

# North DuSable Lake Shore Drive Task Force Meeting #13

March 24, 2022

# WELCOME!

# Agenda

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**Gehl  
Introduction**  
*Q&A Session #1*

03

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Screening  
Results:  
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*Q&A Session #2*

05

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Screening  
Results:  
Green Space**  
*Q&A Session #3*

06

**Alternatives  
Summary &  
Next Steps**  
*Mentimeter  
Feedback  
Opportunity*

# Gehl Introduction

March 24, 2022

# People First Approach for North DuSable Lake Shore Drive

Gehl



Sofie Kvist, Associate (Project Manager)  
Olivia Flynn, Urban Designer

# PLAN OF CHICAGO

PREPARED UNDER THE DIRECTION OF  
THE COMMERCIAL CLUB

DURING THE YEARS MCMVI, MCMVII AND MCMVIII

BY  
DANIEL H. BURNHAM  
AND  
EDWARD H. BENNETT  
ARCHITECTS

EDITED BY  
CHARLES MOORE  
EDUCATIONAL BUILDER AMERICAN INSTITUTE OF ARCHITECTS



CHICAGO  
THE COMMERCIAL CLUB  
MCMIX

1909

## The Lakefront Plan of CHICAGO



City of Chicago, Richard J. Soley, Mayor

1972



Lake Shore Drive at Lincoln Park, 1905 (Library of Congress)



# Changes are coming to NDLS



TODAY

A multi-lane roadway with complex junctions / on and off ramps that impede on lakefront access



FUTURE

Public infrastructure upgraded to provide new and improved access to an upgraded lakefront



NORTH DAVENPORT  
LAKE SHORE DRIVE





**NDLSD is an amenity that most cities can only dream of!**



**We want to make sure the changes coming to NDLS D help this public space reach its full potential and invite all Chicagoans to enjoy the best of the city**



**To transform the lakefront we need a  
strong vision**

**a vision focused on people and  
experience**

**to get there we study everyday behavior**

# We make cities for people

We believe that by applying a people-first approach to the planning and design of our cities, we are able to both solve some of our cities' most pressing challenges while **making cities vibrant places where people are invited to interact and connect with each other.**



# Centering People and Public Life to understand what makes good habitats for humans

## Sembra ma non è un «beatnik»

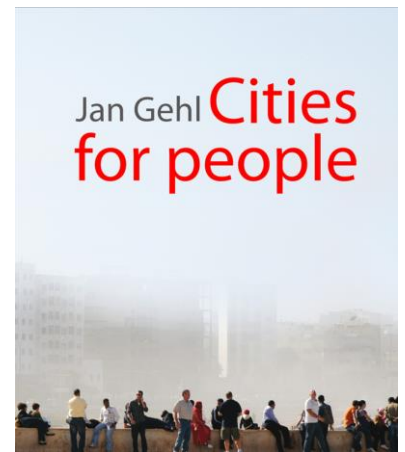
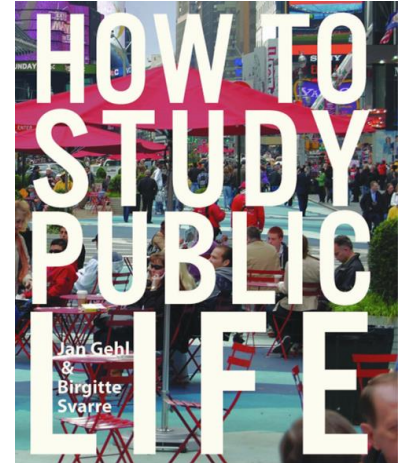
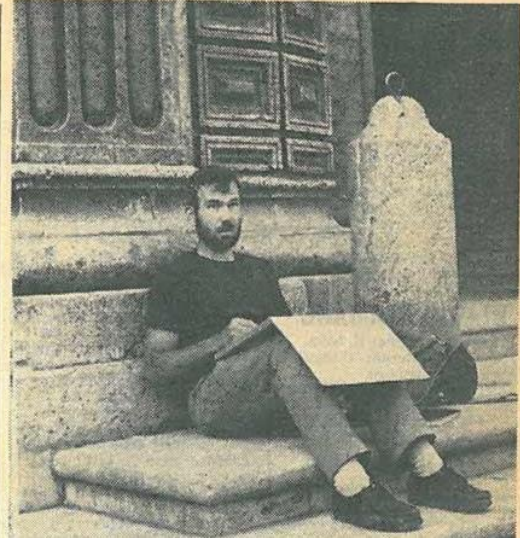
Da diversi giorni abbiamo notato un giovane straniero aggirarsi per la Piazza del Popolo. Abbiamo subito pensato: «I beatnik» in Ascoli?

Ma il suo fare aveva qualcosa di particolare. A parte le misurazioni ed i rilievi con strani apparecchi ottici, lo straniero prendeva in continuazione appunti su tutti i passanti. Insomma chi era?

Poche parole di presentazione e di saluto e subito si è scoperto l'arcano. Si tratta dell'architetto danese Jan Gehl, che avendo ricevuto una borsa di studio per studiare la forma e la vita delle piazze italiane da un punto di vista architettonico e sociologico, ha incluso la nostra Piazza del Popolo nei suoi itinerari.

Il giovane e simpaticissimo architetto, che si avvale della collaborazione della gentile consorte laureata in psicologia, si va chiedendo perché mai — nei centri storici italiani — con tanti viali e belle strade nuove, la popolazione insista a passeggiare sulle antiche piazze.

Saremmo interessati, al termine delle sue indagini, di conoscere se ha svelato l'arcano del





# An approach that **bridges** disciplines, sectors, and stakeholder groups



## Social Science

As social scientists we investigate how behavior is influenced by the environment and how place contributes to quality of life.



## Systems Thinking

As system thinkers we study and identify behaviors and patterns over time, unraveling the complexity that drives urban change.



## Urban Design

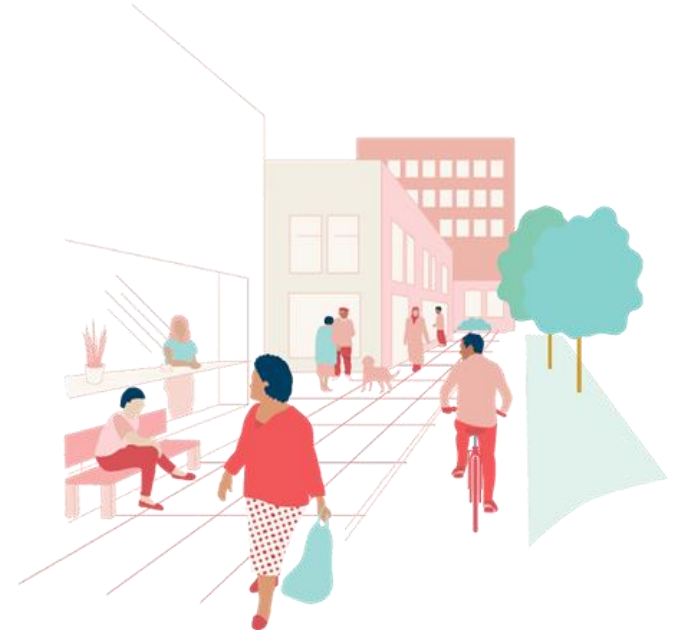
As designers we are concerned with how the built environment responds to people's needs.



**Life**



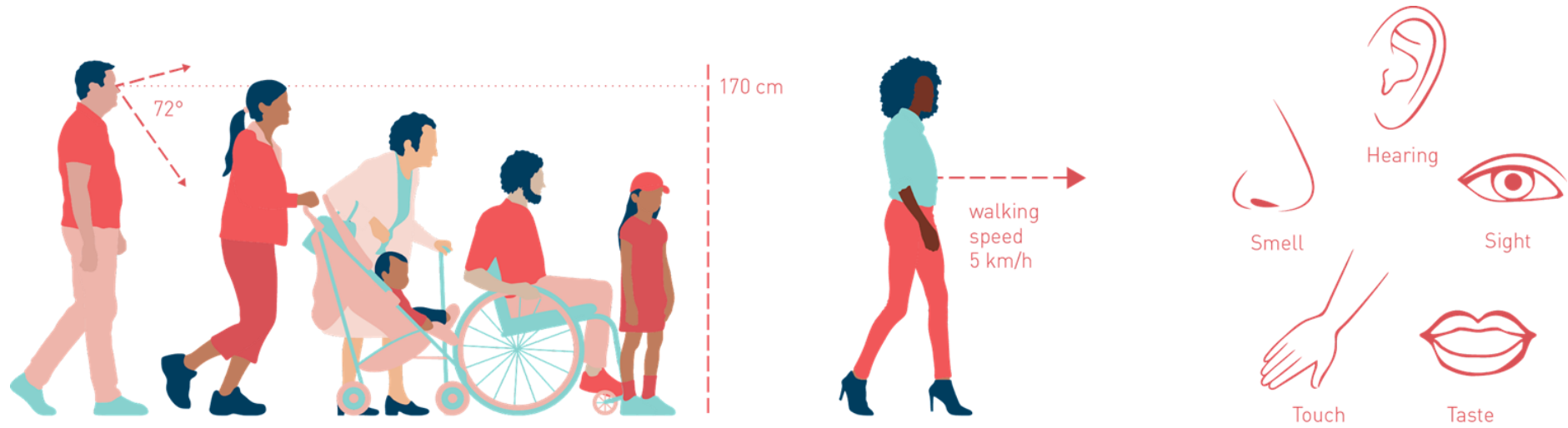
**Space**



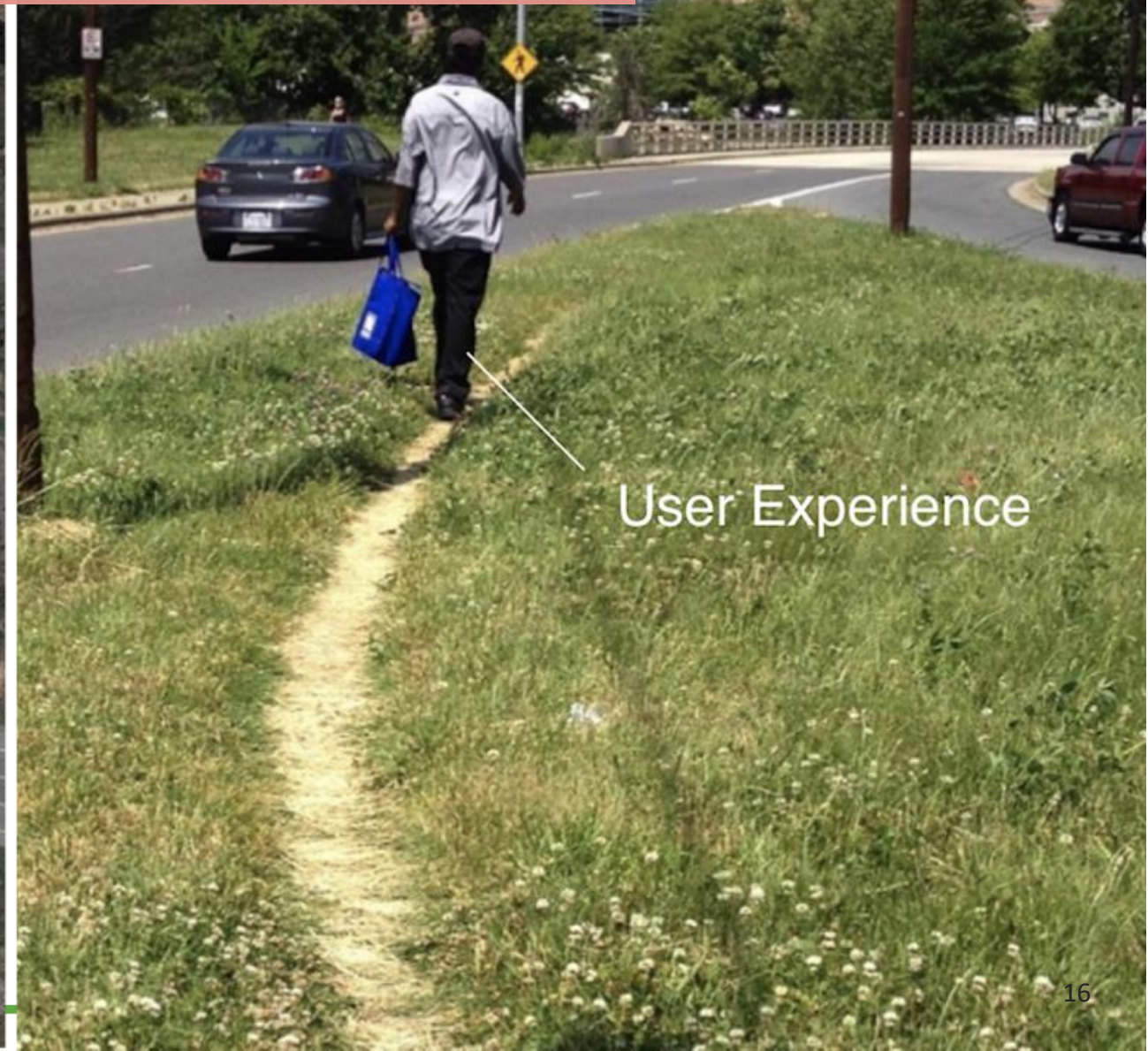
**Buildings**



# Human Scale



# Understand the Human Experience





# Measure What You Care About

Dignity

Opportunity

Connectedness

Trust

Mobility

Empathy

Equity and Access

Resilience

Happiness

Health

Democracy

Sustainability

Civic Engagement





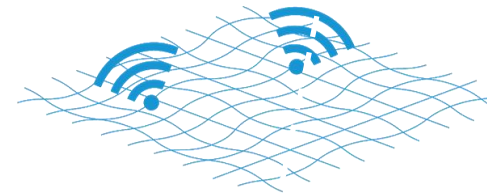
# Where it started



Built on 45 years of research,  
the **Gehl Lens** uses human-centered research and data, thick and thin,  
to unearth **meaningful stories.**



Lived experience from eye-level



Big Data

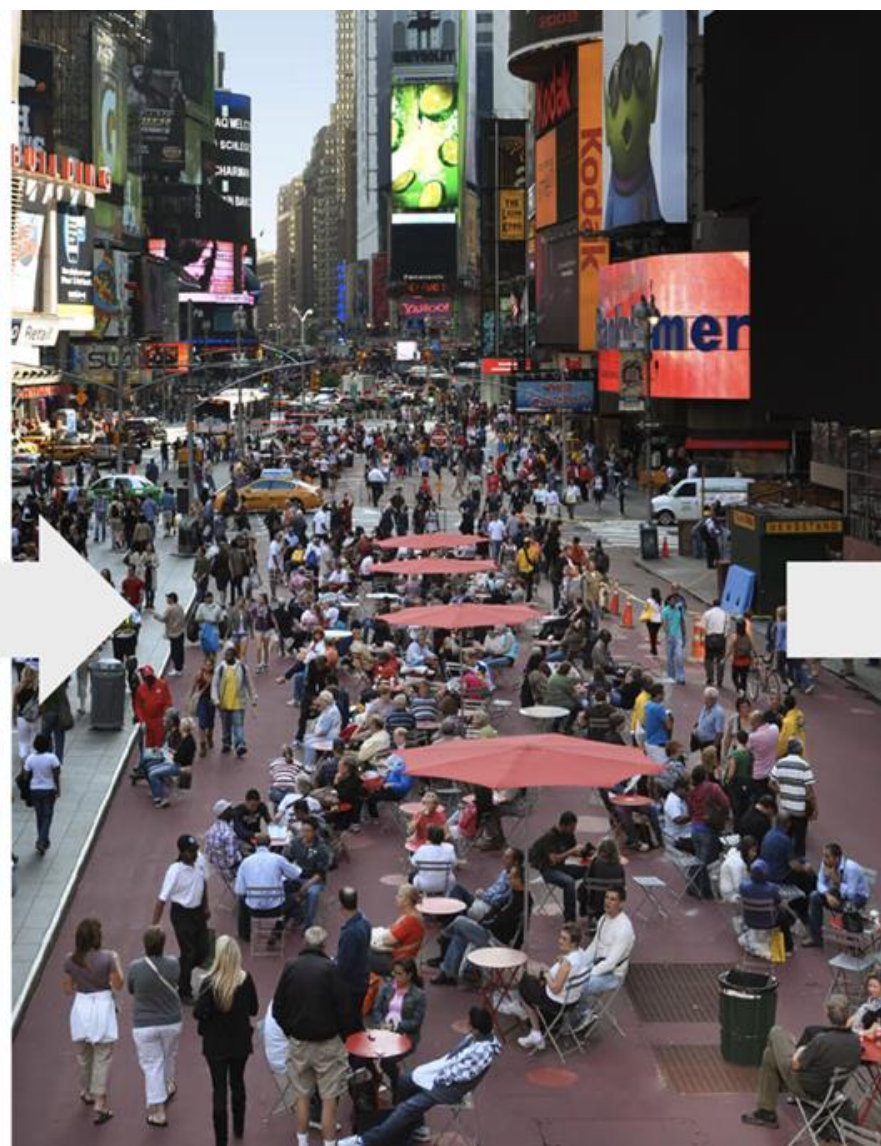


Neighborhood life



Socio-demographic data and city-wide trend research

# New York: Committing to an Iterative Process



# Denver: Changing mindsets through shared experiences



**30%**

Increase in people  
spending time on the  
street

**157%**

Increase in  
commercial activities



# Lexington:

Using data to highlight a latent desire to play

66%  
Never visited

77%  
visit weekly

SplashJAM

**With this approach,  
we hope to illustrate the potential of this  
project as a great public space where  
people and experience are prioritized**



# How might a new and improved lakefront **serve** **Chicagoans and** **visitors alike?**

- Understand what people need, want, and care about
- Understand current conditions and movement patterns alongside the planned improvements
- Look at infrastructure as public space
- Look at open space as complementary to neighborhood and citywide offerings + offerings along the lakefront itself



**We use a multi-method approach  
to understand everyday behavior  
so we can put people first in  
public space design**



# We are looking at North DuSable Lake Shore Drive in its entirety

13 neighborhoods

3 different types of access points

7.5 miles of lakefront and urban edge

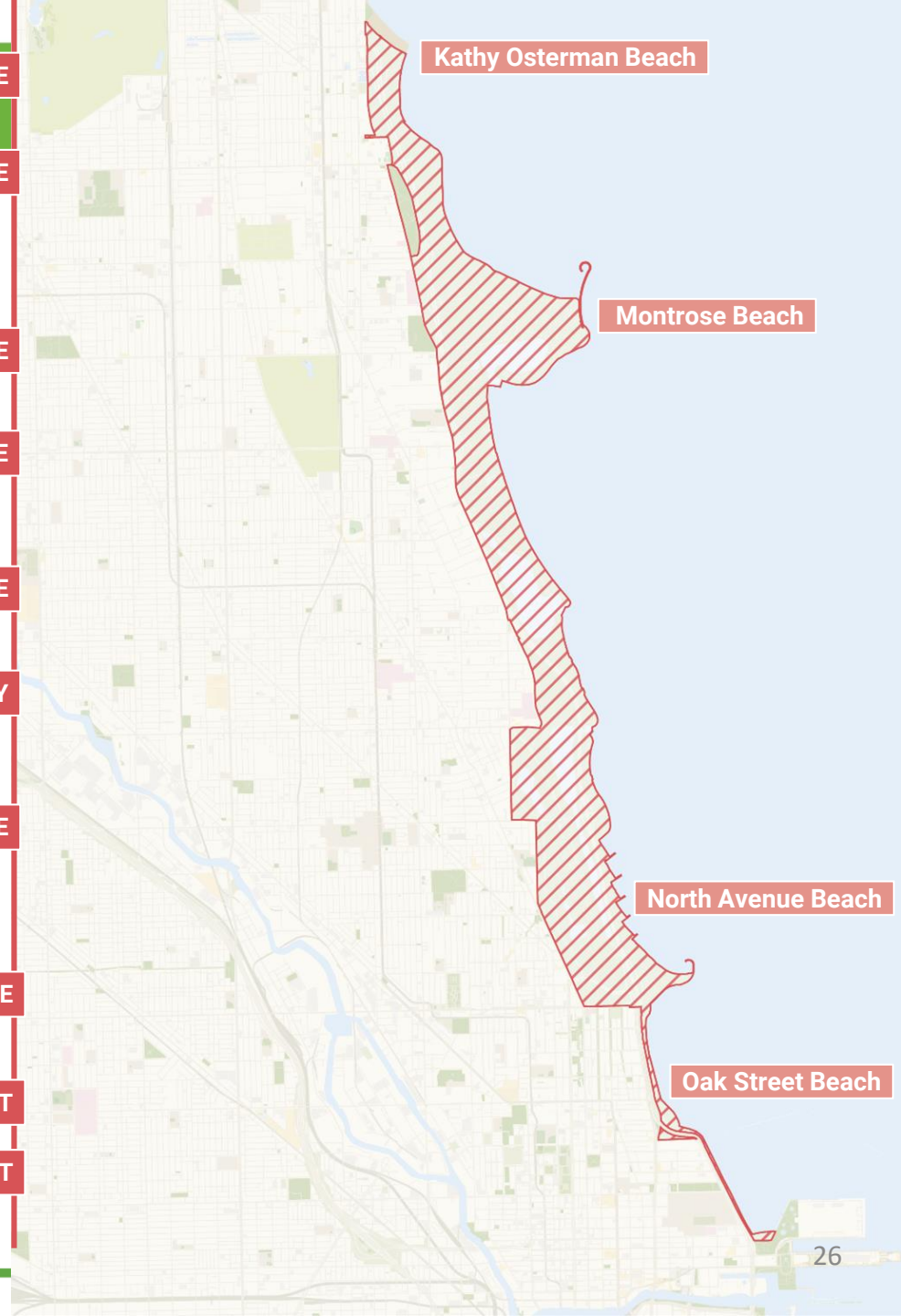
8 different section types

80+ acres of new park land

3 key city and state agencies

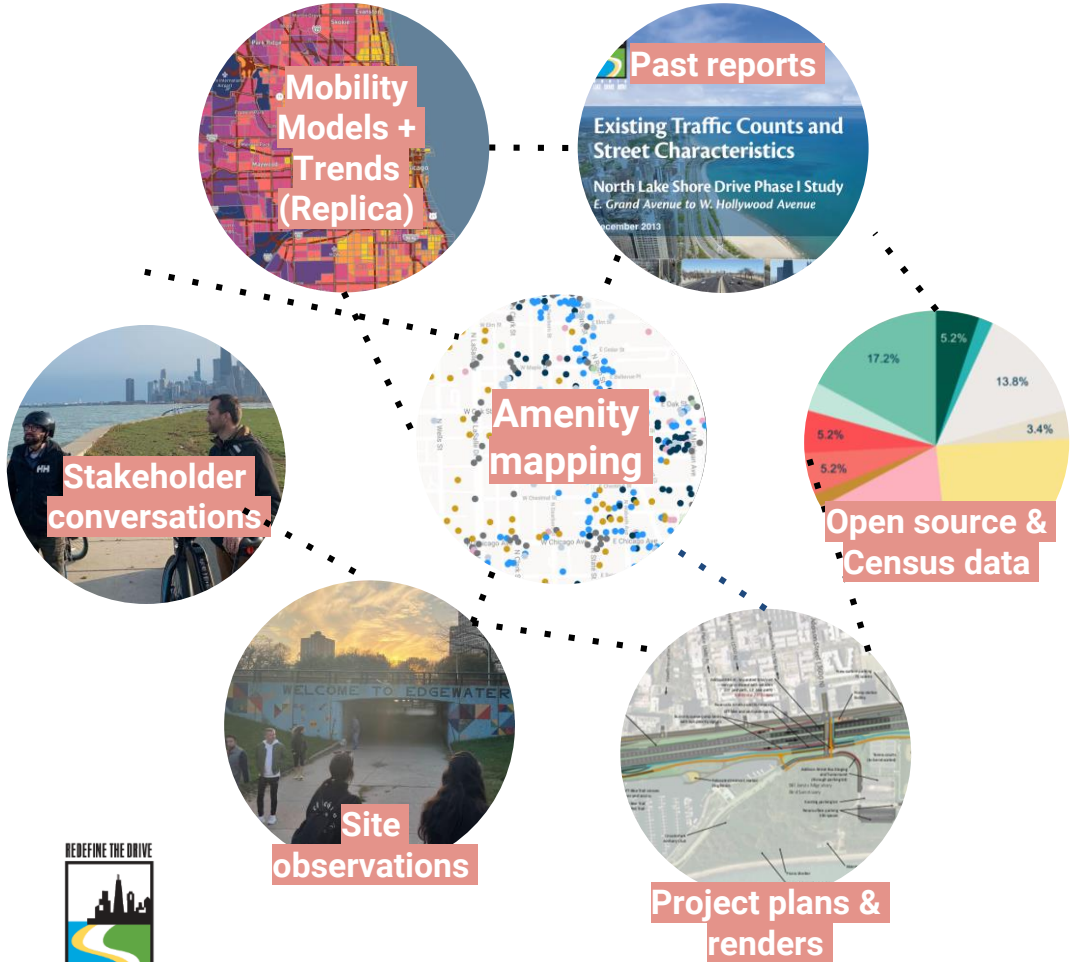


- HOLLYWOOD AVE
- FOSTER AVE
- MONTROSE AVE
- IRVING PARK AVE
- BELMONT AVE
- DIVERSEY PKWY
- FULLERTON AVE
- NORTH AVE
- DIVISION ST
- OAK ST



# Multi-method approach

## Data we **have already** collected



## Data we **will** collect

**We want your help with these!**

**Public Life Observational Study**  
We use observational studies to understand neighborhood life by documenting who is there, or not there and what they are doing

**Online Survey**  
To learn about people's perceptions, experiences, and aspirations for NDLS, focused on placemaking and experience

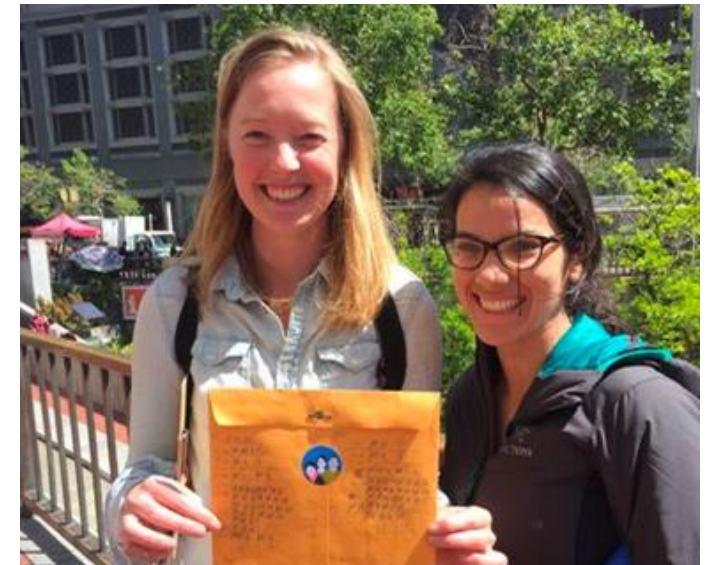


This could be you!

# We are looking for volunteers to help us get a closer look at how people use the lakefront today

Join us as a community researcher in the Public Life study.

→ Click the link in the chat to sign up! The link will also be emailed to you after the meeting.





# You will be observing **human behavior** along the lakefront

Count **people moving**



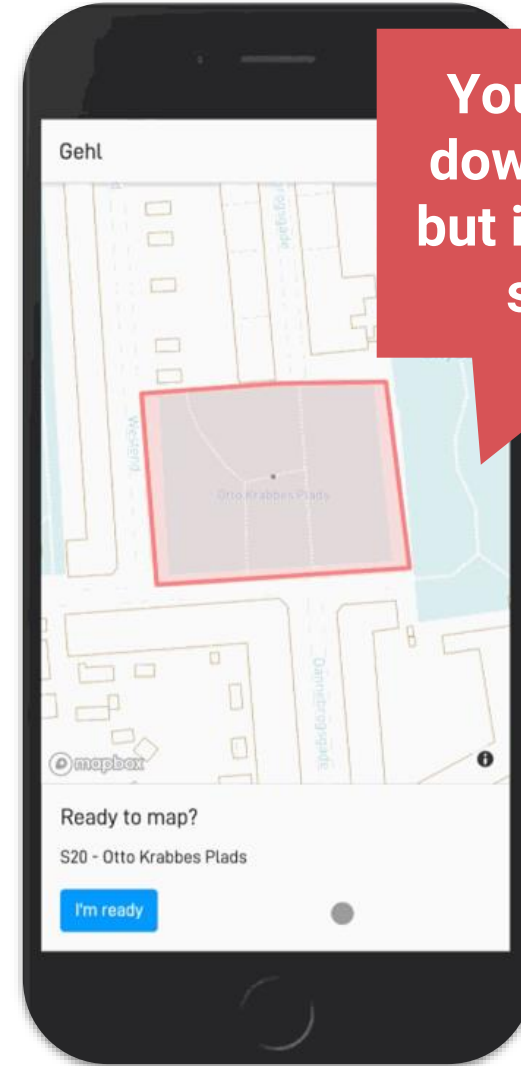
Map **people staying**



# You will use the **Gehl Public Life** App to record observations

## How does it work?

You will be recording observations with a digital app – tallying pedestrian movement counts and mapping people staying.



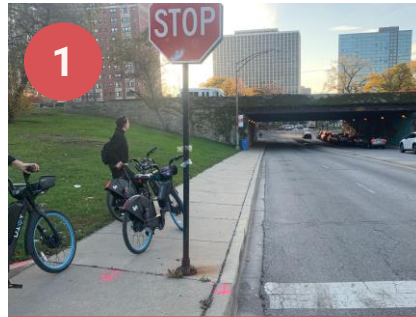
You don't need to download anything but it does require a smartphone!



# We will conduct observations at select locations along the lakefront

**How long does it take?**  
Shifts are 4 hours long.  
You will also need to attend a 1 hour training session.

The survey will take place early Summer. One weekday and one weekend day



Area around Montrose/Wilson



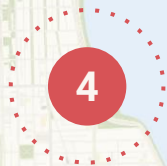
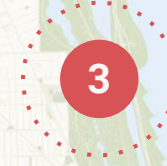
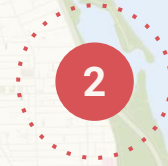
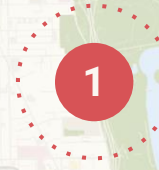
Area around Belmont Harbor



La Salle to Fullerton (South Lagoon)



Oak Street Beach/Gold Coast Area



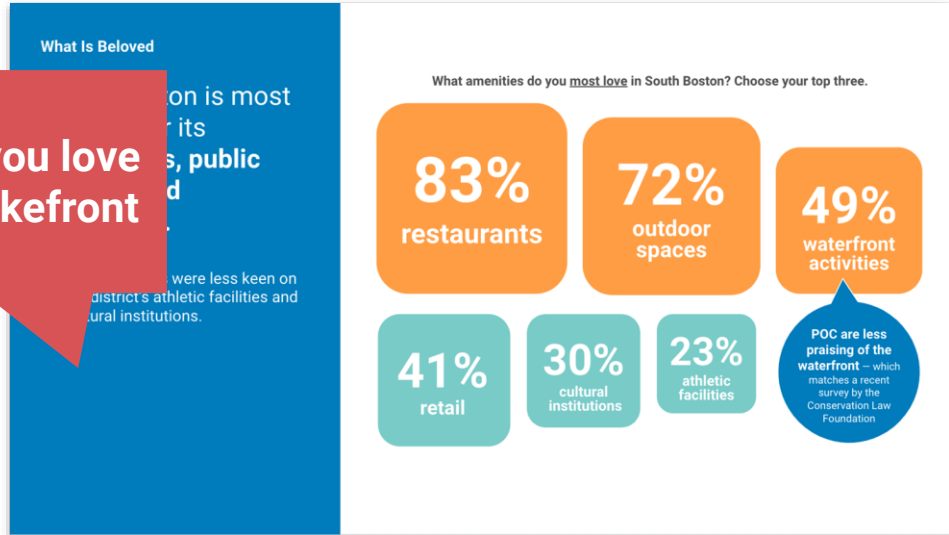
# We need your help to learn what people love about the lakefront and what kinds of experiences they value

Let us know your thoughts with a quick survey and then share with your networks for more insight.

→ The link is in the chat and will be sent out after the meeting.

Tell us what you love to do at the lakefront

Tell us what you wish you could do at the lakefront

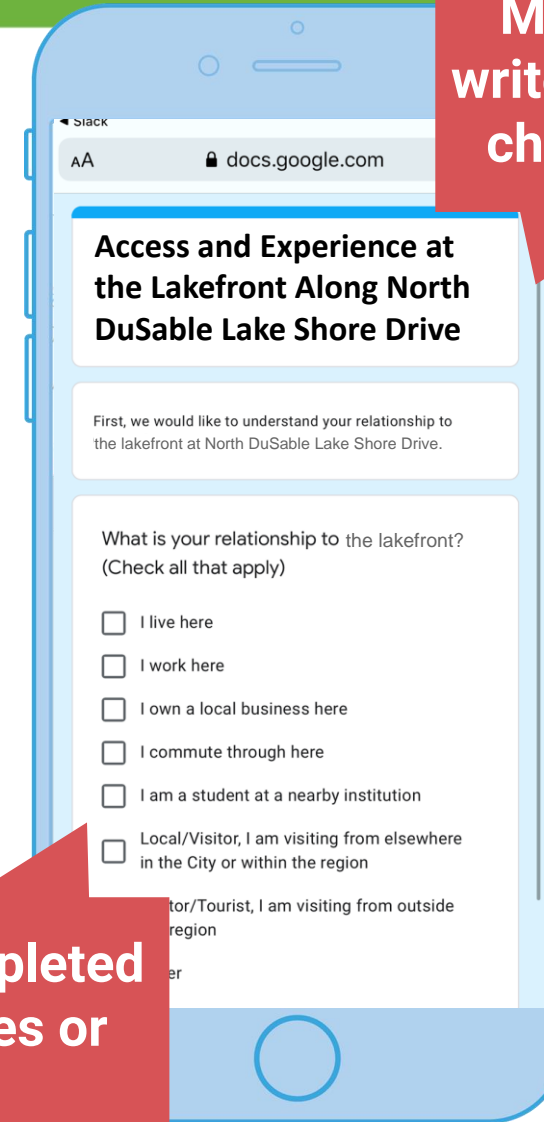




# Share the **online questionnaire** with your networks to help maximize feedback

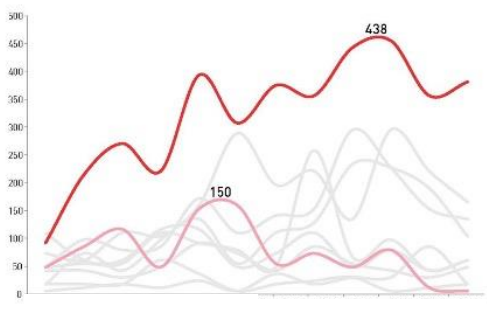
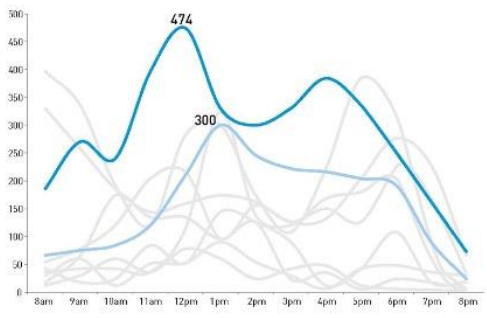
The survey will ask questions to understand how you use the lakefront. Some examples are...

- What do you love most about the lakefront?
- Where do you go along the lakefront?
- How do you get there?
- What do you do once you're there?
- What do you wish you could do there that you don't do today?



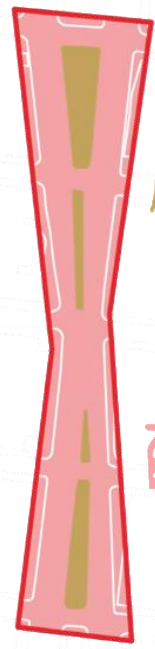
Multiple choice, write-in, and ranked choice questions

Can be completed in 5 minutes or less



**Pedestrian Counts Wednesday**      **Pedestrian Counts Saturday**

Other ped. count locations  
 c. East Santa Clara St. (WEST)  
 k. East Santa Clara St. (EAST)



**10%** Pedestrian area  
**90%** of the users were pedestrians



**90%** Car area  
**10%** were motorists



Before



After

## Data

A mix of methods, including the **public life study** and **online survey** used to understand the public life patterns of a place

## Stories

Compelling and meaningful stories about the relationship between life and form

## Design

Design and program recommendations that prioritize people and experience



# Thank you!

If you are interested in learning more about Gehl's work or our role in this project, please email [info@ndlsd.org](mailto:info@ndlsd.org)





# Questions?

# Task Force Meeting #12 Recap

# Level 3 Screening Process

## CRITERIA CATEGORIES



**Performance**



**Social**



**Economic**



**Environmental**

## Evaluate Five Alternatives to be Carried Forward

**Criteria development informed by federal review process and stakeholder input**

- Criteria are predominantly quantitative
- Criteria subject to refinement

**Evaluation results will be presented and discussed at multiple stages**

- Outcome: identify a Preferred Alternative

# Level 3 Screening Process: Feedback Received

## CRITERIA CATEGORIES



**Performance**



**Social**



**Economic**



**Environmental**

## Task Force #12 Feedback:

- Clarifications on Level 3 Screening, evaluation methodology, east-west access
- Social criteria: interest in environmental justice and equity
- Economic criteria: questions regarding funding and construction
- Environmental criteria: questions regarding historic resources, aesthetics, flooding and footprint
- Project alternatives: clarifications on tolling enforcement and operations

# Level 3 Screening Criteria & Study Spotlights



# Federal Review Processes



## **National Environmental Policy Act (NEPA) of 1969**

*Impacts on the natural and human environment*



## **National Historic Preservation Act (NHPA) of 1966**


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



## **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*

# Level 3 Criteria


 <b>Performance Criteria</b>
Person Throughput
Transit Mode Share
Transit Mobility
Transit Reliability
Vehicular Mobility (GPL)
Vehicular Mobility (ML)
Arterial Volume Change
NDLSD Volume Change
Inner Drive Mobility
Bicycle and Pedestrian Safety
Outer Drive Safety
Future Flexibility


 <b>Social Criteria</b>
Environmental Justice
Equity
Parking Impacts
Pedestrian/Bicyclist Experience
Local Plans
Displacements/ Right-of-way


 <b>Economic Criteria</b>
Construction Cost
Access to Employment
Funding/ Financing


 <b>Environmental Criteria</b>
Section 106 features
Section 4(f) Resources
Viewshed Impacts
Air Quality
Traffic Noise
Green Space/Footprint – Net Changes
Green Space/Footprint - Quality of Spaces
Impervious Surface
Natural Resources - Trees
Natural Resources - Species
Water Quality
Climate Change/Climate Resiliency
Reasonably Foreseeable Effects
Shoreline Protection
Waters of the US (WOUS)

# Level 3 Criteria – Winter 2022 Study Spotlights


 Performance Criteria	Presentation
Person Throughput	
Transit Mode Share	
Transit Mobility	
Transit Reliability	
Vehicular Mobility (GPL)	
Vehicular Mobility (ML)	
Arterial Volume Change	
NDLSD Volume Change	
Inner Drive Mobility	
Bicycle and Pedestrian Safety	
Outer Drive Safety	
Future Flexibility	

 Social Criteria	Presentation
Environmental Justice	
Equity	
Parking Impacts	Study Spotlight
Pedestrian/Bicyclist Experience	Study Spotlight
Local Plans	Study Spotlight
Displacements/ Right-of-way	Study Spotlight


 Economic Criteria	Presentation
Construction Cost	Study Spotlight
Access to Employment	
Funding/ Financing	Study Spotlight


 Environmental Criteria	Presentation
Section 106 features	
Section 4(f) Resources	
Viewshed Impacts	
Air Quality	
Traffic Noise	Study Spotlight
Green Space/Footprint – Net Changes	
Green Space/Footprint - Quality of Spaces	
Impervious Surface	Study Spotlight
Natural Resources - Trees	
Natural Resources - Species	
Water Quality	Study Spotlight
Climate Change/Climate Resiliency	
Reasonably Foreseeable Effects	Study Spotlight
Shoreline Protection	
Waters of the US (WOUS)	Study Spotlight

# Level 3 Criteria – Task Force 13

 Performance Criteria	Presentation
Person Throughput	
Transit Mode Share	
Transit Mobility	TF 13
Transit Reliability	TF 13
Vehicular Mobility (GPL)	TF 13
Vehicular Mobility (ML)	TF 13
Arterial Volume Change	TF 13
NDSLSD Volume Change	TF 13
Inner Drive Mobility	TF 13
Bicycle and Pedestrian Safety	
Outer Drive Safety	
Future Flexibility	TF 13

 Social Criteria	Presentation
Environmental Justice	
Equity	
Parking Impacts	Study Spotlight
Pedestrian/Bicyclist Experience	Study Spotlight
Local Plans	Study Spotlight
Displacements/ Right-of-way	Study Spotlight

 Economic Criteria	Presentation
Construction Cost	Study Spotlight
Access to Employment	
Funding/ Financing	Study Spotlight

 Environmental Criteria	Presentation
Section 106 features	
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Water Quality	Study Spotlight
Climate Change/Climate Resiliency	
Reasonably Foreseeable Effects	Study Spotlight
Shoreline Protection	
Waters of the US (WOUS)	Study Spotlight

# Study Spotlights Review

## FUNDING

### NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

Level 3 Screening Criteria: Informational January 2022

**What are the typical funding/financing sources for large transportation projects in Illinois?**

The North DuSable Lake Shore Drive (NDLSD) Phase 1 Study is currently evaluating several environmental topics as part of its screening process. The Illinois Department of Transportation (IDOT) and the Illinois Tollway are the primary funding sources for this project. The Illinois Tollway is the primary funding source for the project. The Illinois Tollway is the primary funding source for the project. The Illinois Tollway is the primary funding source for the project.

## NOISE

### NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

Level 3 Screening Criteria: Informational January 2022

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## TRADITIONAL FINANCING

Funding sources that come from local, state, or federal governments.

**Federal Funds**  
The federal government allocates transportation funds through two main sources: formula funds and discretionary grants. These typically apply to a percentage of the project costs, and the federal government requires states and local governments to match the grant financially. Federal funds are appropriated by the State and the State requests reimbursement from the federal government.

**State Funds**  
The Illinois Department of Transportation (IDOT) and the Illinois Tollway are the primary funding sources for this project. The Illinois Tollway is the primary funding source for the project. The Illinois Tollway is the primary funding source for the project. The Illinois Tollway is the primary funding source for the project.

## FORMULA FUNDS

Formula funds are allocated to each state based on formulas considering factors such as population, vehicle miles traveled, and transit ridership. These funds are collected through the federal motor fuel tax, general revenue, and other sources.

**Discretionary Grants** are distributed for individual projects by the US Department of Transportation (DOT) through state and regional governments using a variety of methods, such as competitive programs or congressional direction.

**Federal Loan Programs:** These programs can take the form of direct loans, loan guarantees, and lines of credit, and can be used to attract private or other nonfederal investment for transportation projects that generate revenue.

## PARTNERSHIPS

Funding from a partnership between public or private entities.

**Public**  
Public Partnerships involve collaboration between two or more public agencies to design, build, finance, operate, and/or maintain infrastructure. Examples could include partnerships between IDOT, CDOT, the Chicago Transit Authority (CTA), the Chicago Park District (CPD), or the Illinois Tollway.

**Public-Private**  
Public-Private Partnerships, also referred to as P3s, involve agreements between one or more public agencies and private sector organizations to design, build, finance, operate, and/or maintain infrastructure. The P3 structure would be tailored to the needs of an individual project and could include some or all of these project development components. The main advantages of a P3 are that it can allow for sharing the project risk with the private sector and it can leverage private sector funding to accelerate implementation. A P3 project may still require substantial public investment.

## WHAT ARE THE ESTIMATED COSTS OF THE ALTERNATIVES?

Examples of traffic noise sources

Motor Sources Legend: Aerodynamics/Wind, Exhaust, Engine, Tire/Pavement

What creates traffic noise:  
At lower speeds: Engine, Gear Box & Transmission, Exhaust  
At higher speeds: Tire/Pavement Noise, Aerodynamics of Vehicle

## REDEFINING THE DRIVE

northdusablelakeshoredrive.org/involved\_newsletters.html

## NATIONAL HISTORIC PRESERVATION ACT SECTION 106 PROCESS

### NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

Level 3 Screening Criteria: Informational February 2022

The North DuSable Lake Shore Drive (NDLSD) Phase 1 Study is currently evaluating the five remaining NDLSD Build Alternatives in accordance with the National Environmental Policy Act (NEPA) as part of Level 3 Screening. NEPA is a federal law that requires federal agencies to consider the effects of their actions on the human and natural environment. This includes historic resources among many others, including but not limited to historic resources, air quality, or noise.

## SOUND VS NOISE

Sound: vibration of sound pressure waves in the air that your ear can detect

Noise: an unwanted sound that can interfere with normal activities

For analysis purposes, the time-varying sound levels including all of the peaks and valleys must be "averaged into a one-hour equivalent noise level."

## HOW DOES THE SECTION 106 PROCESS RELATE TO THE NDLSD STUDY?

The relationships among these federal reviews are shown in the diagram below:

The NEPA and Section 4(f) processes are being led by the Federal Highway Administration (FHWA) in coordination with other Federal, State, and Local agencies. IDOT and CDOT will facilitate the Section 106 review process in coordination with FHWA.

## NEPA (EIS)

NEPA (EIS) includes: Traffic, Wildlife/Habitat, Water Resources, Noise, Air Quality, Socioeconomics, Section 4(f), Historic Resources, Archaeology, Architecture.

## WATERS OF THE UNITED STATES (WOUS)

What is WOUS? Waters of the United States (WOUS) is a term in the Clean Water Act (CWA) that identifies which water bodies are under federal jurisdiction. WOUS includes navigable waters, interstate streams, and other waters that have a direct surface water connection to a navigable water body.

ALTERNATIVE	Acres of Wetlands	Acres of Shrublands	Acres of Forestlands
The Essential	0.00	115.34	0.00
The Addition	0.00	117.10	0.00
The Exchange	0.00	116.75	0.00
The Flex/Build	0.00	116.75	0.00

## NOISE ANALYSIS PERIOD

The federal regulations, traffic noise analyses are completed for the worst noise hour of the day that is, the hour with the highest combination of vehicle volumes and speeds. CND SD, this occurs during the morning peak hour, which is the hour used in the analysis for this project. During a 15-minute hour, there will be peaks (e.g., a large platoon of vehicles, a pass-by of a motorcycle, or an accelerating car with a modified exhaust system) and valleys (e.g., when there is a gap in the traffic stream sometimes allowing other ambient noises to be heard).

## WATER QUALITY

Water quality is an important factor in supporting healthy ecosystems. Human activities can greatly affect the quality of water, most notably by overloading pollutants, such as materials dissolved by oil, fertilizers, and sediment to lakes and rivers via surface water runoff from urban areas or agricultural fields. Surface waters, which are protected by the Clean Water Act (CWA), can also be impacted by the construction, operation, and maintenance of transportation facilities like the NDLSD. Current stormwater runoff within the NDLSD project corridor directly impacts the combined sewer overflow (CSO) system. When the combined sewer overflow occurs, the combined sewer overflow flows from the project study area (and other nearby areas) occur into the Chicago River and the North Branch Chicago River, Lake Michigan (including the bays and lagoons) as well as other surface water runoff from portions of the project study area.

## WATERS OF THE UNITED STATES (WOUS)

As the NDLSD roadway is surrounded by a historic park, any proposed physical changes may affect park property. The "right-of-way" for NDLSD is defined by the backs of curbs on each side of the roadway. Therefore, any property beyond the curbs is Chicago Park District property that is protected under Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966. Thus, impacts to Park District property will be important considerations in project decision-making. Details of impacts to park land will be outlined as part of the Green Space, Section 4(f), and Section 106 evaluation criteria at the Future Task Force meetings.

## RIGHT-OF-WAY ACQUISITION

Typical Right-of-Way Elements: Public Right-of-Way, Adjacent Property, Chicago Park District, Chicago River & Lake.

## PARKING

A detailed evaluation of existing available parking was conducted throughout the study area including on street parking as well off street parking lots that serve park facilities. Existing parking is impacted by each of the alternatives. However, replacement parking was identified at several locations which resulted in a net zero change in the number of available parking spaces along the corridor. Parking impacts and proposed mitigation plans are the same across each of the remaining alternatives.

## SURFACE WATERS

### NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

Level 3 Screening Criteria: Results February 2022

The North DuSable Lake Shore Drive (NDLSD) Phase 1 Study is currently engaged in the evaluation of five remaining NDLSD Build Alternatives ("Level 3 Screening"). As part of this evaluation, nearly 30 different criteria are being considered, including Performance, Social, Economic and Environmental Factors. Measuring impacts to Water Quality, Waters of the United States and changes in the Impervious Surface Area are among the environmental factors being considered, and this Study Spotlight provides additional details and preliminary results for each of these criteria. For additional details regarding the overall Phase 1 Study, please visit the project website at [northdusablelakeshoredrive.org](http://northdusablelakeshoredrive.org).

## SOCIAL FACTORS

### NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

Level 3 Screening Criteria: Results February 2022

The North DuSable Lake Shore Drive (NDLSD) Phase 1 Study is currently evaluating the five remaining NDLSD Build Alternatives. As part of this evaluation, nearly 30 different criteria are being considered, including Performance, Social, Economic and Environmental Factors. The project team separated criteria into two categories: 1) Distinguishing criteria contain results that are the same, or similar, amongst alternatives. This Study Spotlight addresses several non-distinguishing Level 3 Screening criteria including right-of-way acquisition, consistency with local plans, and parking impacts associated with each of the remaining alternatives under consideration. This Spotlight also discusses the aggregate effects of independent, past, present and future projects in the NDLSD study area. For additional details regarding the overall Phase 1 Study, please visit the project website at [northdusablelakeshoredrive.org](http://northdusablelakeshoredrive.org).

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# Alternatives to be Carried Forward

Formerly Context Tailored Treatment + Transit Advantages (CTT+TA)

## THE ESSENTIAL



Formerly Dedicated Transitway – Left (DTW-L)

Formerly 3+1 Bus-Only Lane (3+1 BOL)

## THE ADDITION



## THE EXCHANGE



Formerly 3+1 Managed Lane (3+1 ML)

Formerly 2+2 Managed Lanes (2+2 ML)

*Center median  
access ramps*

## THE FLEX



## THE DOUBLE FLEX



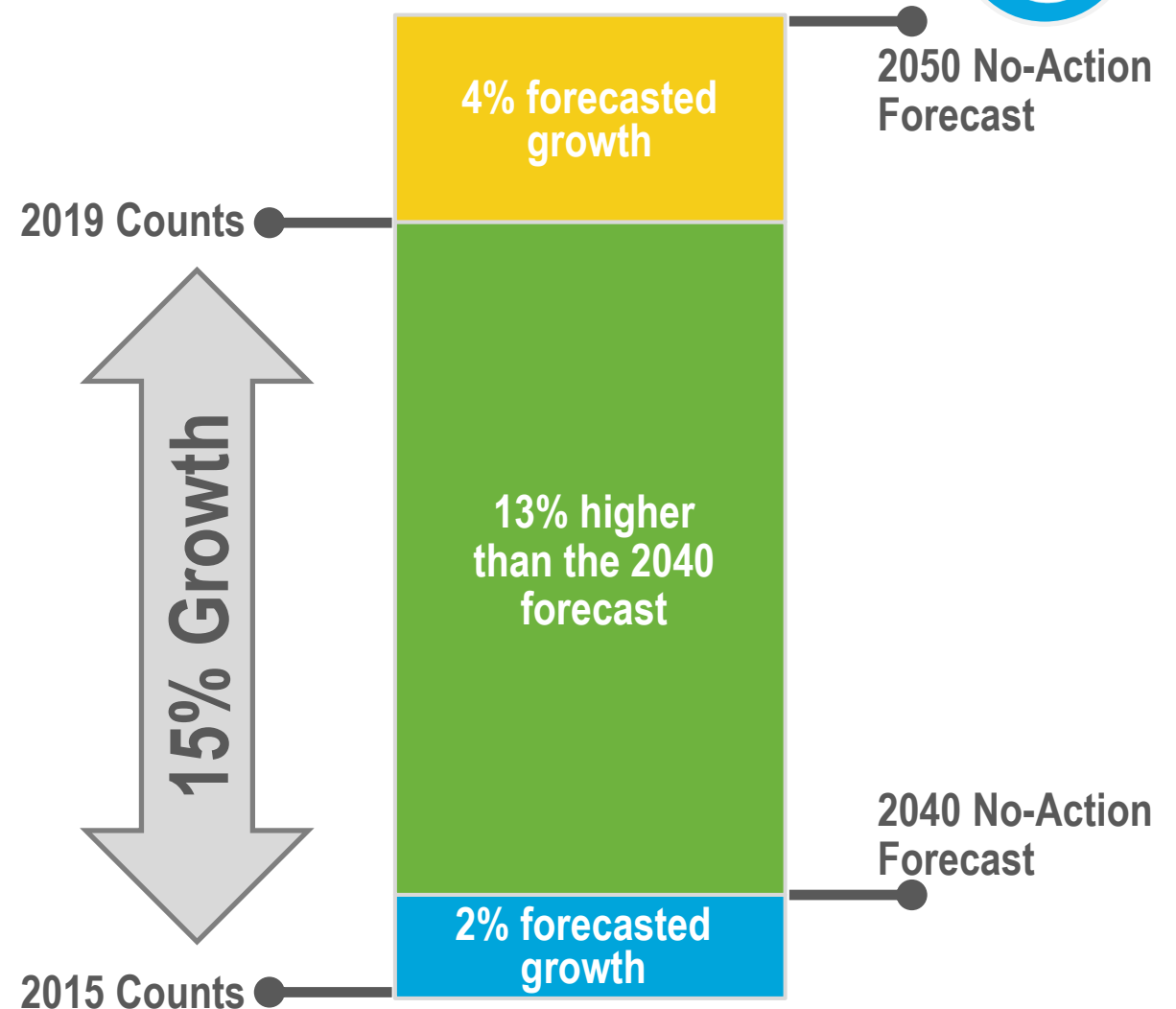
# 2040 and 2050 Forecasts

## Level 3 Screening Results: Performance Criteria

# Comparison of 2040 and 2050 Forecasts



- The forecasted growth from 2015 to 2040 No Action was 2%.
- The growth in traffic counts between 2015 and 2019 counts was 15% on average.
- 2050 No Action Forecast is 4% greater than 2019 counts.
- Traffic growth during peak hours is less than daily growth.
- Proposed improvements generally offset effects of increased traffic.







## NDLSD Build Alternatives

- Trend of higher traffic projections in 2050 compared to 2040 is consistent for all NDLSD Build Alternatives.
- Amount of traffic growth is 10-14% between 2040 and 2050 across all NDLSD Build Alternatives.



# 2050 Mobility Results

## Level 3 Screening Results: Performance Criteria

# 2050 Mobility Modeling



## Evaluation Tools

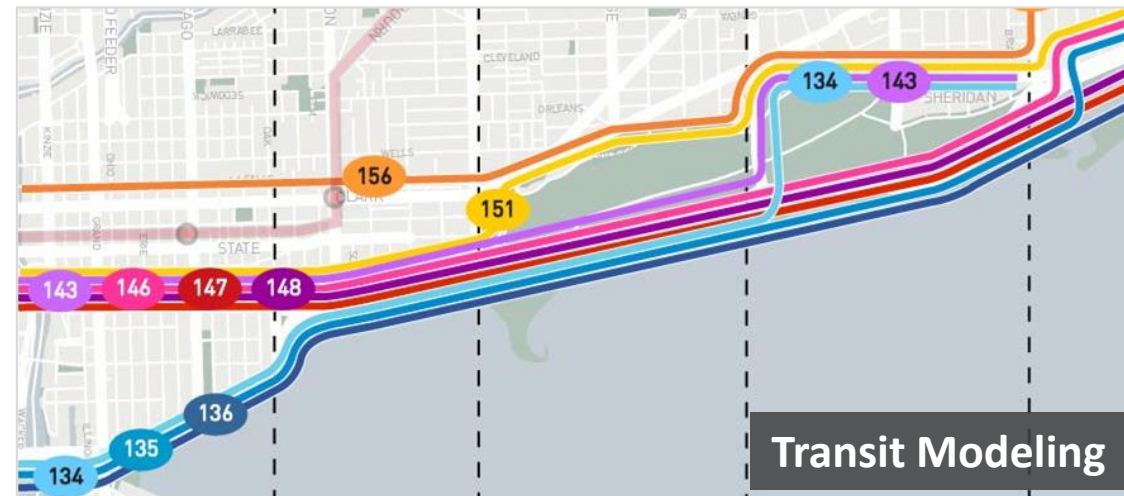
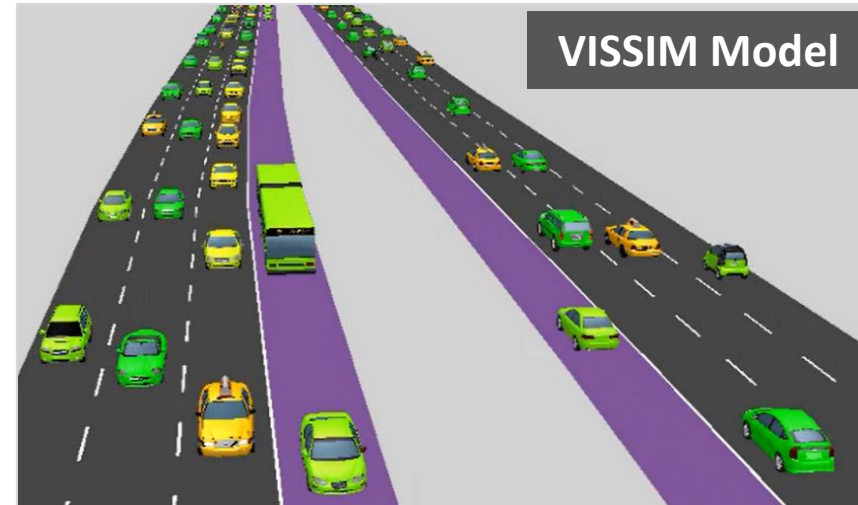
- CMAP Travel Demand Model (“Macro” Analysis)
- VISSIM Model (“Micro” Analysis)

## Evaluation Scenarios

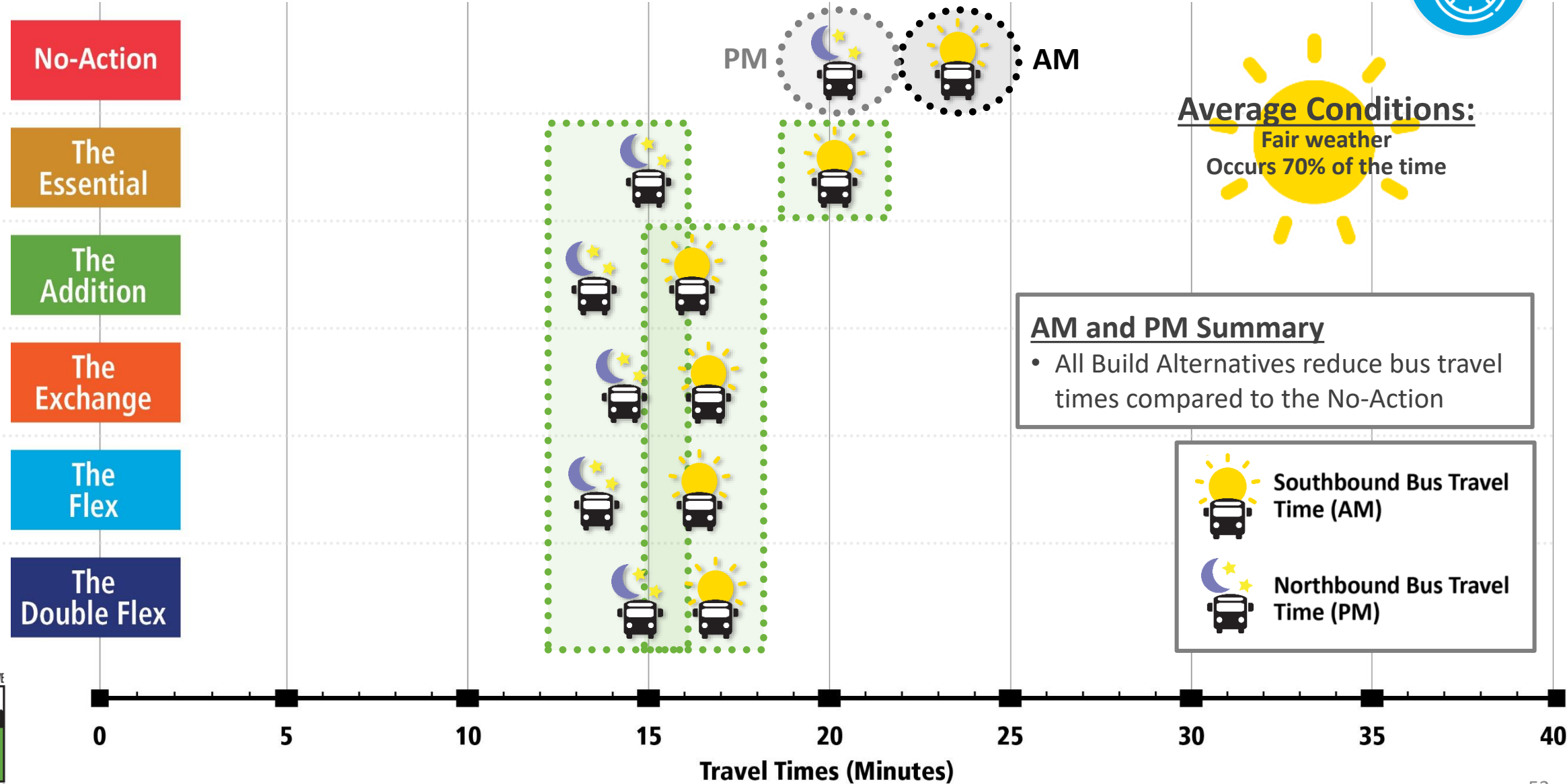
- Average Conditions
- Poor Conditions (reduced speeds)
- AM Peak/Southbound
- PM Peak/Northbound

## Transit and Auto Modes

- Seven CTA Routes modeled
- Expanded auto modeling



# 2050 Transit Mobility Results – Average Conditions



# 2050 Transit Mobility Results – Poor Conditions



No-Action

The Essential

The Addition

The Exchange

The Flex

The Double Flex


**Poor Conditions**  
 Rainy or snowy weather  
 Occurs 30% of the time  
 Average speed reduction of 40%


PM

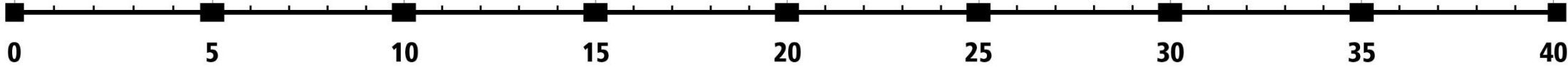
AM

**AM and PM Summary**

- All Build Alternatives reduce bus travel times compared to the No-Action
- Managed Lane alternatives have a significant benefit to transit mobility

 Southbound Bus Travel Time (AM)

 Northbound Bus Travel Time (PM)



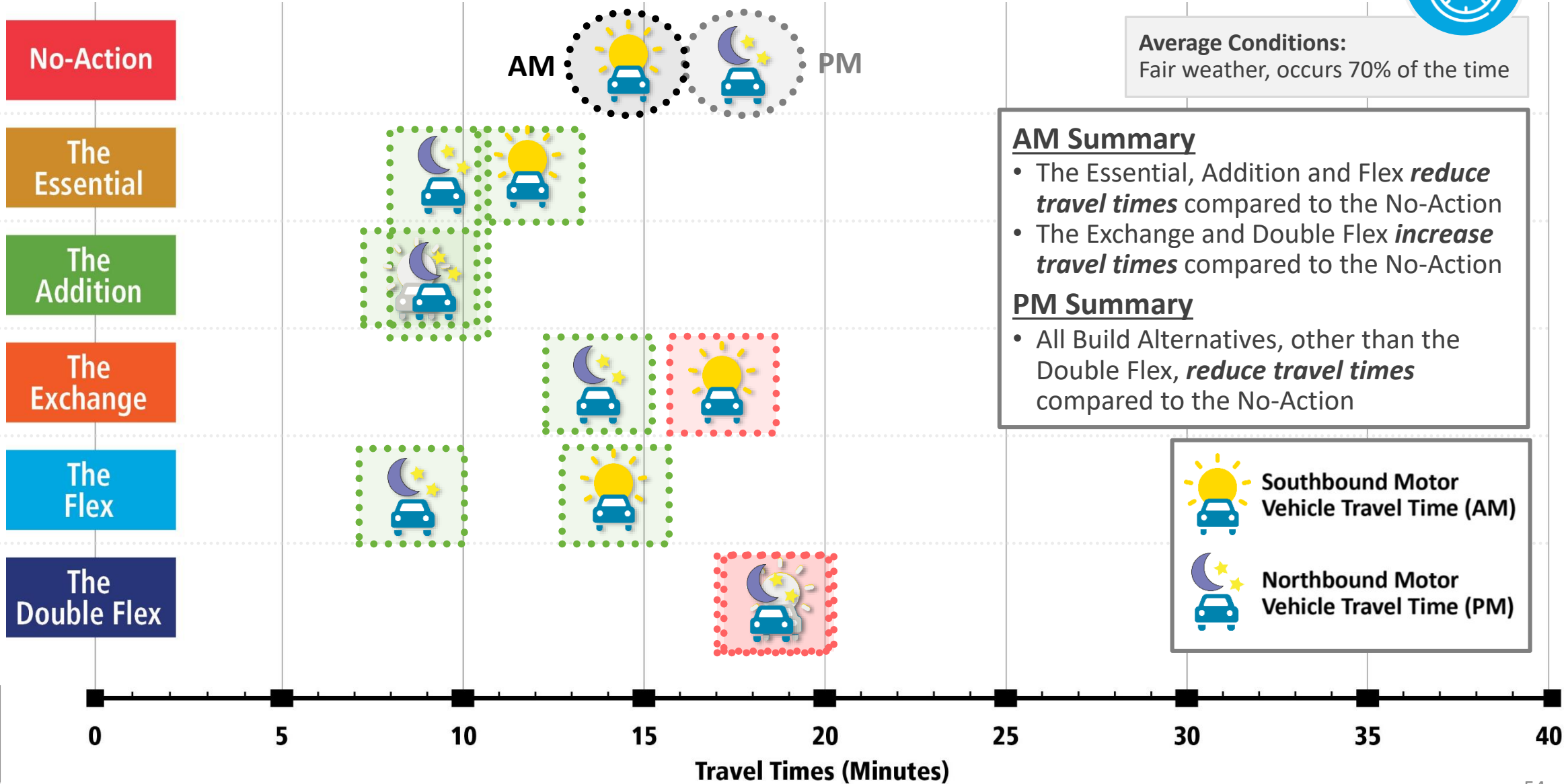
Travel Times (Minutes)



# 2050 Vehicular Mobility Results – Average Conditions



**Average Conditions:**  
Fair weather, occurs 70% of the time



**AM Summary**

- The Essential, Addition and Flex **reduce travel times** compared to the No-Action
- The Exchange and Double Flex **increase travel times** compared to the No-Action

**PM Summary**

- All Build Alternatives, other than the Double Flex, **reduce travel times** compared to the No-Action

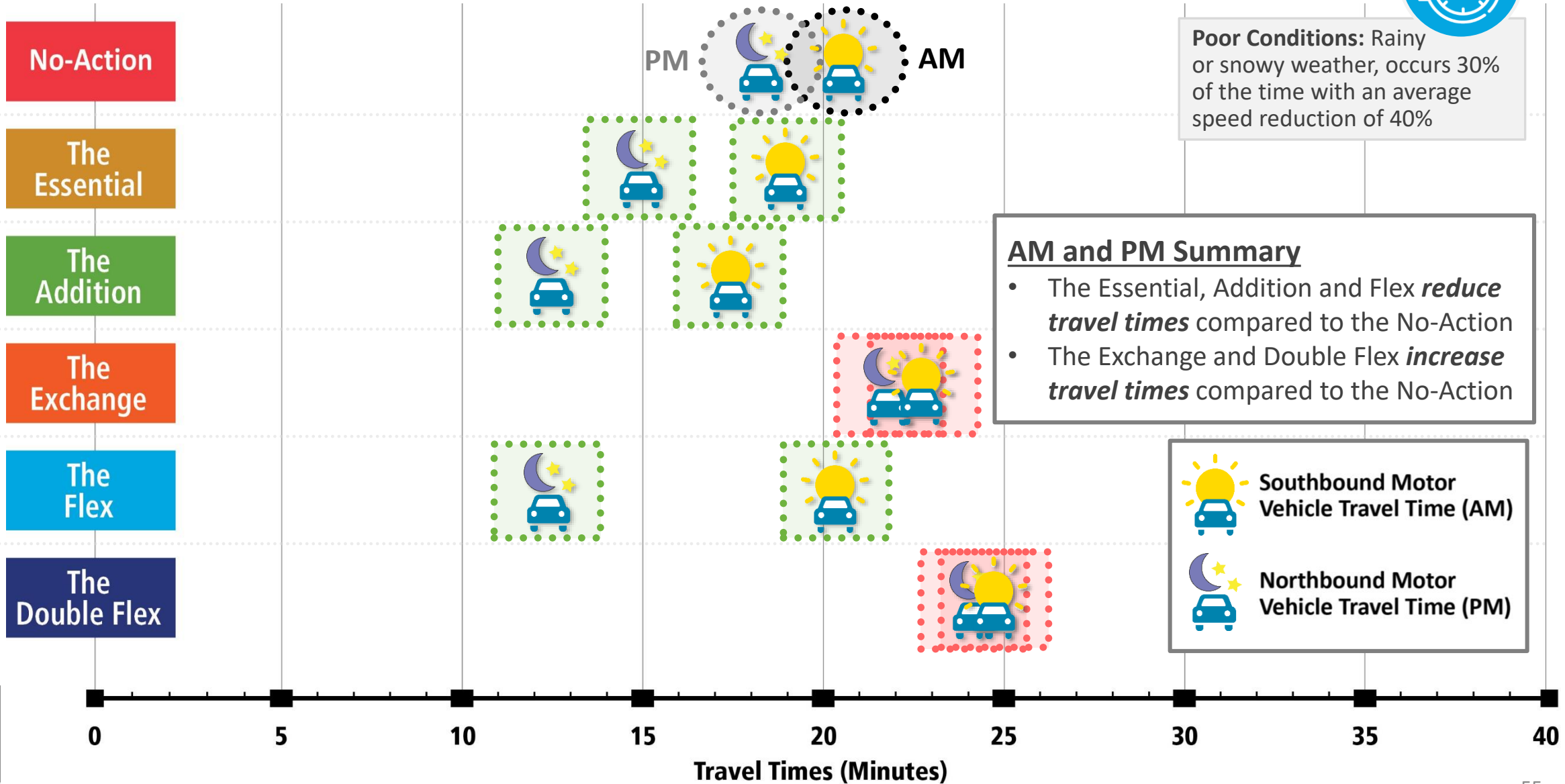
Southbound Motor Vehicle Travel Time (AM)

Northbound Motor Vehicle Travel Time (PM)

# 2050 Vehicular Mobility Results – Poor Conditions





**Poor Conditions:** Rainy or snowy weather, occurs 30% of the time with an average speed reduction of 40%



## AM and PM Summary

- The Essential, Addition and Flex **reduce travel times** compared to the No-Action
- The Exchange and Double Flex **increase travel times** compared to the No-Action

 **Southbound Motor Vehicle Travel Time (AM)**

 **Northbound Motor Vehicle Travel Time (PM)**

# 2050 Mobility Modeling Findings



## Transit Mobility Benefits

All Alternatives improve Transit Mobility over the No Action

Alternatives with a bus-only or managed lane provide the greatest transit benefits



All alternatives with a bus-only or managed lane provide similar transit benefits

## Auto Mobility Benefits

The Essential, the Addition and the Flex Alternatives improve auto mobility compared to the No Action



The Exchange and the Double Flex *worsen* auto mobility compared to the No Action

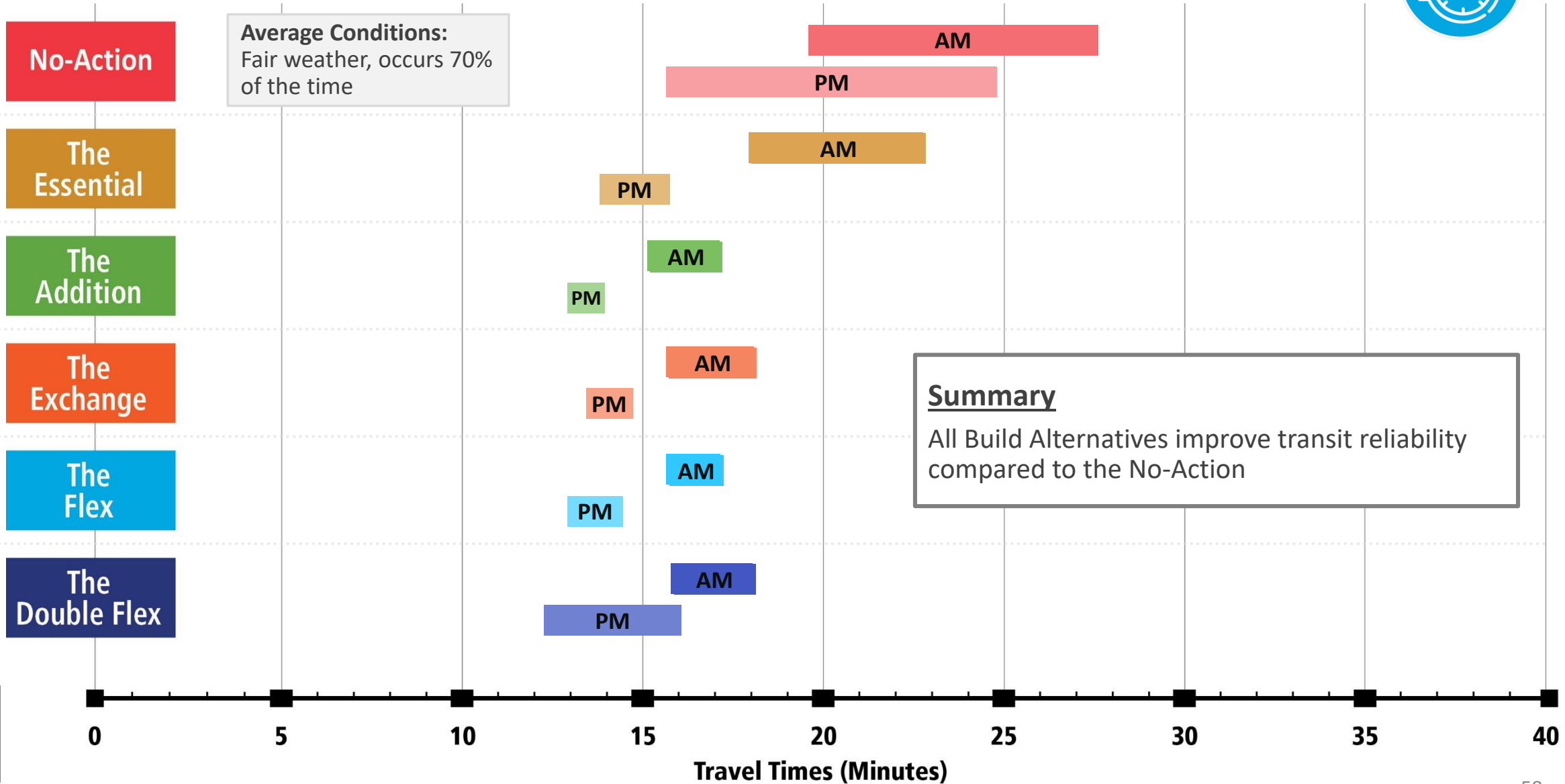




# 2050 Transit Reliability Results

## Level 3 Screening Results: Performance Criteria

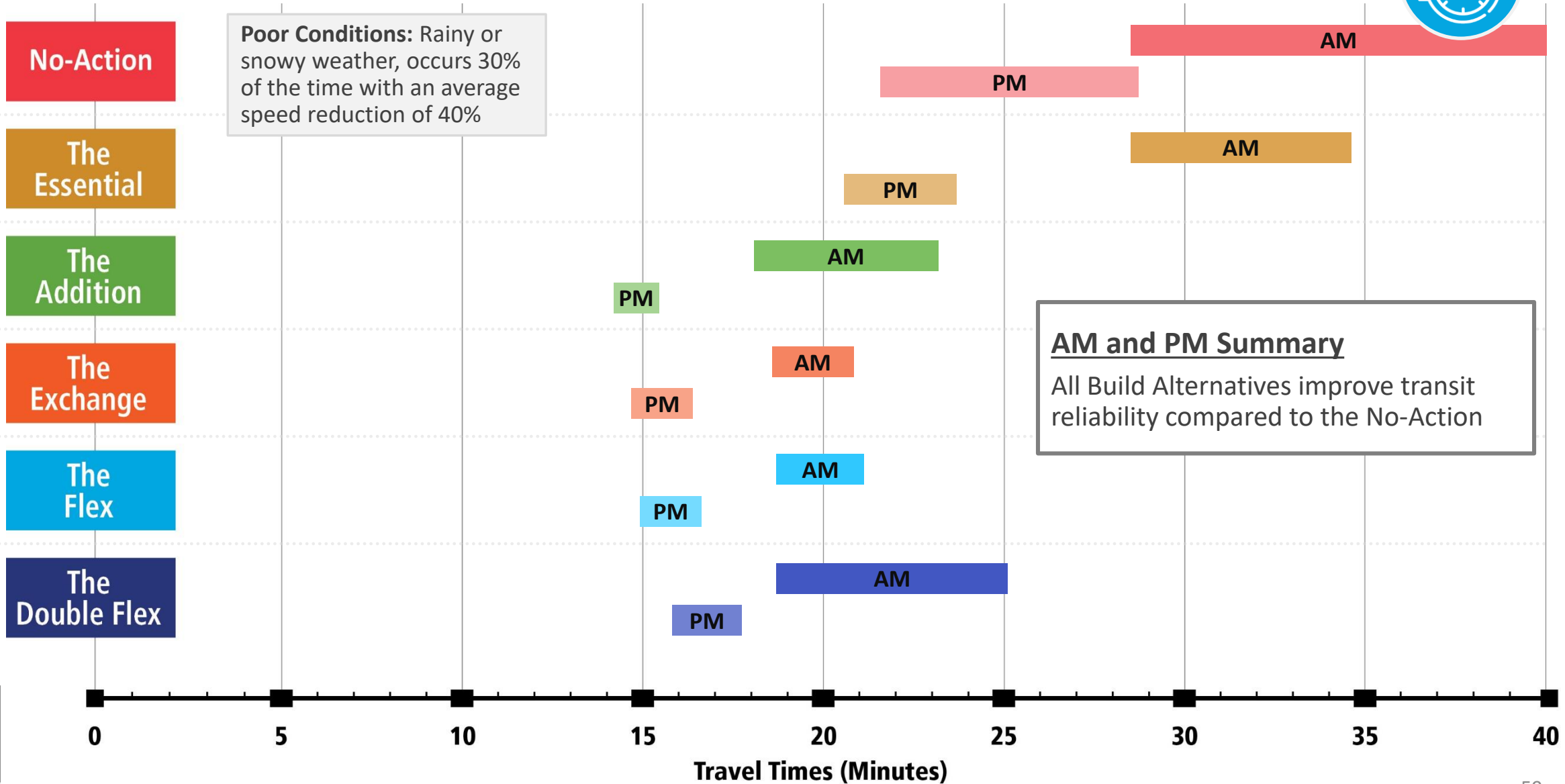
# 2050 Transit Reliability Results – Average Conditions



# 2050 Transit Reliability Results – Poor Conditions



**Poor Conditions:** Rainy or snowy weather, occurs 30% of the time with an average speed reduction of 40%



**AM and PM Summary**  
All Build Alternatives improve transit reliability compared to the No-Action

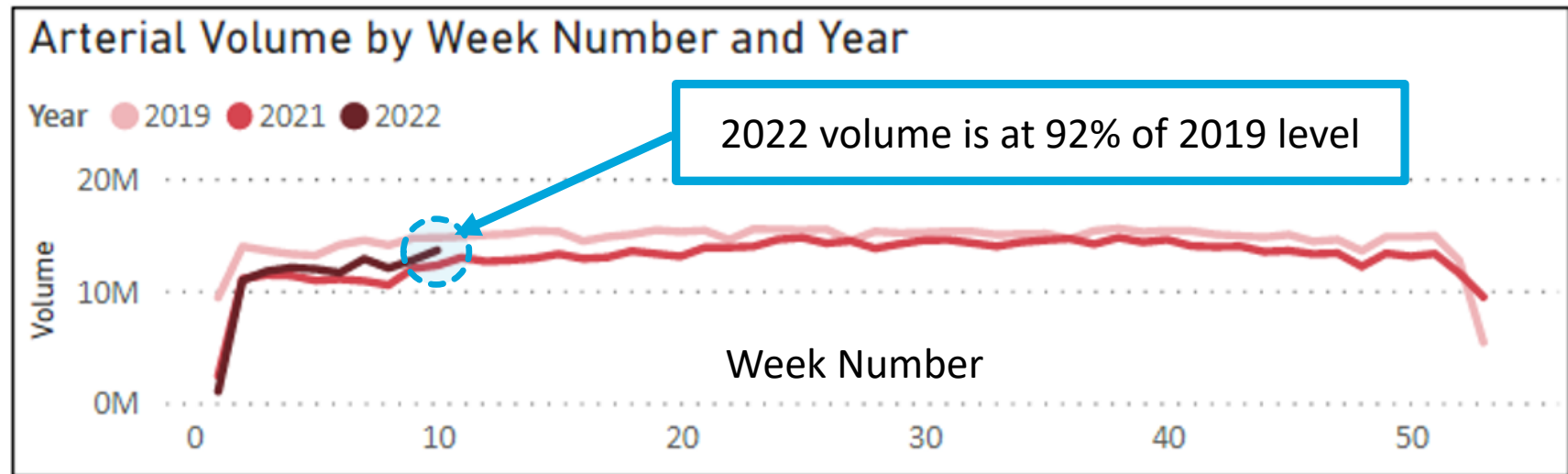
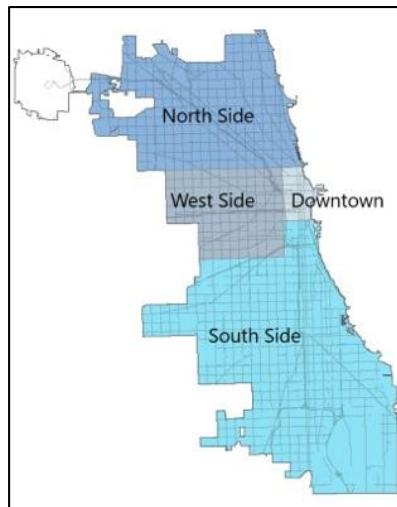
# Update on Pandemic Travel Trends

# Update on Pandemic Travel Trends

## CDOT Traffic Data

- 2019 and 2021 (full years)
- 2022 (as of the first week of March)

**Summary: City-wide arterial volume is currently at 92% of 2019 levels**



## CTA Ridership Data

**Summary: Ridership is currently at 50% of pre-Covid levels as of November 2021**



# Future Flexibility

## Level 3 Screening Results: Performance Criteria

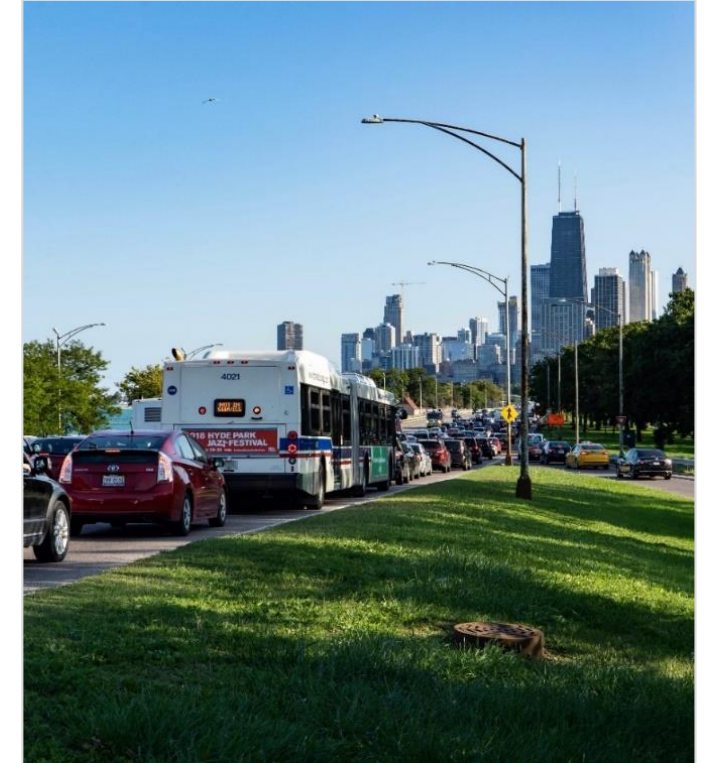


**Outer Drive layout/design will be in place long after construction.**

- Future changes (without reconstruction) must occur within that fixed layout.

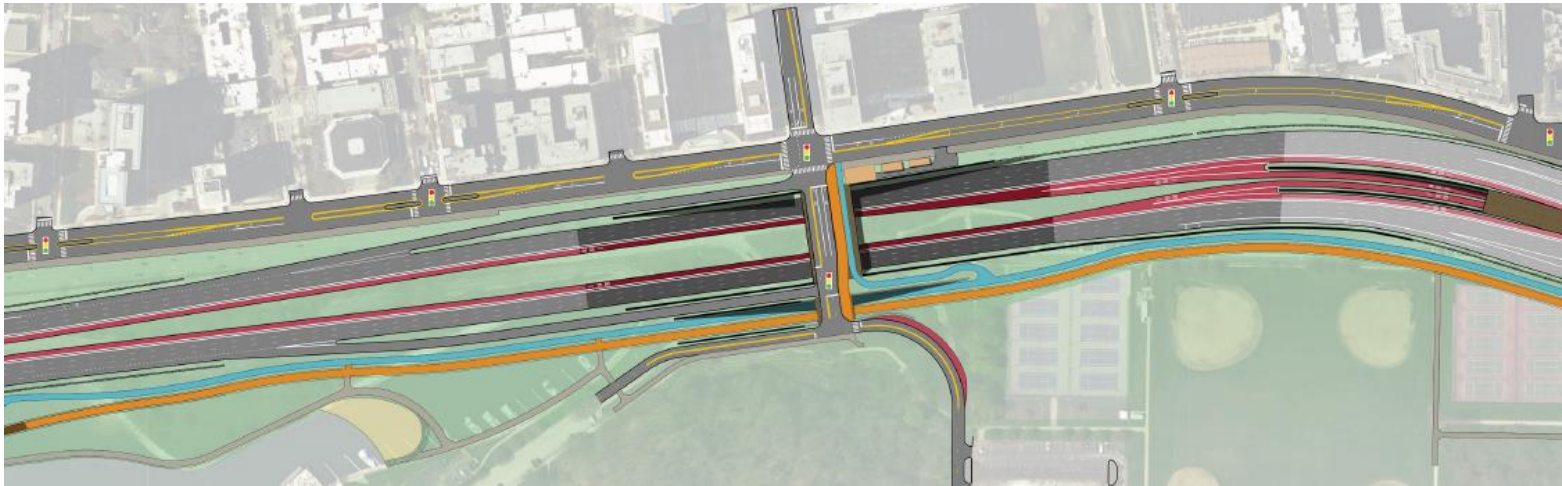
## Criterion Definition

*Ability of an alternative to be adapted to unforeseen future changes in transportation needs without substantial costs or impacts.*





# Future Flexibility



- Infrastructure compatibility
- Alternative refinements

## *Compatible Infrastructure*

The Exchange

The Flex

The Double Flex





# Future Flexibility



- Robust transit scenarios tested
- Auto capacity limited in all Alternatives
- Alternatives with bus only or managed lanes offer flexibility
  - Center access ramps
  - Lane management
- The No Action and Essential Alternatives do not offer the same operational flexibility



# Future Flexibility



Alternative	Future Flexibility	Comments
No-Action	<b>NO</b>	Unable to modify without substantial cost and impact
The Essential	<b>NO</b>	
The Addition	<b>YES</b>	Bus-only or managed lanes can be adapted to other uses without substantial cost and impact
The Exchange	<b>YES</b>	
The Flex	<b>YES</b>	
The Double Flex	<b>YES</b>	



# Questions?

# Level 3 Screening Results: Green Space



## Criterion Definition

*Net changes in the difference between proposed park space and an alternatives' transportation footprint.*

- Quantitative and qualitative changes



# Increasing Green Space



- Modified spaces within Existing Lincoln Park
  - Compressed junctions
  - Separation of Inner and Outer Drives
  - Eliminating a general purpose lane north of Irving
- Expanding Lincoln Park
  - Shoreline improvements
  - Belmont Harbor





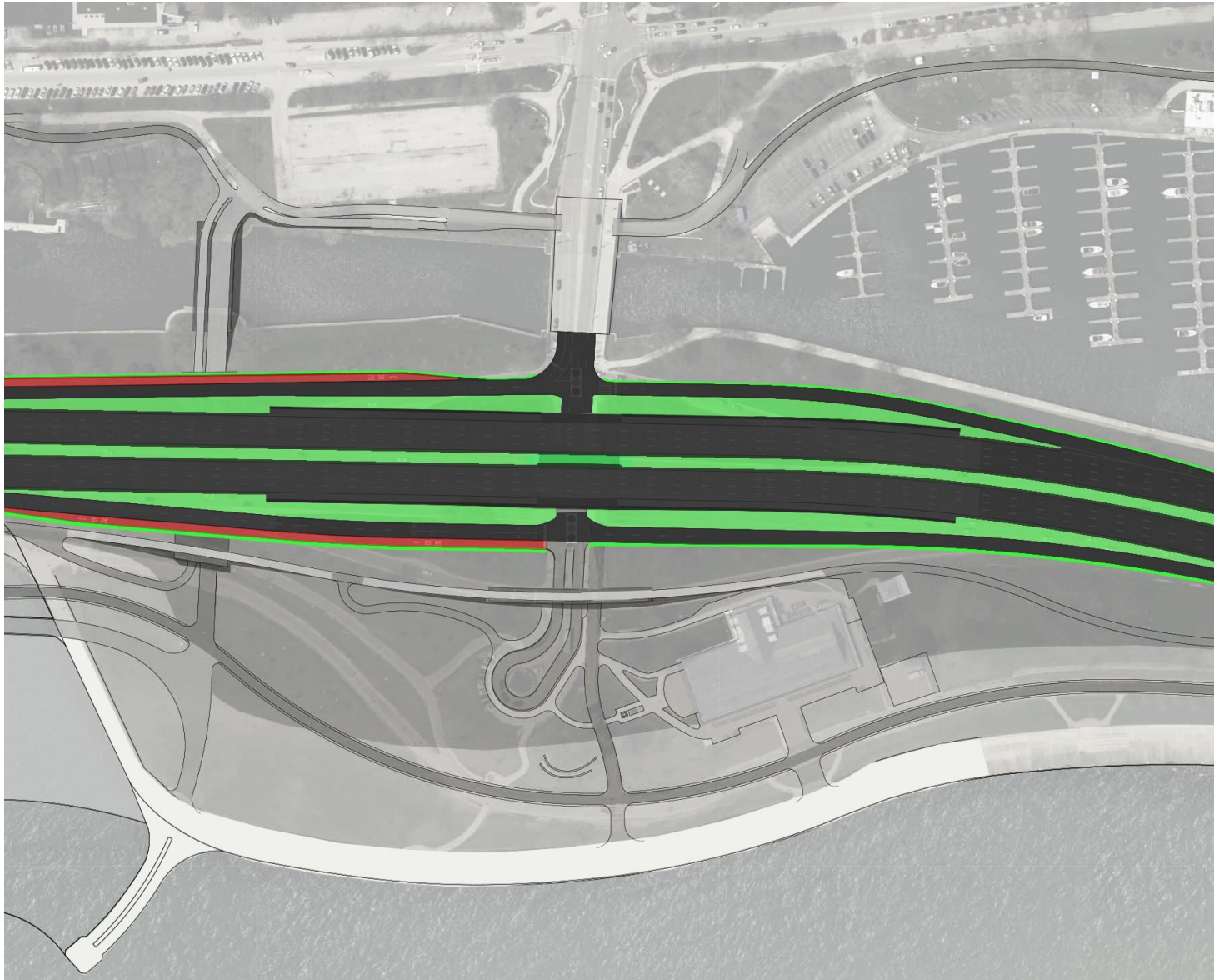
## *Included*

- Pavement Areas
  - Inner and Outer Drives
  - Transit areas
- Landscaped Areas
  - Medians
  - Junction infields
  - Clear zone (safety setback)
  - Other limited use areas

## *NOT Included*

- Park-Serving Features
  - Trails
  - Parking lots
  - Recreation spaces
  - Shoreline improvements

# Fullerton Parkway



## Plan View – The Essential

Included in Transportation Footprint

### *Paved Areas*

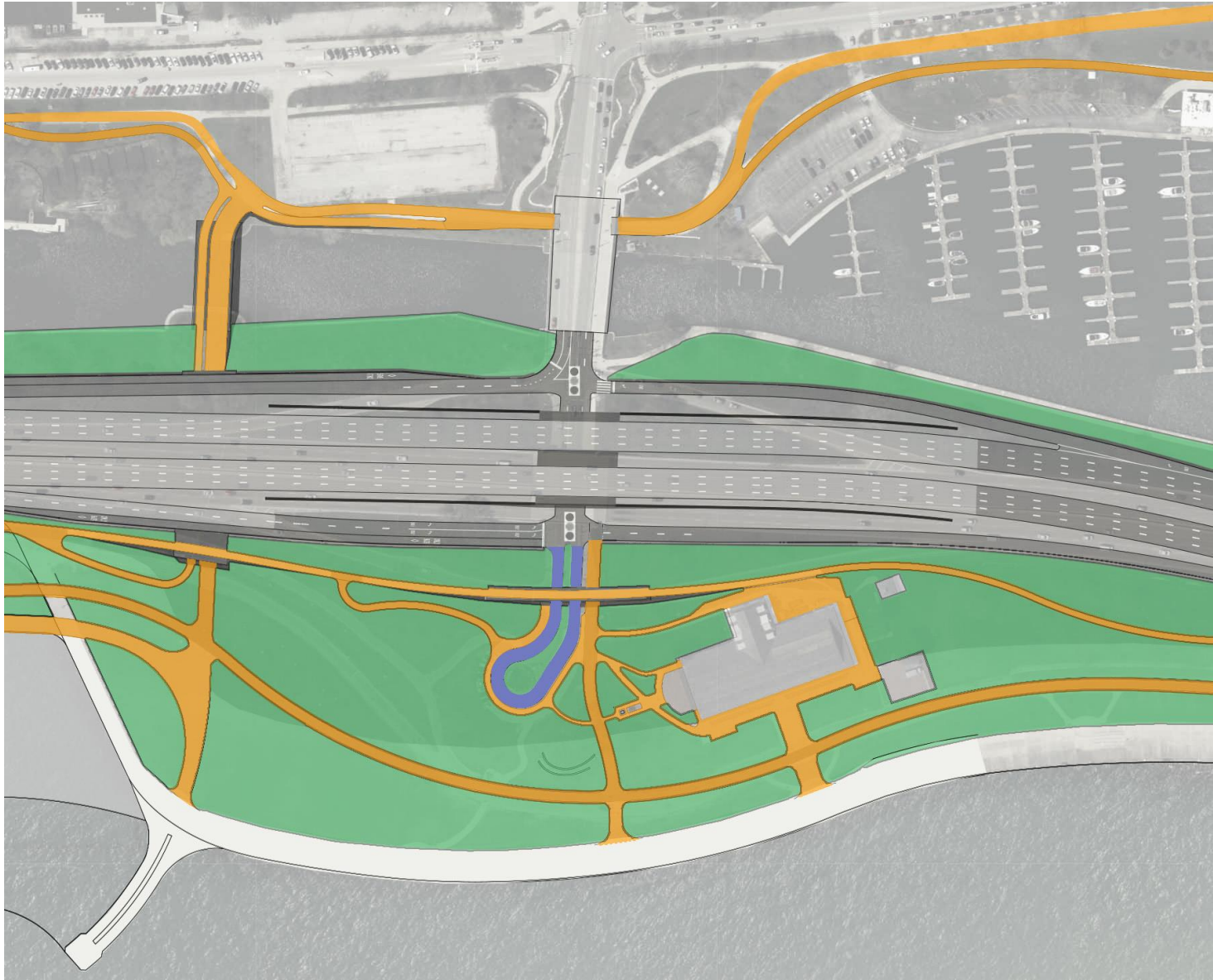
- Roadway Pavement 
- Transit Pavement 

### *Landscaped Areas*

- Landscaped Median
- Junction Infields
- Clear Zone (safety setback)



# Fullerton Parkway



## Plan View – The Essential

**Excluded** from Transportation Footprint

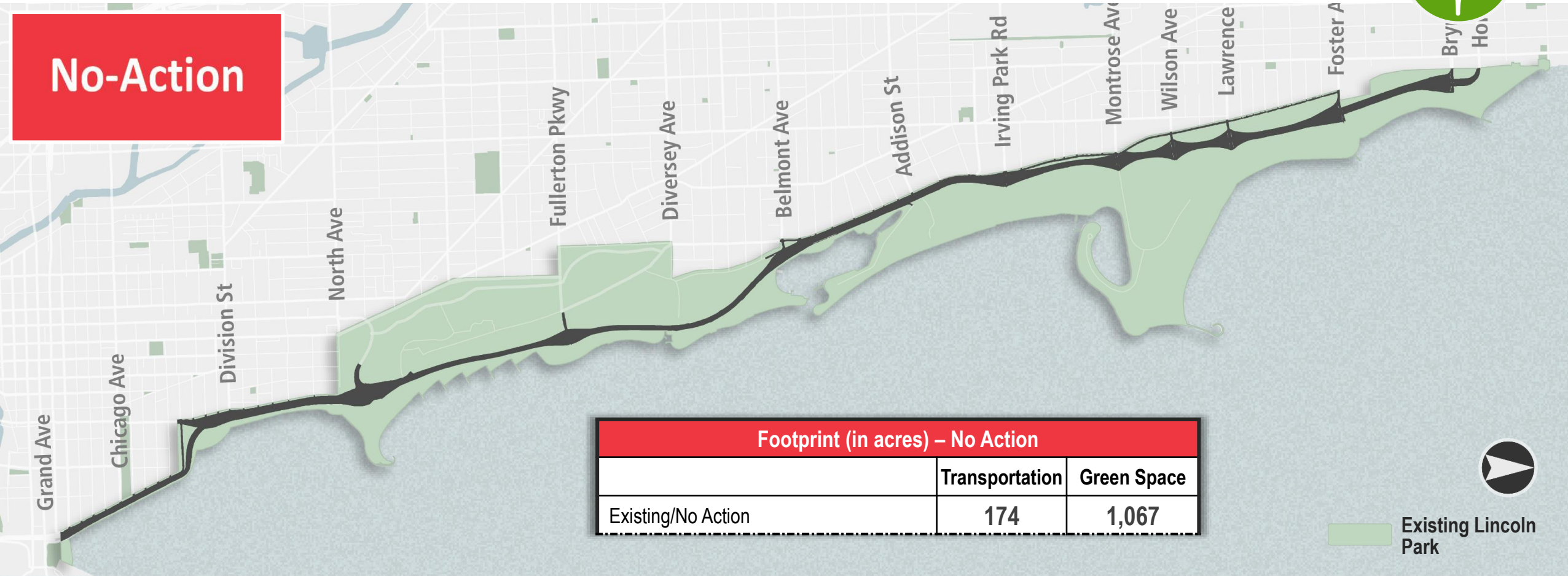
- Trails 
- Turnaround 
- Recreation Spaces 



# Net Green Space



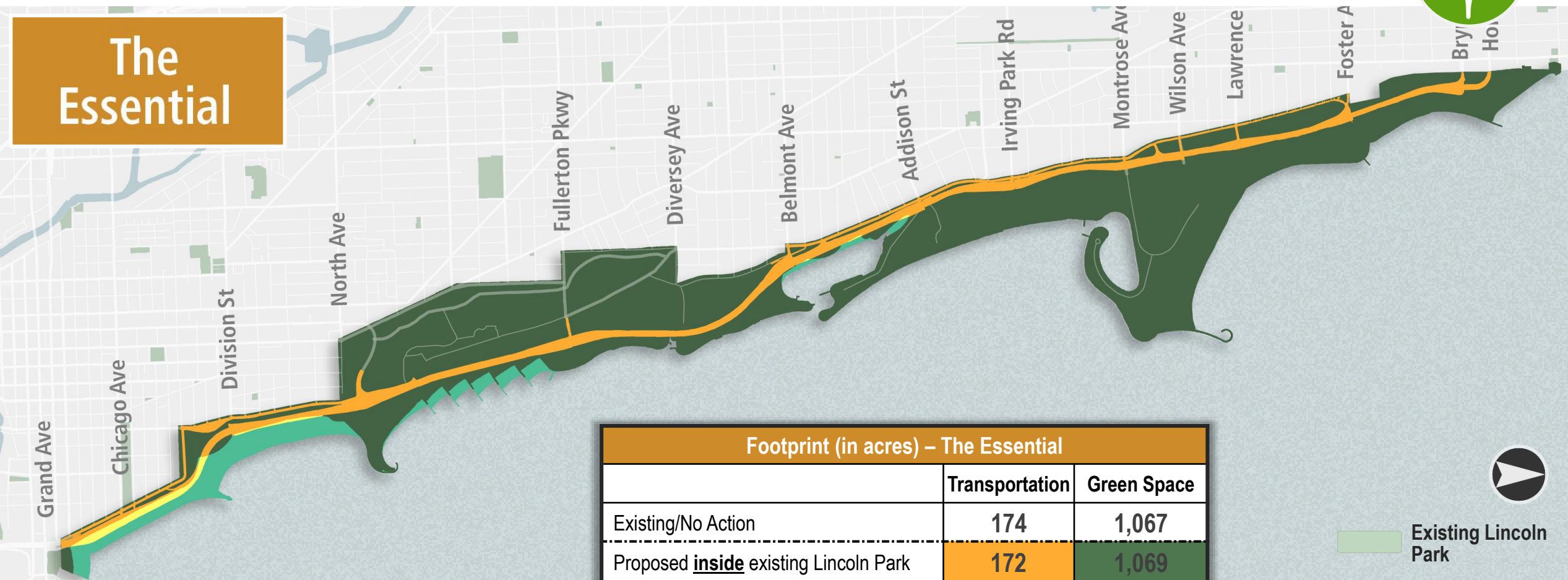
No-Action



# Net Green Space



## The Essential



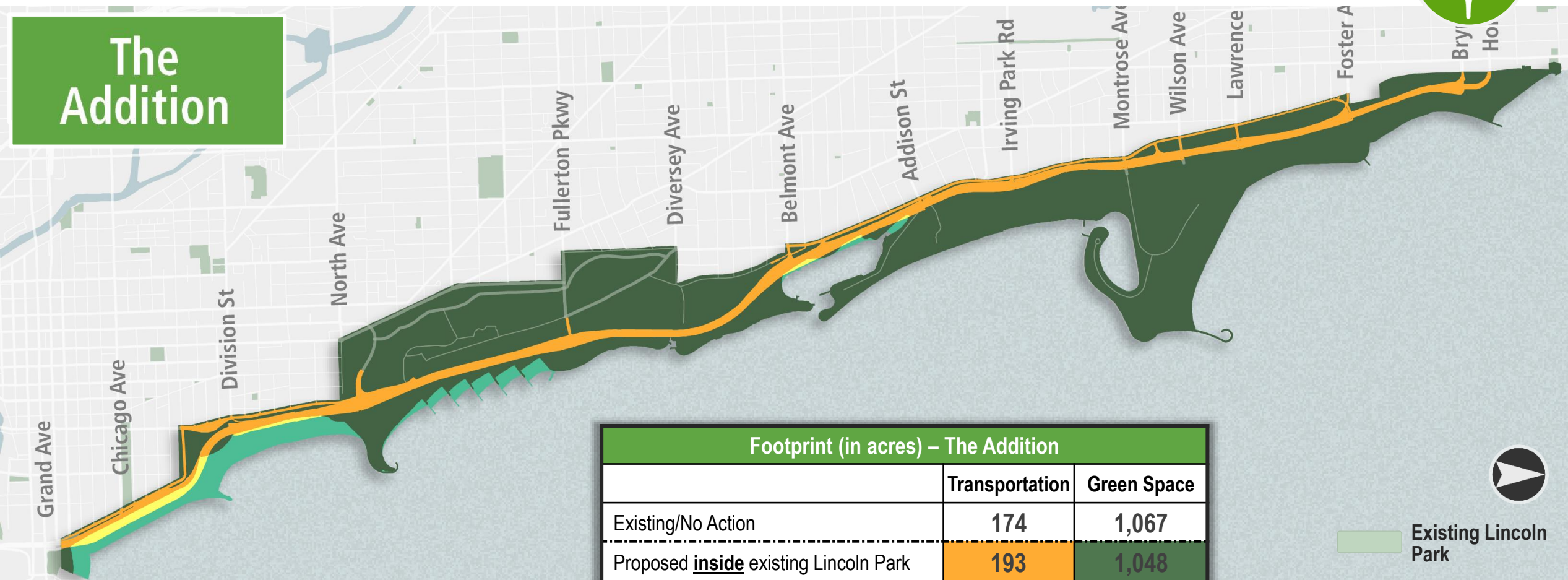
Footprint (in acres) – The Essential		
	Transportation	Green Space
Existing/No Action	174	1,067
Proposed <b>inside</b> existing Lincoln Park	172	1,069
Proposed lakefill in Lake Michigan	15	101
<b>Total Proposed</b>	<b>187</b>	<b>1,170</b>
<b>Net Change</b>	<b>+13</b>	<b>+103</b>



# Net Green Space



## The Addition



Footprint (in acres) – The Addition		
	Transportation	Green Space
Existing/No Action	174	1,067
Proposed <b>inside</b> existing Lincoln Park	193	1,048
Proposed lakefill in Lake Michigan	20	102
<b>Total Proposed</b>	<b>213</b>	<b>1,150</b>
<b>Net Change</b>	<b>+39</b>	<b>+83</b>

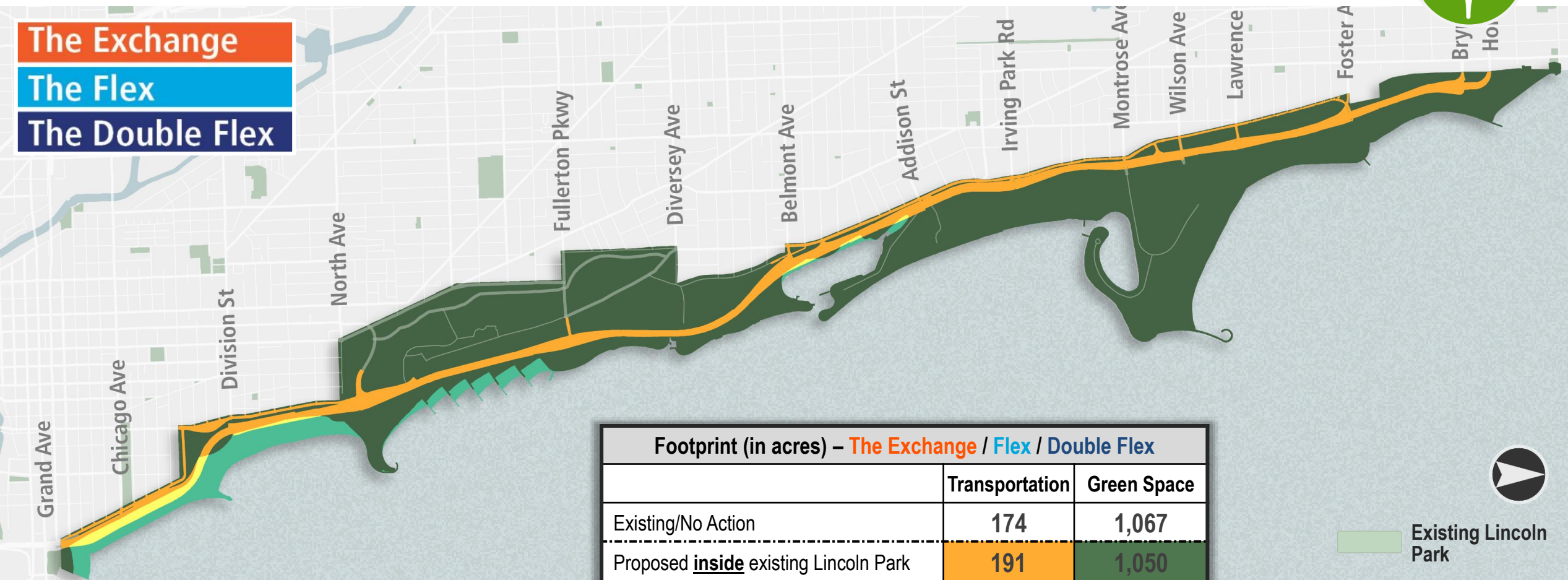
Existing Lincoln Park



# Net Green Space



- The Exchange
- The Flex
- The Double Flex



Footprint (in acres) – The Exchange / Flex / Double Flex		
	Transportation	Green Space
Existing/No Action	174	1,067
Proposed <u>inside</u> existing Lincoln Park	191	1,050
Proposed lakefill in Lake Michigan	19	103
<b>Total Proposed</b>	<b>210</b>	<b>1,153</b>
<b>Net Change</b>	<b>+36</b>	<b>+86</b>



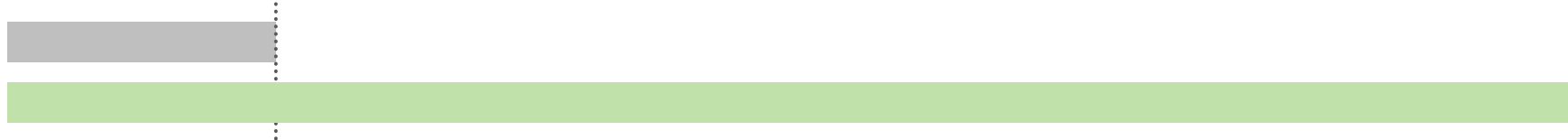
Existing Lincoln Park



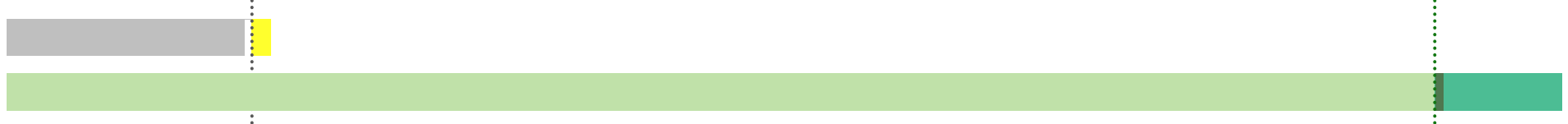
# Green Space Results



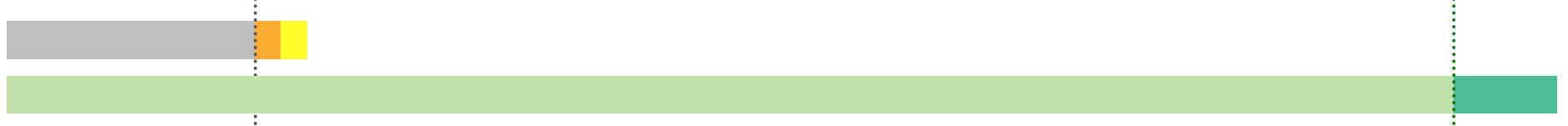
No-Action



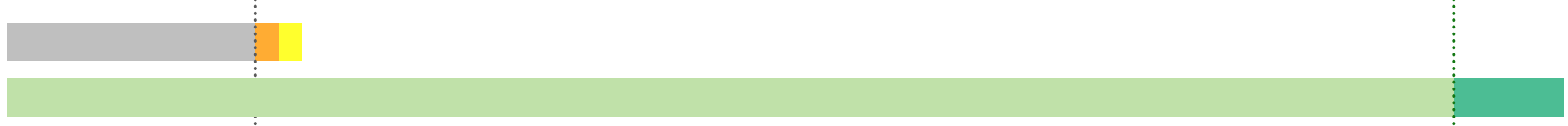
The Essential



The Addition



The Exchange  
The Flex  
The Double Flex



## Transportation Footprint

- Existing/No Action
- Added (inside existing Lincoln Park)
- Added (proposed lakefill)

## Green Space

- Existing/No Action
- Added (inside existing Lincoln Park)
- Added (proposed lakefill)



# What are these green space gains equivalent to?



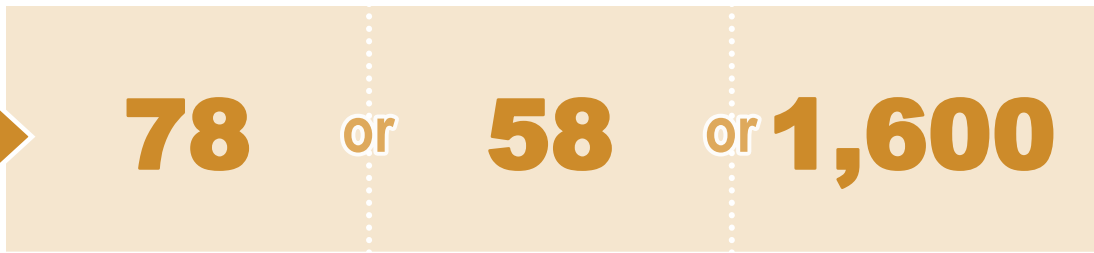
No-Action



The Essential

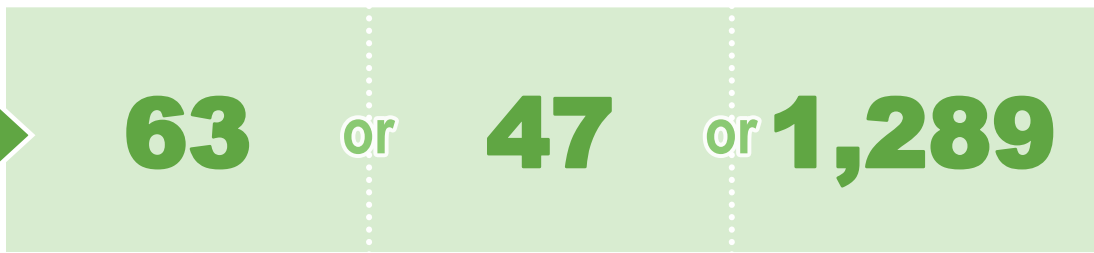
NET ACRES

103



The Addition

83



The Exchange  
The Flex  
The Double Flex

86



# Footprint Changes – Common to All Alts.



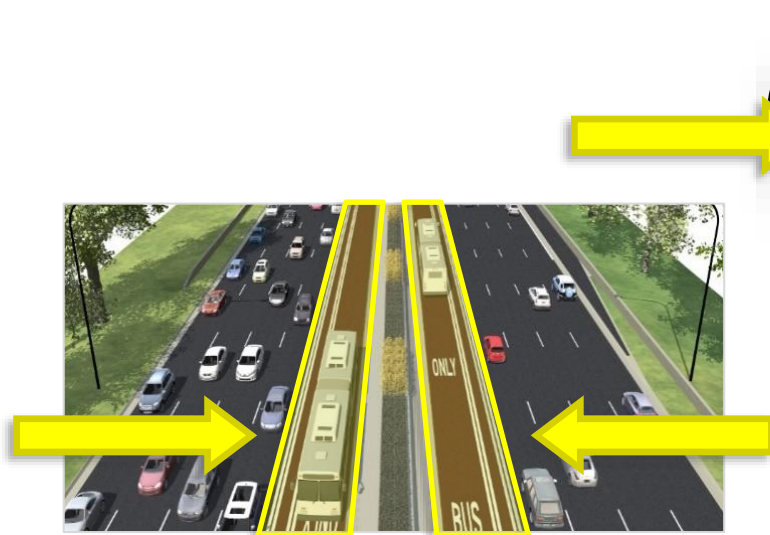
- Common improvements
  - Chicago Avenue Junction
  - Addison Junction
  - Realign Oak Street Curve
  - Clear zones (safety setback)
  - Landscaped medians

*Not all transportation footprint area is paved.*





# Footprint Changes – Specific to Alts.



The Addition



The Essential



The Exchange



The Flex

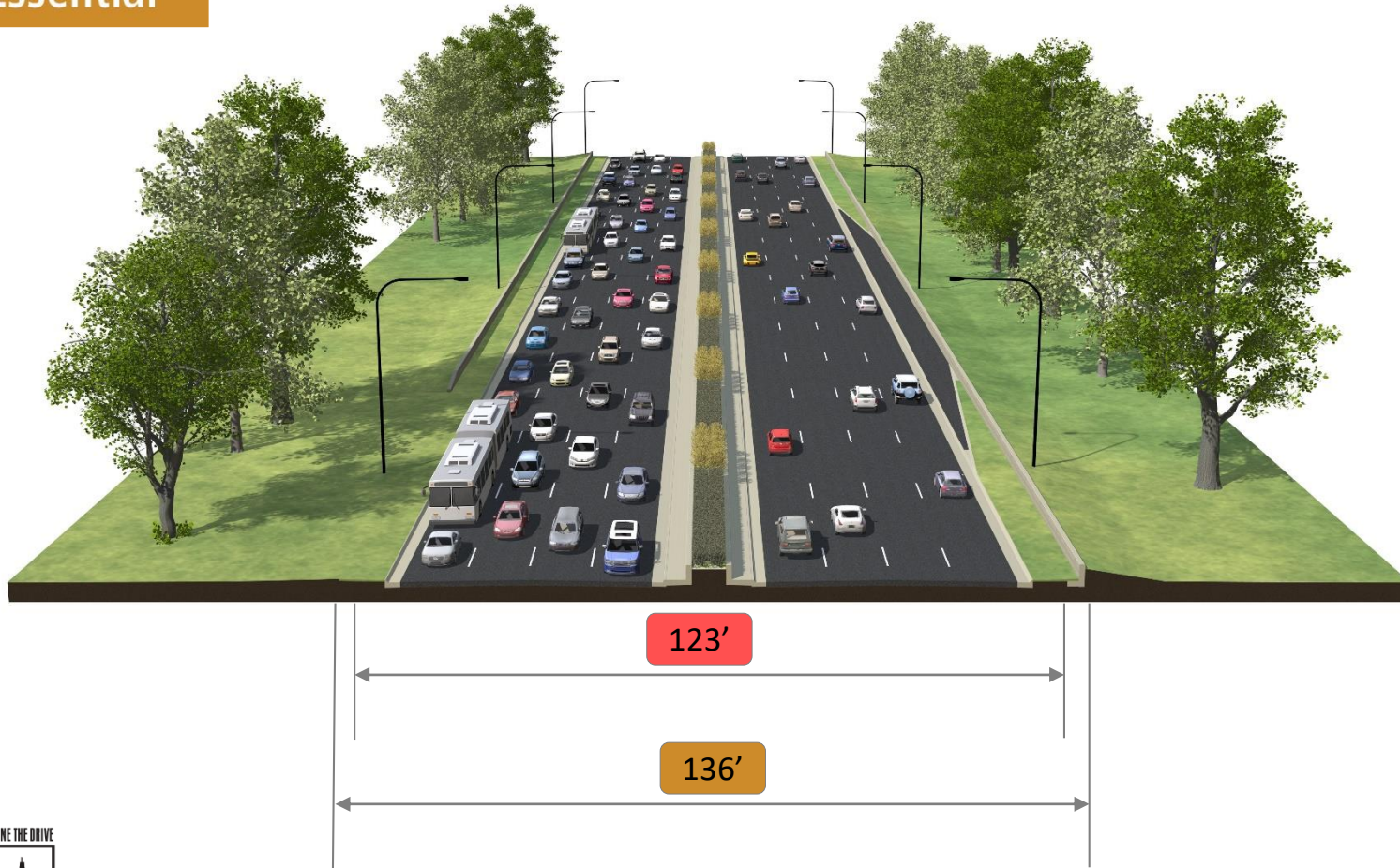


The Double Flex

# Footprint Changes – Specific to Alts.



## The Essential

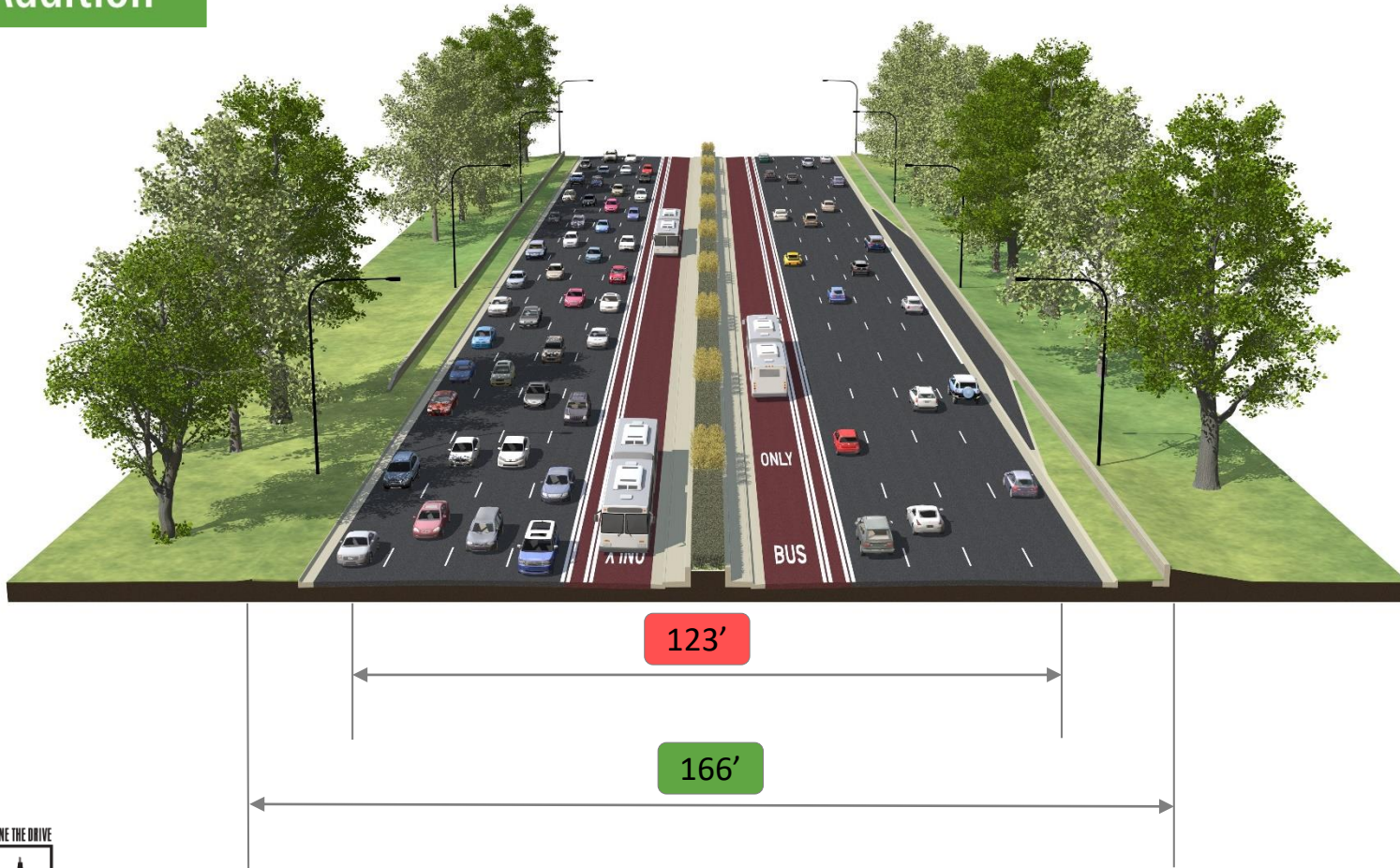


Alternative	Width between junctions
No-Action	123'
The Essential	136'

# Footprint Changes – Specific to Alts.



## The Addition

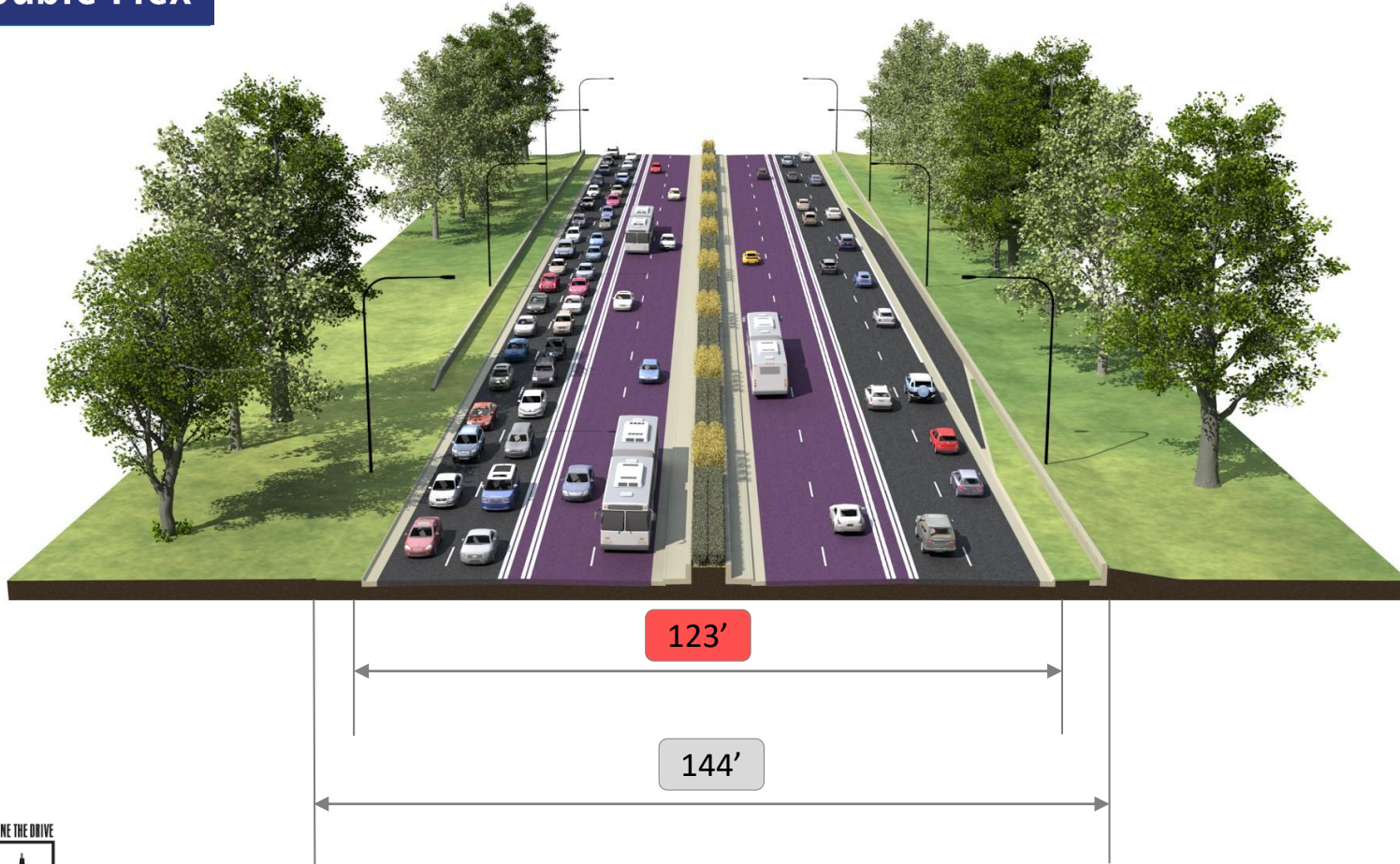


Alternative	Width between junctions
No-Action	123'
The Essential	136'
The Addition	166'

# Footprint Changes – Specific to Alts.



## The Double Flex



Alternative	Width between junctions
No-Action	123'
The Essential	136'
The Addition	166'
The Exchange The Flex The Double Flex	144'



# Footprint Changes – Junctions



Alternative	Junction Width
No-Action	355'

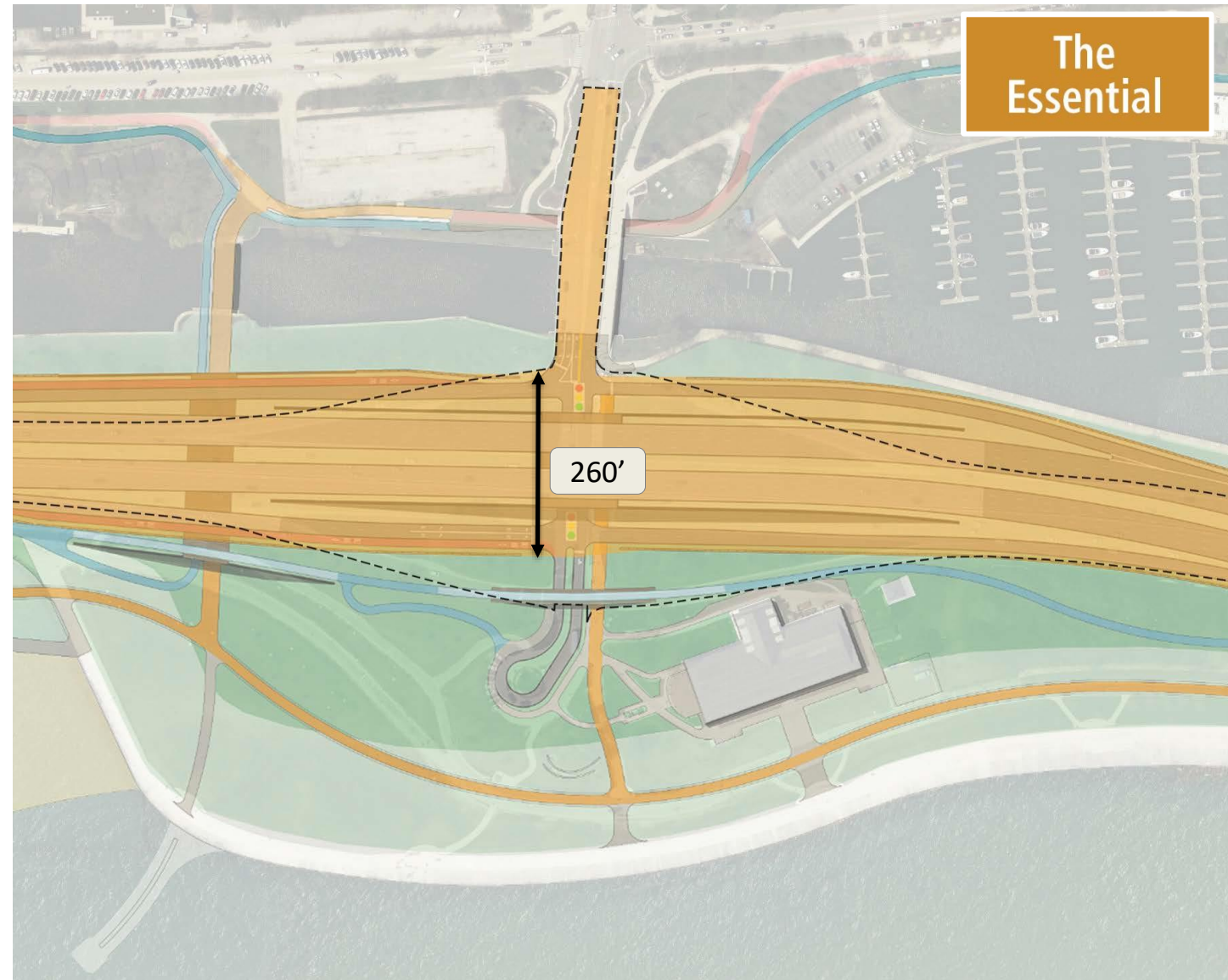




# Footprint Changes – Junctions



Alternative	Junction Width
No-Action	355'
The Essential	260'

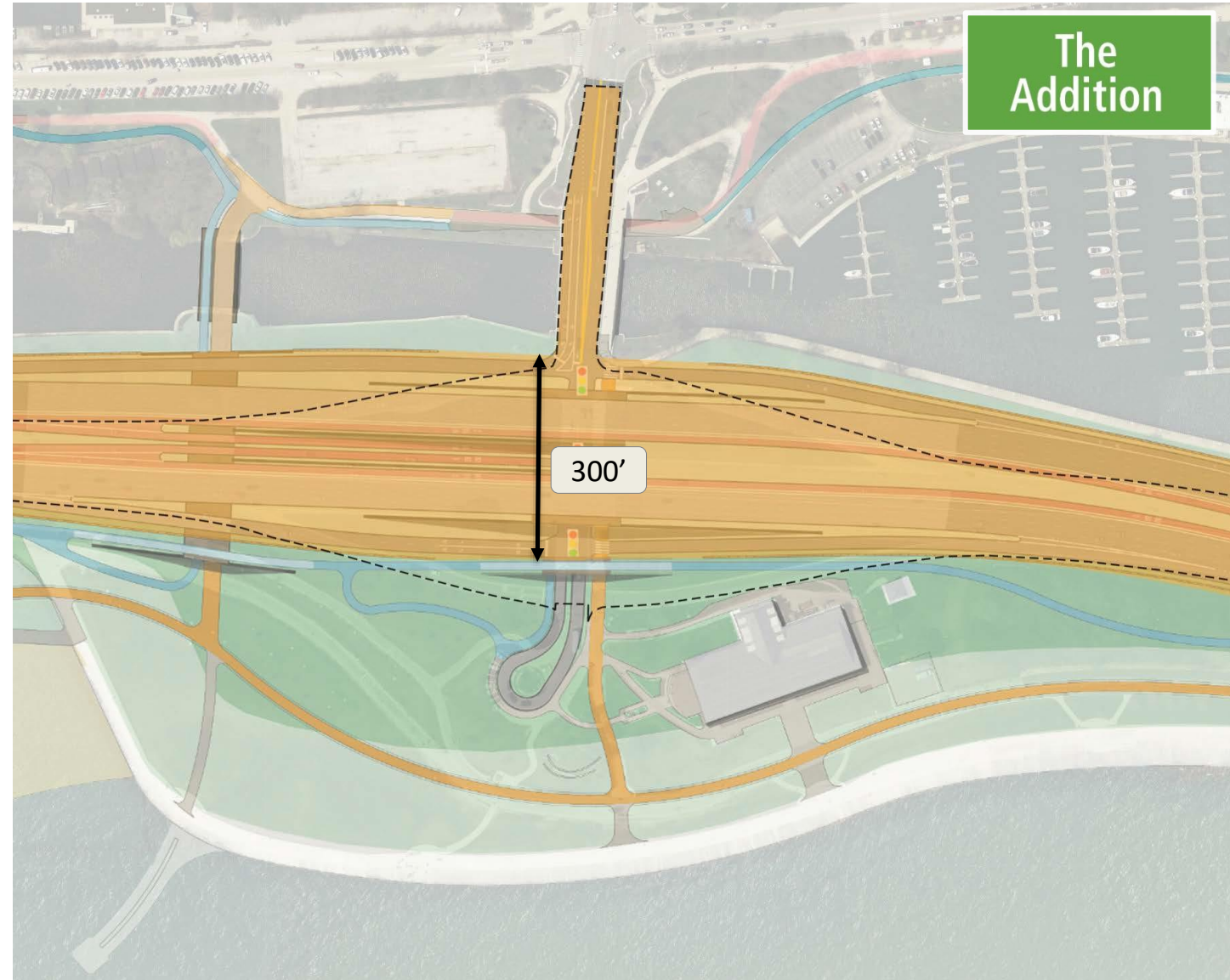




# Footprint Changes – Junctions



Alternative	Junction Width
No-Action	355'
The Essential	260'
The Addition	300'

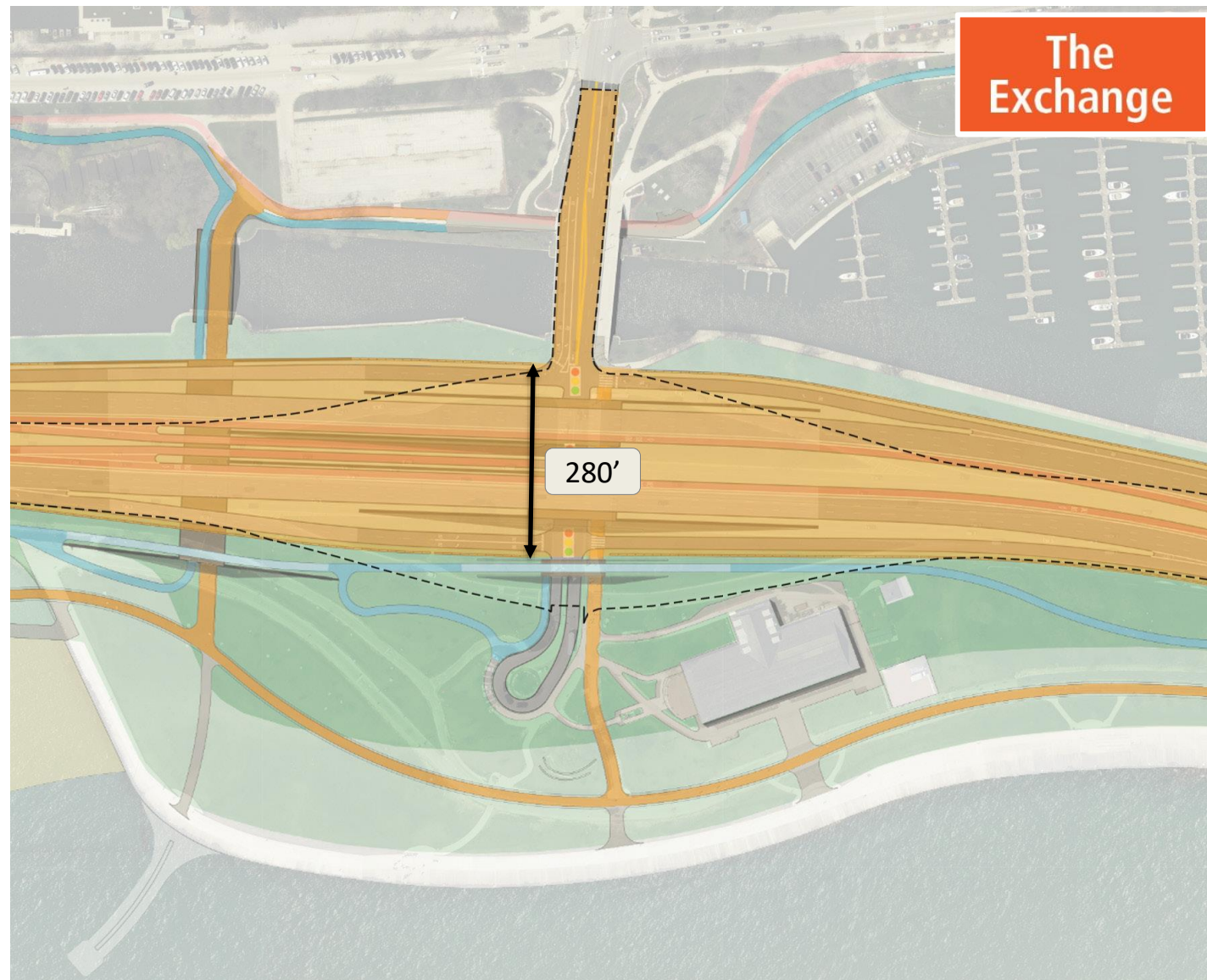




# Footprint Changes – Junctions



Alternative	Junction Width
No-Action	355'
The Essential	260'
The Addition	300'
The Exchange The Flex The Double Flex	280'





# Green Space Summary



All alternatives result in a net green space of 80 or more acres

## The Essential

- Greatest net green space increase
- Smallest total transportation footprint
- Decreases total transportation footprint within existing Lincoln Park

## The Addition

- Smallest net green space increase
- Largest total transportation footprint

## The Exchange

## The Flex

## The Double Flex

- Propose same transportation footprint
- Net green space increase
- Relative middle total transportation footprint

*Further opportunities to minimize impacts will be implemented for the preferred alternative.*



# Questions?

# Next Steps

- Review feedback provided from the Task Force
- Level 3 Screening evaluation to continue
- Lakefront Experience & Design Surveys
  - Online Survey: Now open for 4 to 6 weeks  
**Please help us promote & share the survey!**
  - Public Life Observations: June 2022
- Task Force Meeting #14: Fall 2022
  - Additional Study Spotlights to be released this summer
  - TF #14 to review remaining Level 3 Screening criteria & preferred alternative
- Public Meeting #5: Winter 2022/2023

Please provide comments **by April 14, 2022** to be included as a part of the of the official Task Force meeting record



# Alternatives Summary Compared to No Action

	Transit Mobility	Vehicular Mobility	Transit Reliability	Future Flexibility	Transportation Footprint	Overall Green Space
The Essential	Improves	Improves	Improves	Same	Reduces within existing park; Increases in total	Substantially Increases
The Addition	Improves	Improves	Improves	Allows	Increases within existing park; Increases in total	Substantially Increases
The Exchange	Improves	Reduces	Improves	Allows		
The Flex	Improves	Improves	Improves	Allows	Increases within existing park; Increases in total	Substantially Increases
The Double Flex	Improves	Reduces	Improves	Allows		



Better than No Action, relative lesser magnitude  
 Better than No Action, relative greater magnitude

**Key**  
 Worse than No Action, relative lesser magnitude  
 Worse than No Action, relative greater magnitude

# Task Force Member Questions

- Taking into consideration the tradeoffs between alternatives:
  - Which alternative(s) do you prefer the most at this point? Why?
  - Which alternative(s) do you prefer the least? Why?
- Of the criteria reviewed to date, do any have a greater impact on your decision? Why?
- Of the outstanding criteria yet to be reviewed, are there any that you anticipate impacting your alternative preference more strongly than the evaluation criteria presented so far? Why?

***Please open a browser on your phone or computer, and we will utilize Mentimeter to receive your feedback!***

# Thank You!

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