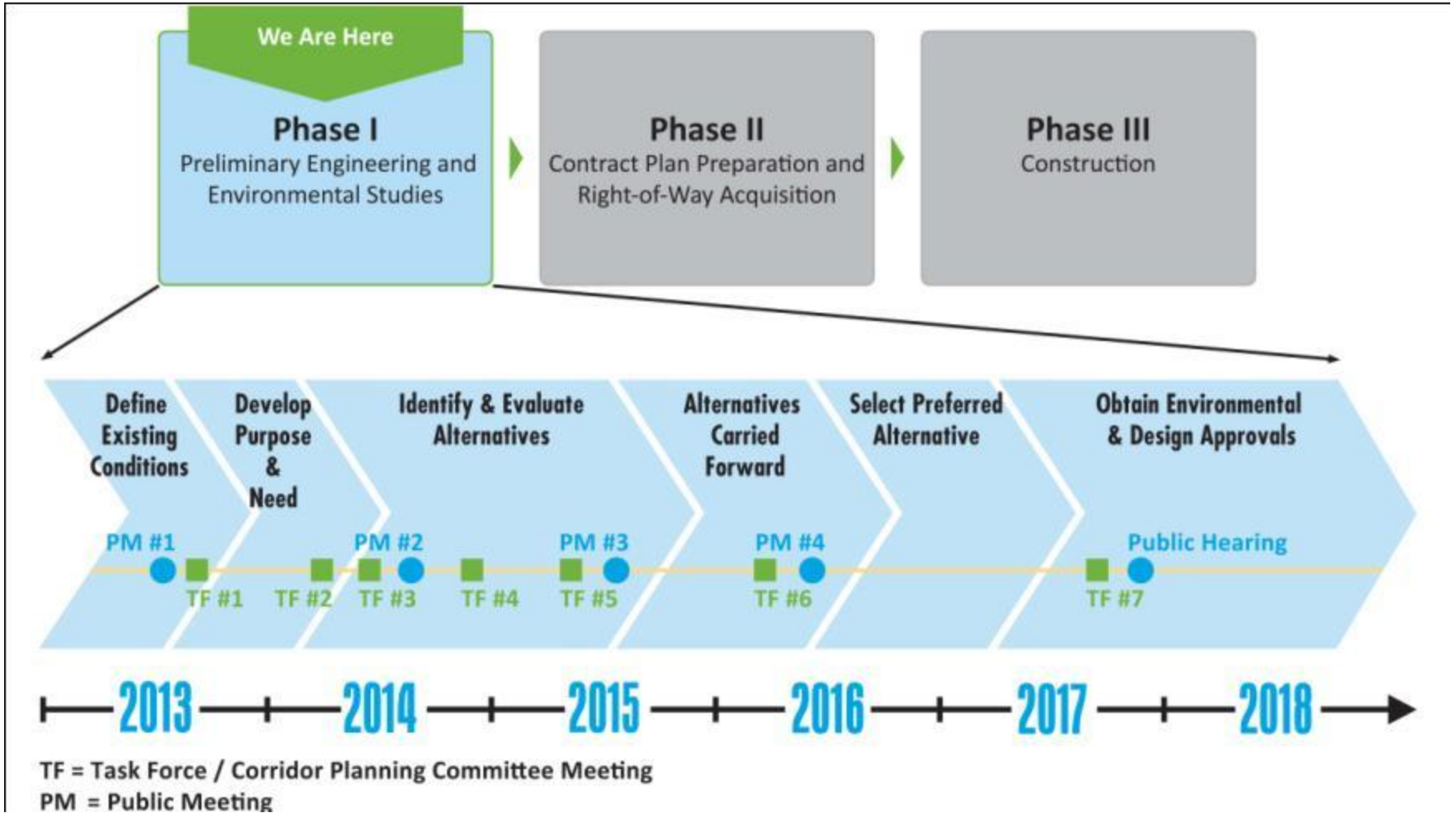
- Infrequent access in some areas can overburden junction intersections with traffic.
- Too frequent access in other areas causes safety and operational problems at short weaving areas on NLSD.



Opportunity to provide *Purpose & Need* input:

- Safety Needs
- Mobility Needs
- Infrastructure Needs
- Access and Circulation Needs

Phase I Study Schedule



Next Steps

- **Task Force Meetings**

- **Task Force Meetings #2 - Purpose & Need:**

- February 3rd, 4th and 6th

- **Task Force Meetings #3 - Development of Alternatives:**

- April 2014

- **Task Force Meetings #4 - Vetting of Alternatives:**

- September 2014

- **Public Meeting No. 2**

- **Development of Alternatives: June 2014**

- **Provide Continued Input & Outreach**





North Lake Shore Drive



Thank You

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