

North DuSable Lake Shore Drive Task Force Workshops

Summer 2022

WELCOME!

Workshop Agenda

- Introductions
- Workshop Format and Goals
- Project Status
- Discussion Topics:
 - Equity
 - Climate Change
 - Boulevard Characteristics
- Open Discussion
- Next Steps

Workshop Format & Goals

Workshop Format

- Interactive dialogue between Task Force members and project team
- Materials: corridor plans, alternative renderings, Study Spotlights

Workshop Goals

- Discuss topics raised during Task Force Meeting #13, such as safety and boulevard characteristics
- Hear your input on remaining Level 3 Screening criteria, such as Equity and Climate Change
- Help us to identify future public communications
- Address your questions!

TRANSIT PRIORITY AT EXPRESS BUS JUNCTIONS
June 2022

General Project Information
The North DuSable Lake Shore Drive (NDLSO) Phase I Study seeks to improve transit mobility and reliability in the NDLSO corridor. These efforts are not only focused on bus travel on the Outer Drive, but they also aim to reduce substantial delays affecting express buses at junction intersections and ramps. Based on survey results from the Fall 2020 Public Input Opportunity, more bus riders noted that delays are experienced when waiting at the junctions (38%), relative to on the Outer Drive (20%) or Inner Drive (20%). For additional details regarding the overall Phase I Study, please visit the project website at northdusabellakeshoredrive.org.

What is a junction?
A junction is a grade-separated intersection (one road passes over another) that allows crossing roadways to connect with NDLSO without interrupting through traffic on the Outer Drive.

Where are the express bus junctions on NDLSO?
Certain junctions along NDLSO accommodate existing CTA express bus routes. These include:
• Grand Ave/Chicago Ave
• Michigan Ave
• Fullerton Plaza
• Belmont Ave
• Irving Park Rd
• Foster Ave

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

38%	Waiting to enter or exit the Inner Drive at the junctions
20%	Traveling on the Outer Drive
20%	Traveling on the Inner Drive

TOTAL RESPONSES: 2,565
Source: Survey responses for Quarter #5 from NDLSO Phase I Study Public Information Opportunity Sept-Nov 2021.

IMPROVEMENT GOAL
Allow buses to bypass traffic congestion at express bus junction entrance and exit ramps and intersections. This can be achieved by providing traffic signal priority phases for buses, bus-only queue-jump lanes, bus-activated ramp signals and/or exclusive bus-only entrance and exit ramps and signals.

SAFETY
June 2022

Phase I Study is currently evaluating the five remaining NDLSO Build Alternatives. This evaluation, nearly 30 different criteria are being considered. Environmental factors. One of the Performance categories is safety, and overview of the existing safety concerns in the corridor along with the alternatives that are proposed as part of the remaining alternatives. For additional information please visit the project website at northdusabellakeshoredrive.org.

IS ALONG NDLSO?

2007-2016 Predominant Vehicular Crash Types:

Rear End	42%
Sideways	23%
Front Object	17%

• The Belmont Avenue junction is the most heavily congested junction in the corridor. Congestion at the junction intersections not only causes long backups on Belmont Avenue and the Inner Drive, but it often causes vehicle delays to extend onto the Outer Drive during peak travel periods resulting in lane blockages that create traffic safety challenges.

• The sharp curvature and narrow 9 or 10-foot lane widths on NDLSO near Oak Street contribute to high rates of vehicle collisions. The relative highest concentrations of crashes occurred at the Belmont junction (154 crashes/year) and along the Oak Street Curve (111 crashes/year).

An average of 30 annual vehicle crashes involving cyclists and pedestrians were reported in the study area with the highest concentrations at the Montrose Avenue and Wilson Avenue junctions where 35% of all ped/bike crashes in the entire corridor occurred. The existing unsignalized traffic control at these junctions limits the ability to manage conflicting movements between people driving, cycling, and walking in these areas. Although most crashes between people cycling, running, and walking on the Lakefront Trail itself go unreported, it should be noted that trail separation safety improvements were implemented in 2018 and 2019 along the Lakefront Trail and along Wilson Avenue. These trail separation improvements are believed to have significantly improved safety along the trail and will be incorporated into the NDLSO plans along with further trail improvements.

Fatal Crashes
A total of 30 fatal crashes were reported during the 10-year study period. A majority were fixed object type crashes that involved vehicles striking the median, the guardrail or other objects along the roadway. Five fatal crashes occurred just south of the Irving Park Road junction, which resulted from a combination of high vehicle speeds and limited sight distance due to horizontal and vertical curves (a bend and a crest) along the Outer Drive at this location. In addition to the fixed object crashes, there were seven fatal crashes involving cyclists or pedestrians either traveling on the Outer Drive or attempting to cross it at-grade.

Injury Crashes
More than 18% of the crashes during the study period resulted in injuries, with 20% of those being serious in nature. The Oak Street Curve had the highest number of severe injury crashes, which is related to the sharp curvature and narrow lane widths along the Outer Drive.

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Project Status

Task Force Meeting #13 | March 2022

- Gehl Introduction
- Level 3 Screening Results: Performance Criteria and Green Space
- Alternatives Summary & Mentimeter Activity

Access and Experience Along the Lakefront Survey | March - May 2022

- Over 5,000 responses received

Public Life Study | June 2022

- Over 100 community researchers involved

Task Force Small Group Meetings | **TODAY**

Task Force Meeting #14 | Fall 2022

- Survey and Public Life Study Recap
- Remaining Level 3 Screening Results
- Preferred Alternative Review

Public Meeting #5 | Winter 2022/2023

Equity and Environmental Justice

What we heard from you

Equity comments primarily related to tolling and concerns about how user costs and benefits would be distributed

EQUITY

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

RELATED ISSUE: ENVIRONMENTAL JUSTICE

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

Concerns on past transportation projects:

- Displacement of homes and businesses
- Loss of access to public and private facilities
- Loss of community cohesion

NDLSD Project

- No direct impacts
- Potential for *indirect* effects

What are the basic steps in the evaluation process?

- 1. Identify Low income, minority and underserved populations**
 - Completed as part of initial and ongoing data collection
- 2. Engage stakeholders (ongoing)**
 - Overall: Public Meetings, Task Force and Agency meetings
 - Environmental Justice Context: Community, Small Group and 1 on 1 meetings
- 3. Assess impacts (ongoing)**
- 4. Identify disproportionate or adverse impacts, assess fairness of distribution**
 - No disproportionate or adverse effects identified in Level 1 or Level 2 Screening
 - Additional detailed review included as part of Level 3 Screening
- 5. Modify alternatives as necessary**

How could these impacts be assessed?

- Compare travel times of trips from identified low-income or minority communities
- Develop user costs by mode for each alternative to consider effects of tolling
- Consider net changes in parkland by community area and population

Consider Climate related effects (next section in presentation)



Environmental Justice and Equity Evaluation

- What does this criterion mean to you?

- How would you define environmental justice and equity for a transportation project?

- How would you measure these effects?

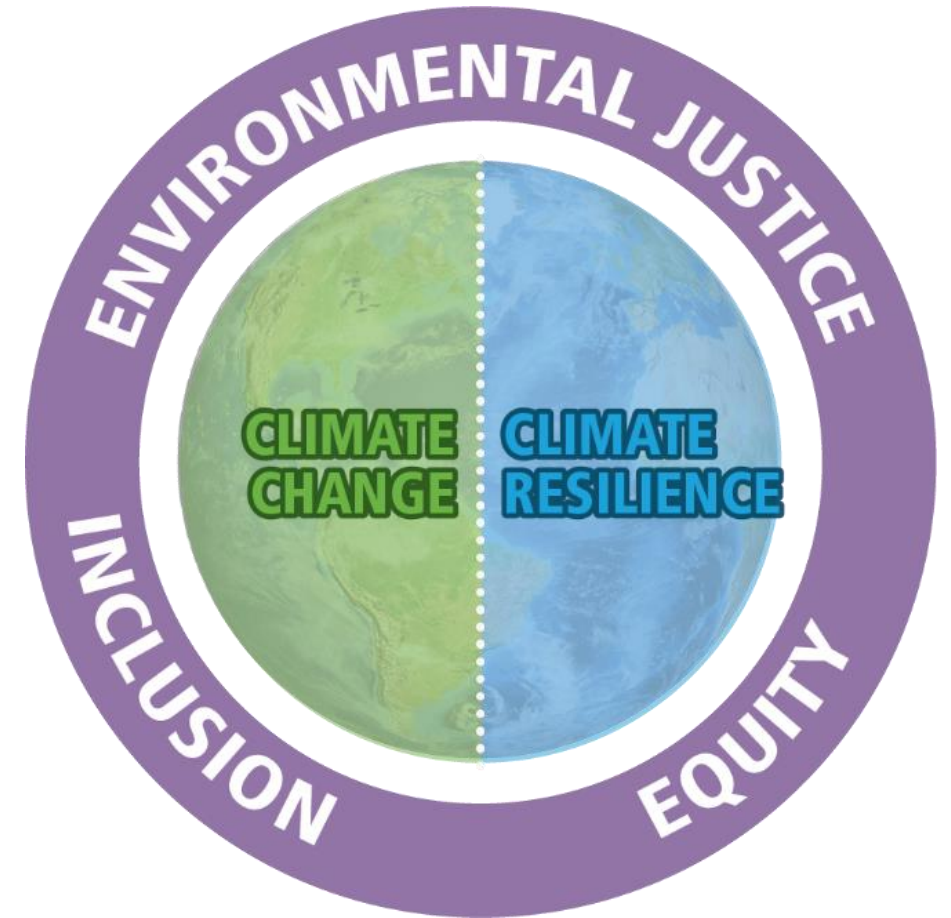
Climate Change Evaluation

What we heard from you

Address Climate Change in the Level 3 Evaluation

Level 3 Evaluation Approach

- How do the NDLSA alternatives *affect climate change*?
- How does climate change *affect NDLSA*?
- How do the NDLSA alternatives *build climate resiliency*?
- Are there Climate related *Environmental Justice and Equity effects*?



Climate Change Considerations

How could the NDLS D Project Alternatives affect **Climate Change**?

Positive or negative changes in:

Greenhouse Gas (GHG) emissions	Transit Mobility and Mode Share
Impervious Surface	Vehicle Miles Traveled
Green Space and Trees	Non-Motorized Travel

Comments?

Climate Resiliency Considerations

How could climate change affect the **NDLSD Project Alternatives**?

Increased Shoreline Erosion	Increased Rainfall Intensity
Increased Congestion from Weather related Closures	Increased storm runoff into Lake Michigan
Increased Maintenance	Changes in Lake Levels

Comments?

Environmental Justice, Equity and Climate Change

Potential Climate effects for Low Income and Minority Communities:

Air Quality and Health
Weather related Congestion
Inland Flooding
Lakefront Flooding

Context:
NDLSD Project

What do you see as potential climate effects for
Low Income and Minority communities?



Boulevard Concept

What we heard from you

- Most comments related to speeding and safety
 - Interest in traffic calming measures, such as narrowing lanes and reducing number of lanes
 - Concerns that straightening lanes (and planted medians) may cause drivers to speed
- Other comments recommended the improvements reduce the highway feel and increase or keep the boulevard feel



Typical Roadway
EXISTING CONDITIONS



Typical Roadway
ESSENTIAL

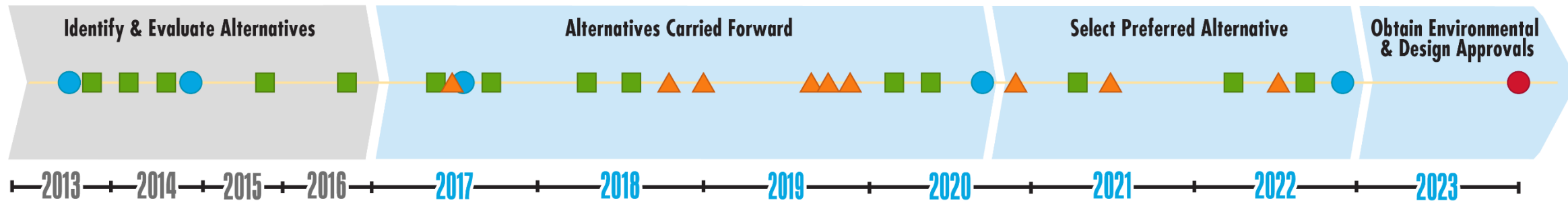


Typical Roadway
EXCHANGE / FLEX

- How would you define a boulevard?
- Are there other design elements we should be considering?

Next Steps

- Task Force Meeting #14 | **Fall 2022**
 - Survey and Public Life Study Recap
 - Remaining Level 3 Screening Results
 - Preferred Alternative Review
- Public Meeting #5 | **Winter 2022/2023**



■ = Task Force Meeting ▲ = Community Meeting ● = Public Meeting ● = Public Hearing