



North Lake Shore Drive Corridor Planning Committee/ Task Force Meeting #8

March 12, 2018

Welcome





Meeting Agenda

- Introductions
- Task Force #7 Recap
- Lakefront Trail and Park Access Workshop
 - Overview of Lakefront Trail and Park Access
 - Station 1: Grand Ave to Diversey Pkwy
 - Station 2: Diversey Pkwy to Hollywood Ave
- Context Tailored Treatments (CTT)
Alternatives Update
- Next Steps

CPC/TF Meeting #7 Recap

- Meeting held October 12, 2017
- 65 Attendees
- Transitways and Managed Lanes Alternatives Workshop





Lakefront Trail and Park Access Review



Chicago Park District – Trail Separation & Coordination

CHICAGO PARK DISTRICT

Parks & Facilities

Lakefront Trail



Please Note: A small section of the lakefront trail between Chicago and Ontario St. has been affected by recent storm damage. The pedestrian portion of the trail area is open for both foot and bicycle traffic. Repairs will be made when the weather allows in the spring then the area will be monitored and cleaned up as needed.

Chicago's 18-mile Lakefront Trail welcomes residents and visitors from all around the City. Running from Ardmore on the north, to 71st St. on the south, the trail provides important access to the lake for recreational purposes and has increasingly become an active transportation route for many Chicagoans. On any given day activity along the trail includes people coming to work, training for marathons, caregivers with children in strollers, tourists on roller bikes, teens on skateboards, and thousands of other people taking a leisurely stroll.

<https://www.chicagoparkdistrict.com/parks-facilities/lakefront-trail>

Trail Separation Project Status

Park	Segment	Status	Estimated Construction Start	Estimated Construction Completion	Images
Burnham Park	35th to 41st Street	Complete	Fall 2016	Trail Separation – Completed June 2017	View 35th - 41st separation plan
Burnham Park	41st to 55th Street	Construction	Mid-August 2017	Spring 2018	View 41st - 55th separation plan Note: This plan shows the lakefront trail configuration during CDOT's 41st Street bridge construction and the final separated trail layout after the bridge is completed. Combined trail use with temporary detours will continue to be available during construction of these projects.
Grant Park	From Chicago River to approx. Roosevelt Rd.	Construction	Early October 2017	Spring 2018	View Grant Park separation plan
Lincoln Park	Ardmore to Montrose	Construction	Spring 2018	Late Summer 2018	View Ardmore-Montrose separation plan
Lincoln Park	Montrose to Fullerton	In Design	Summer 2018	Late Summer 2018	

- Lakefront Trail Separation Update
- Lessons Learned



Lakefront Trail and Park Access



Lakefront Trail and Park Access

Purpose and Need: Lakefront Trail and Parks

- Improve **safety and mobility**
 - Over 31,000 users on a typical summer weekend day
- Improve **access and circulation**
- Address infrastructure **deficiencies**



Lakefront Trail and Park Access

Design Goals

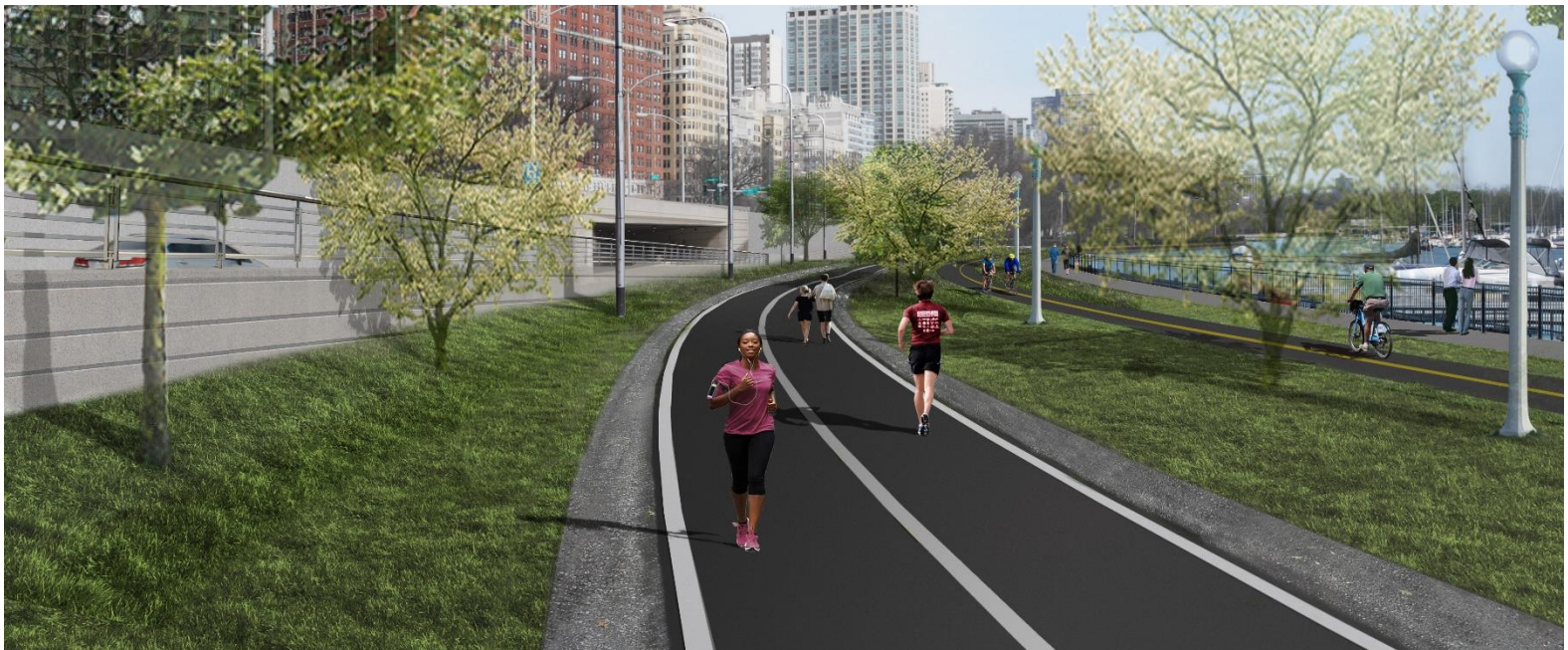
- Reduce congestion on the trail
- Minimize conflict points
- Reduce flooding
- Improve visibility and aesthetics at access points
- Ensure ADA compliance



Lakefront Trail and Park Access

Design Guidelines

- Separate users
- Wide, welcoming access points
- ¼ mile spacing of pedestrian/bicycle access points



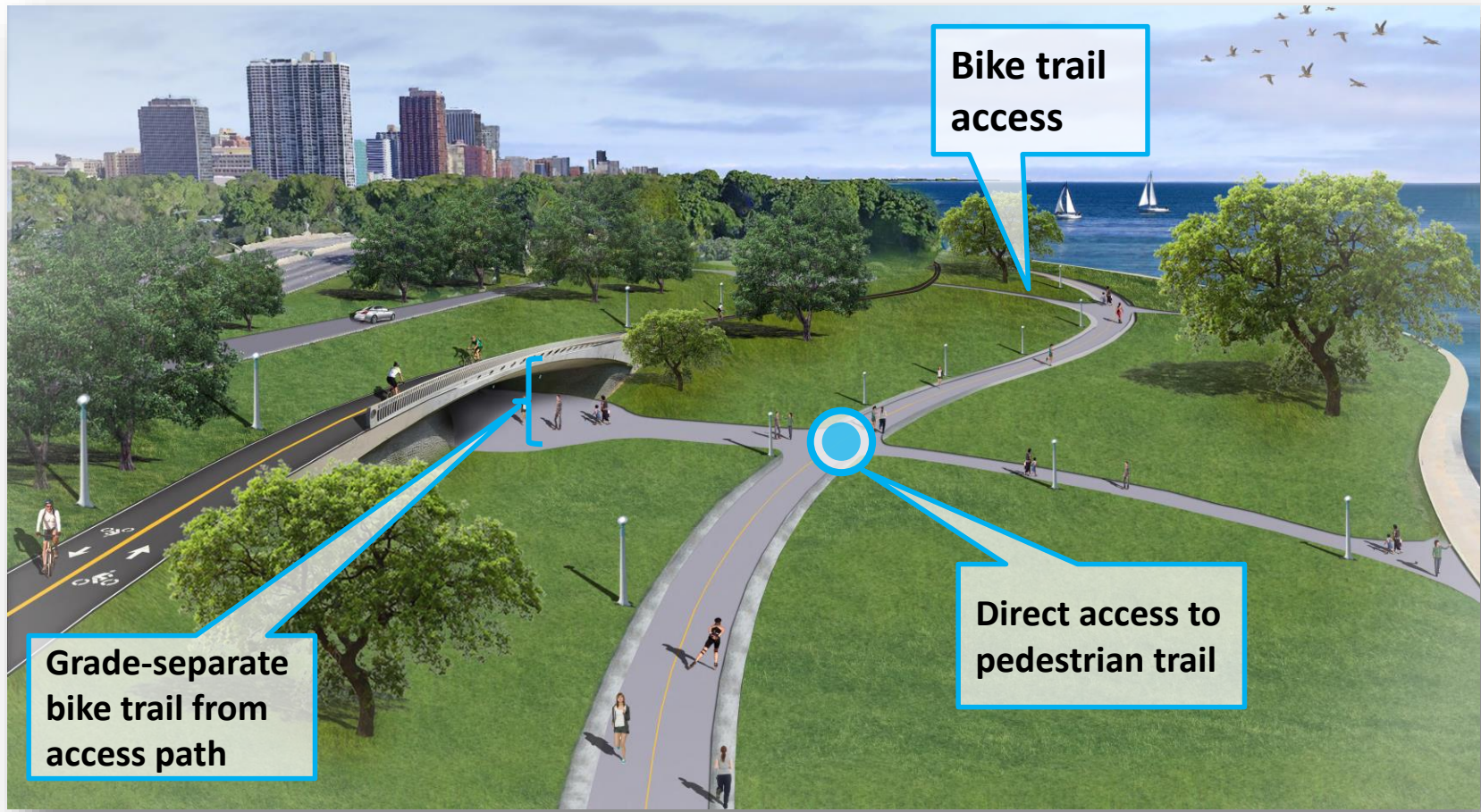
Lakefront Trail and Park Access

Design Guidelines: Trail separation



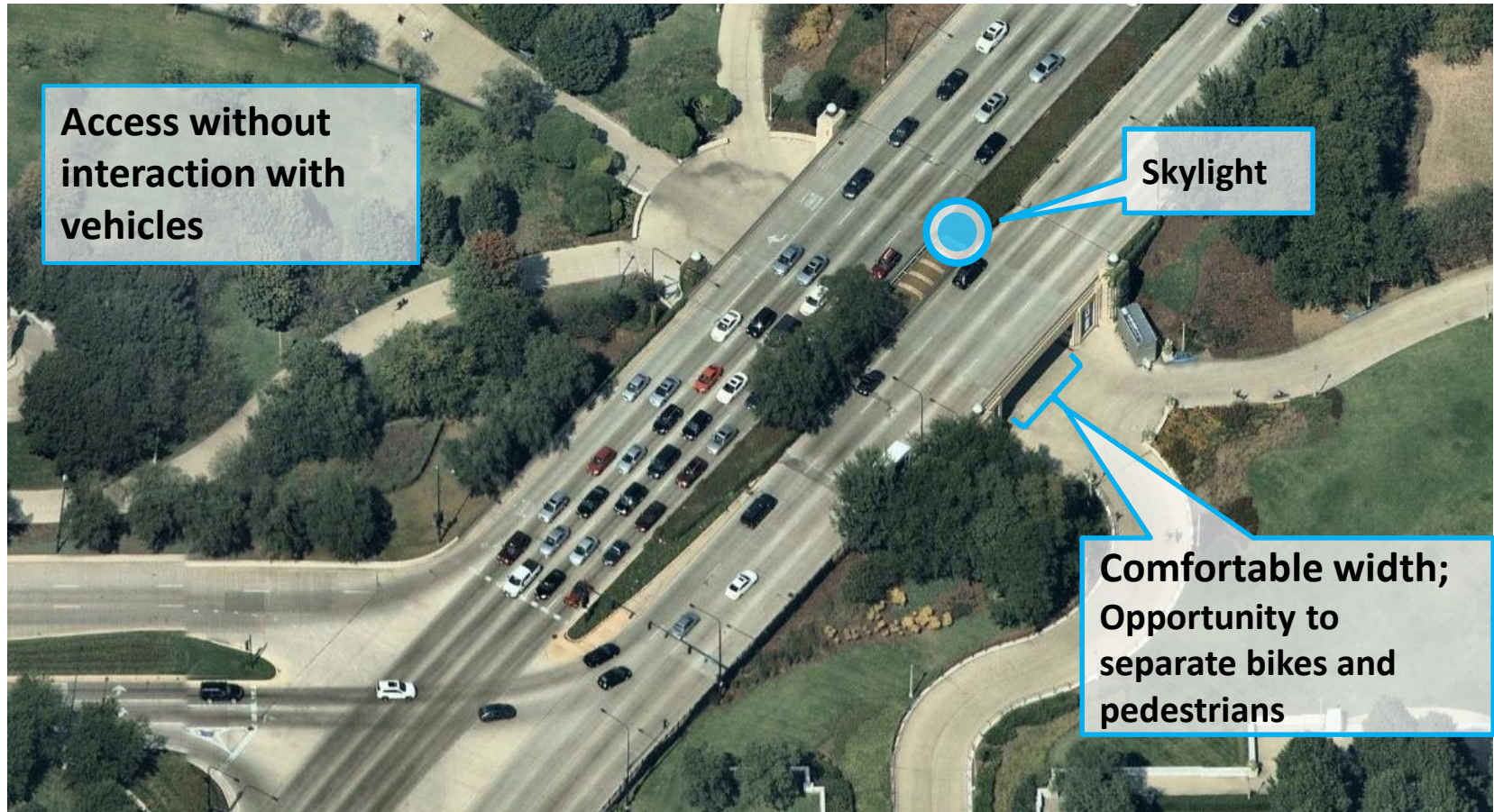
Lakefront Trail and Park Access

Design Guidelines: Junctions



Lakefront Trail and Park Access

Design Guidelines: Underpasses & Bridges



Access without interaction with vehicles

Skylight

Comfortable width; Opportunity to separate bikes and pedestrians

Museum Campus, Chicago, IL

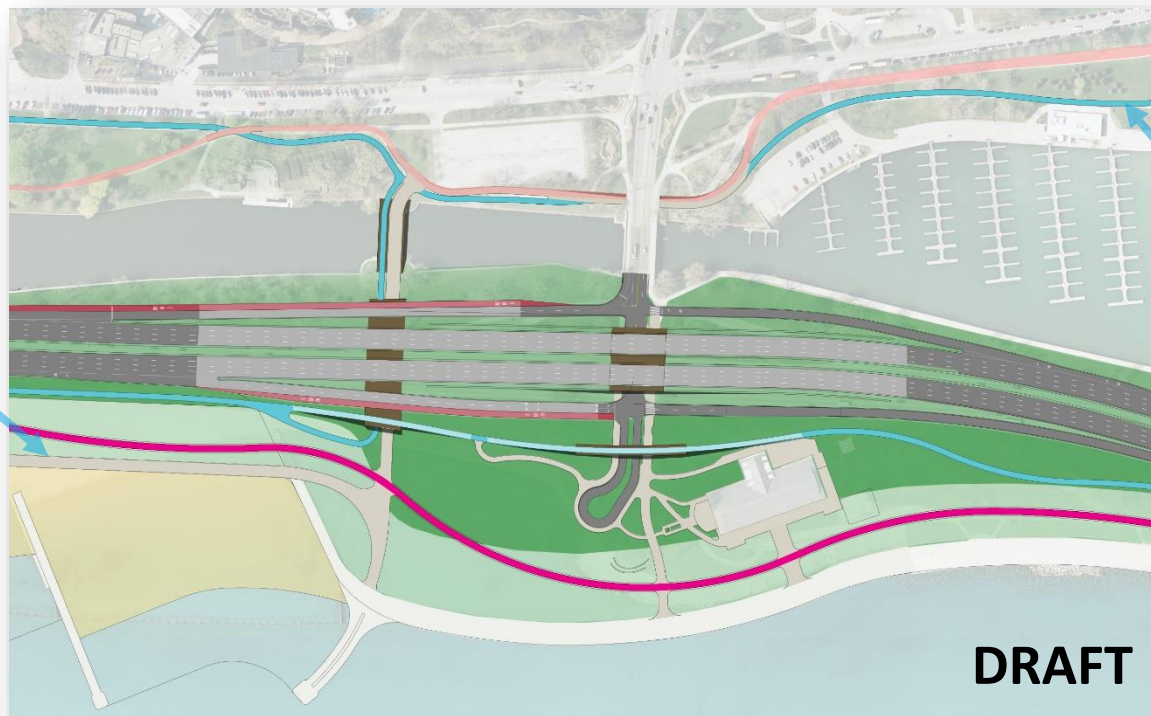
Lakefront Trail and Park Access

Support Bike Trail

- LaSalle Dr. to Briar Pl.

Pedestrian Promenade

- Grand Ave. to Fullerton Ave.



Pedestrian Promenade

Support Bike Trail

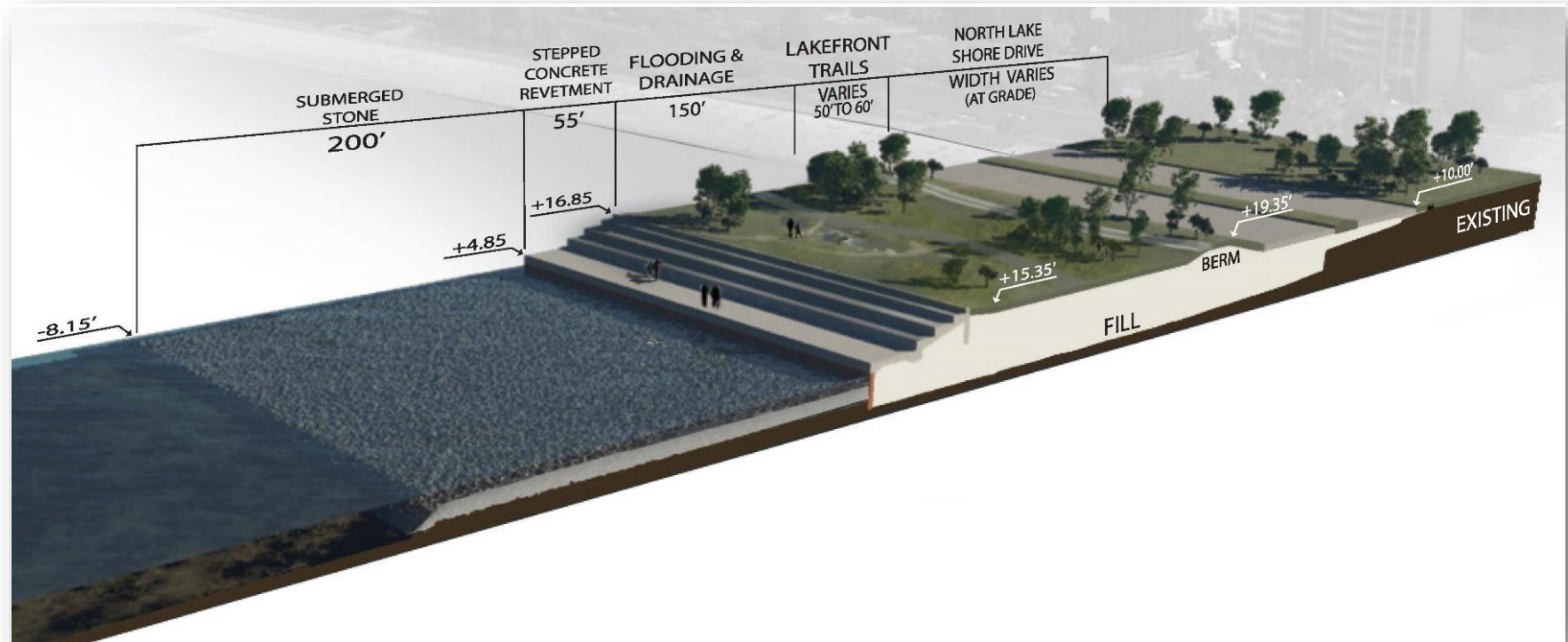
Lakefront Trail and Park Access

Bus and motor vehicle access to park



Lakefront Trail and Park Access

Shoreline Protection



Lakefront Trail and Park Access

LEGEND

Below Grade At Grade Above Grade

 Roadway Facility


 Bus-Only Facility

 LFT Bike Trail

 LFT Pedestrian Trail

 Park Paths

 Existing Jogging Trail

 Bridges and Tunnels



Park



Shoreline Swale



Beach



Pump Station Facility



One-Way Street



Two-Way Street



Existing Divvy Station



Lakefront Trails and Park Access Workshop

Breakout 1: 40 min

Breakout 2: 40 min

Break: 10 min

Breakout Feedback Report

BREAKOUT GROUPS
(color assigned groups)

Lakefront Trail and Park Access Workshop



We'd appreciate your comments on:

- Lakefront Trail and park access design elements
- Locations where additional information is needed



Breakout Feedback Report





Context Tailored Treatments Alternatives Update



Context Tailored Treatment Definition

Context Tailored Treatments (CTT) are:

- Base layer of roadway improvements needed to improve safety and operations
- Improvements that include Transit Advantages such as queue jump lanes, bus turnarounds, and bus staging and layover areas
- Specifically tailored to the varying roadway, transit, bike, pedestrian, and shoreline protection needs

Context Tailored Treatments

Previous Meetings:

Task Force #5, Task Force #6, Public Meeting #3

INITIAL RANGE OF ALTERNATIVES CATEGORY	ALTERNATIVES TO BE EVALUATED FURTHER
Context Tailored Treatments	Corridor Modernization
	Compressed Roadway
	Frontage Drive

All 3 CTTs modernize the existing facility, improve safety, and reduce bottlenecks

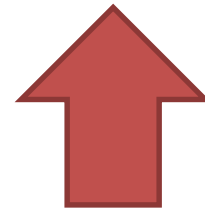
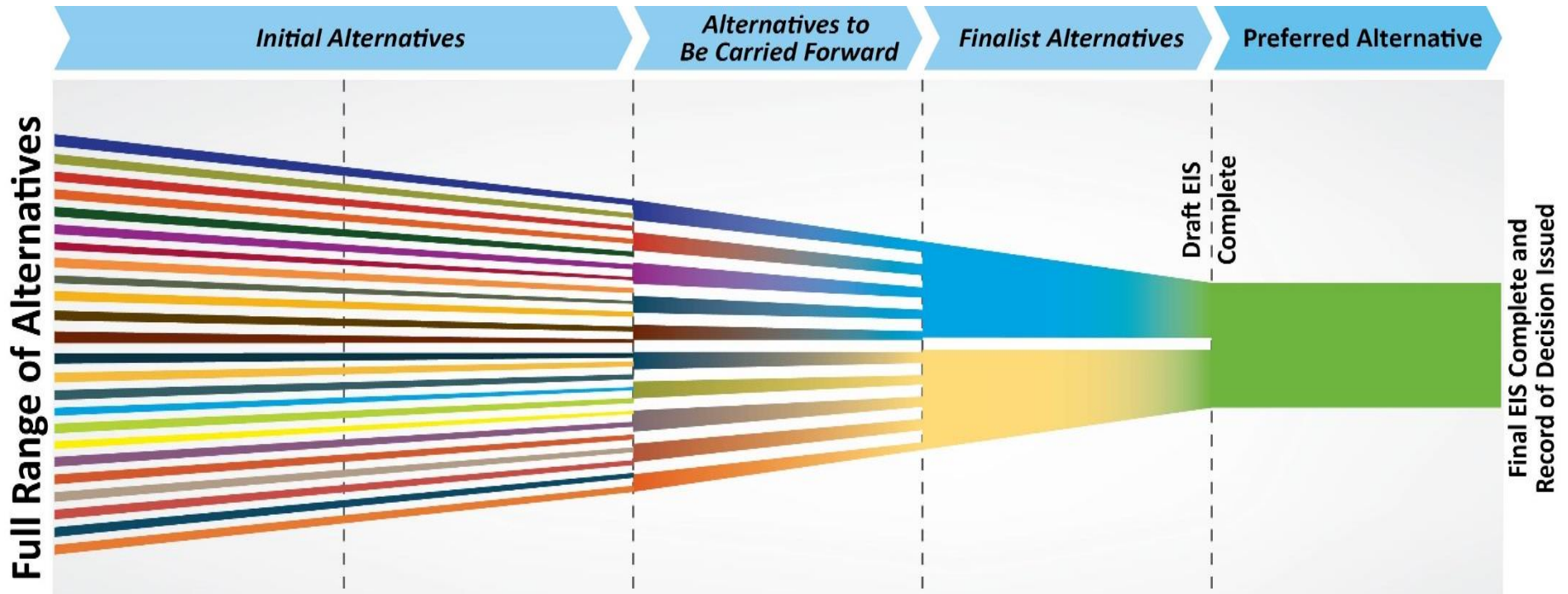
Transitways and Managed Lanes

Previous Meeting: Task Force #7

INITIAL RANGE OF ALTERNATIVES CATEGORY	ALTERNATIVES TO BE EVALUATED FURTHER
Transitways	Transit Advantages at Junctions
	Bus on Shoulder - Right
	Dedicated Transitway - Left
	Dedicated Transitway - Off Alignment
Managed Lanes	High Occupancy Vehicle Lane
	High Occupancy Toll Lane
	Express Toll Lane
	Bus Only Lane
	Express Reversible Lanes
	Toll Lanes

Context Tailored Treatments

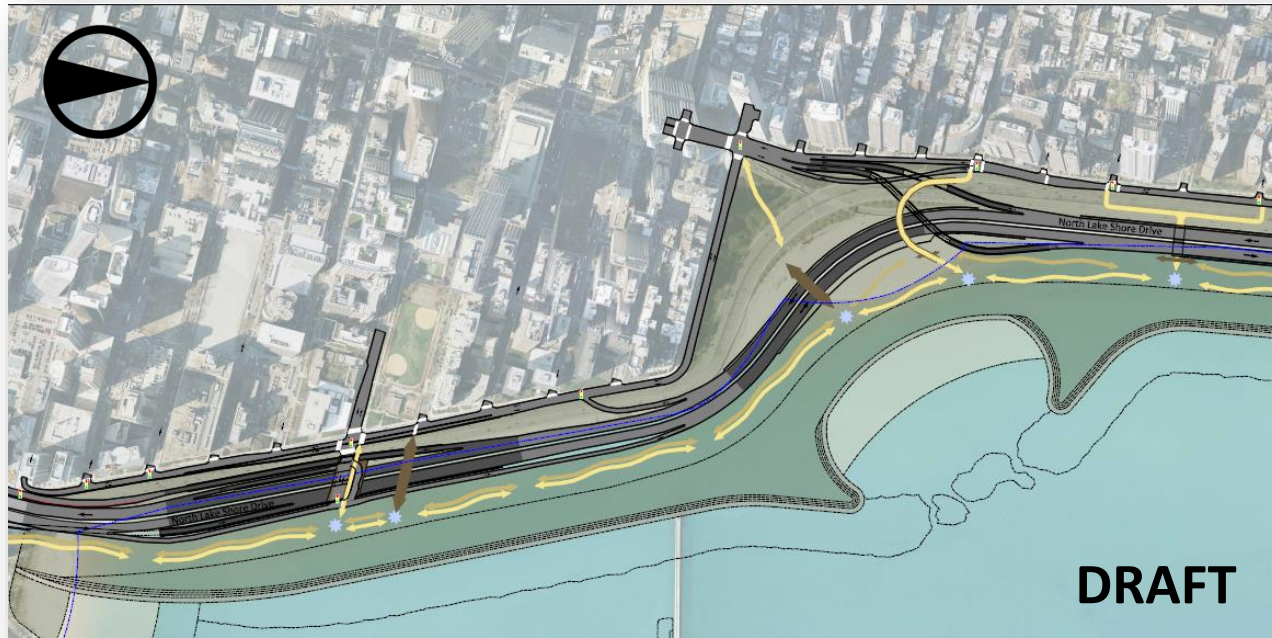
Alternatives Development & Evaluation



We are here

Context Tailored Treatments (CTT)

Corridor Modernization Concept (Alternative 1)

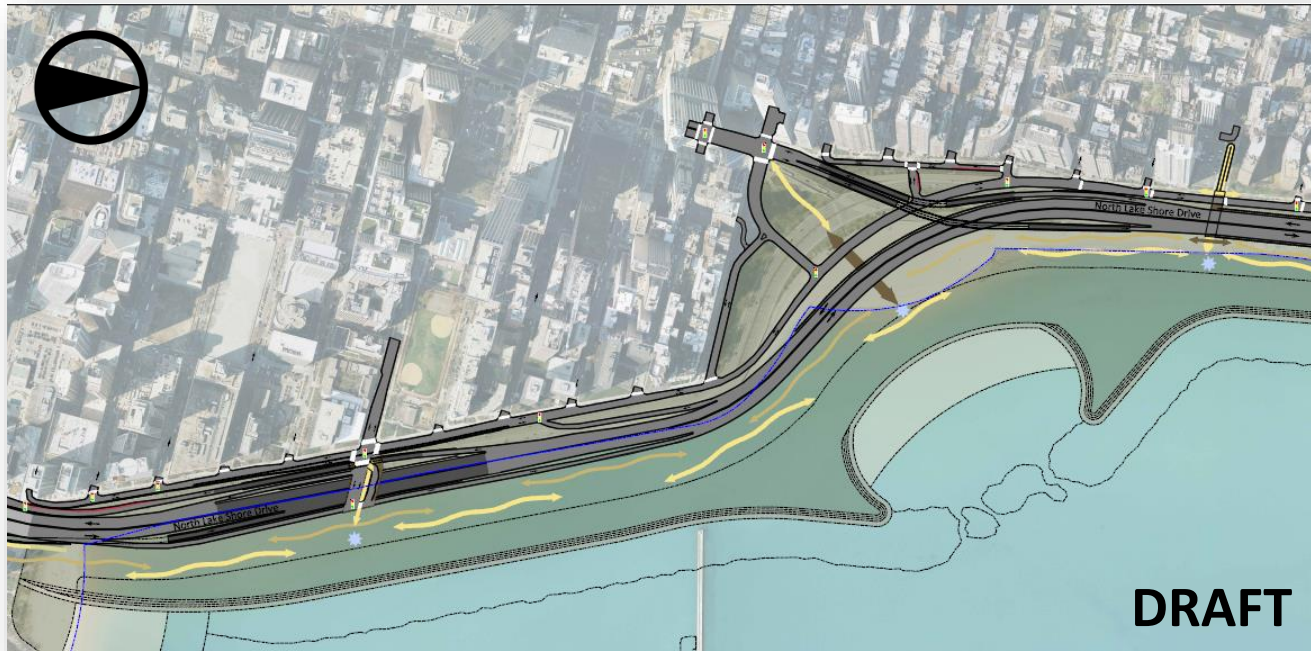


Features

- A continuous landscaped median along the length of NLSD
- Increased separation between the Inner and Outer drives between Grand Ave. and LaSalle Dr. and between Belmont Ave. and Irving Park Rd.
- Although the design is urban and takes into account Lincoln Park's surroundings, it is not the most compact design

Context Tailored Treatments (CTT)

Compressed Roadway Concept (Alternative 2)

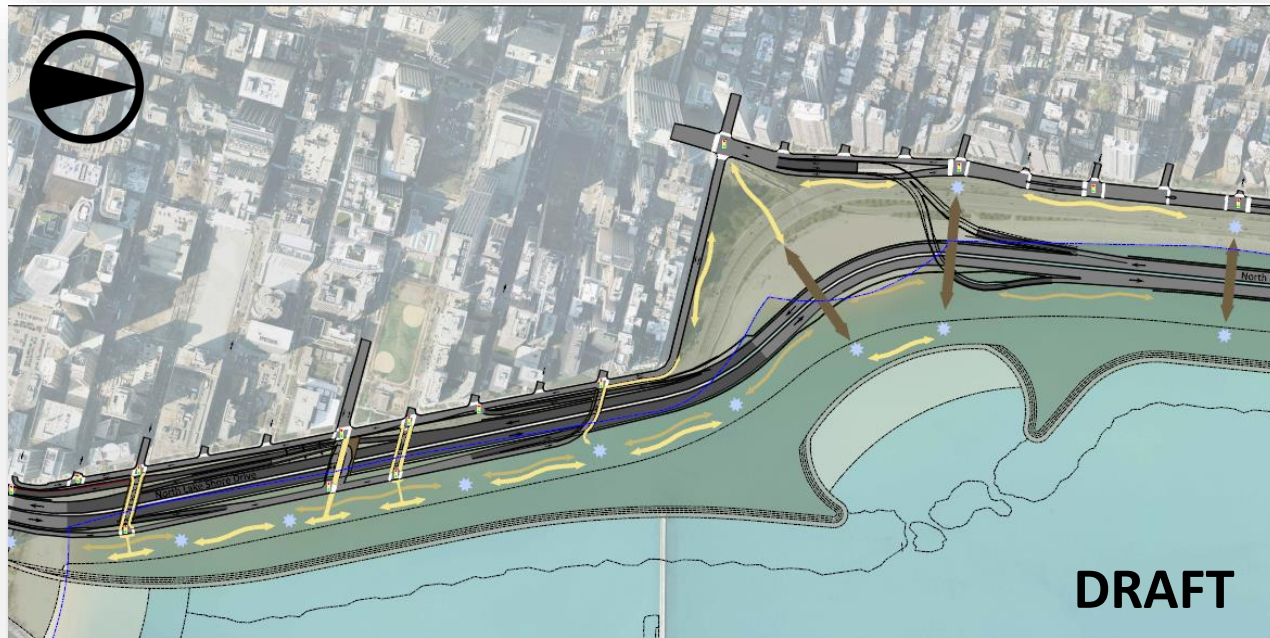


Features

- Minimizes transportation footprint and Inner/Outer Drive separation
- Concrete barrier wall in place of landscaped median

Context Tailored Treatments (CTT)

Frontage Drive Concept (Alternative 3)



Features

- Lowers Outer Drive below grade and splits Inner Drive into one-way frontage drives: Grand Ave. to East Lake Shore Dr. and Belmont Ave. to Montrose Ave.
- Improves pedestrian access and circulation within Lincoln Park
- Increased separation between the Inner and Outer drives, between Oak St. and LaSalle Dr.; this creates separate local and regional park spaces

Level 2 Screening Criteria – Part A

**Alternative 1:
Corridor
Modernization
Concept**

**Alternative 2:
Compressed
Roadway
Concept**

**Alternative 3:
Frontage
Drive
Concept**

- Opportunity to mix and match CTT Alternatives at specific locations
- Top performing alternatives from Part A will then be used in combination with one another during Part B screening

Level 2 Screening Criteria – Part A

NLSD Junctions

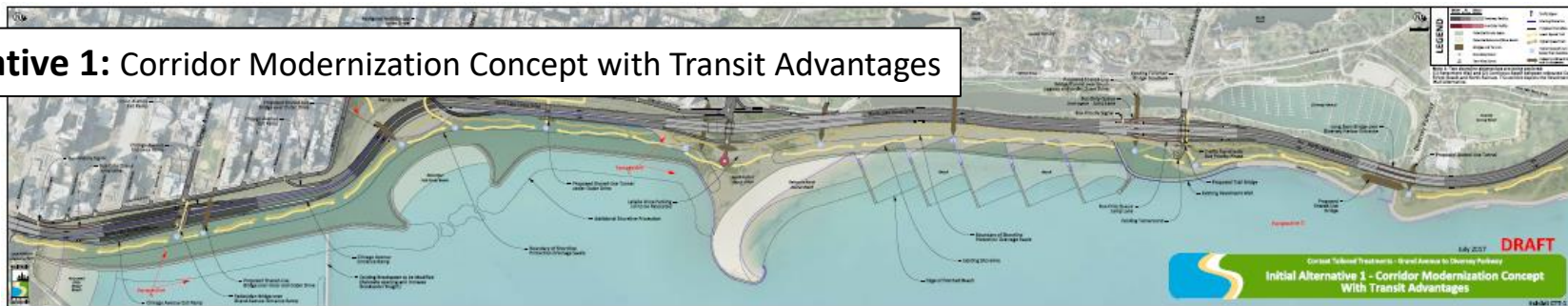
- Chicago Ave.
- Michigan Ave.
- LaSalle Dr.
- Fullerton Ave.
- Belmont Ave.
- Addison St.
- Irving Park Rd.
- Montrose Ave./Wilson Ave.
- Lawrence Ave.
- Foster Ave.
- Bryn Mawr Ave./Hollywood Ave.



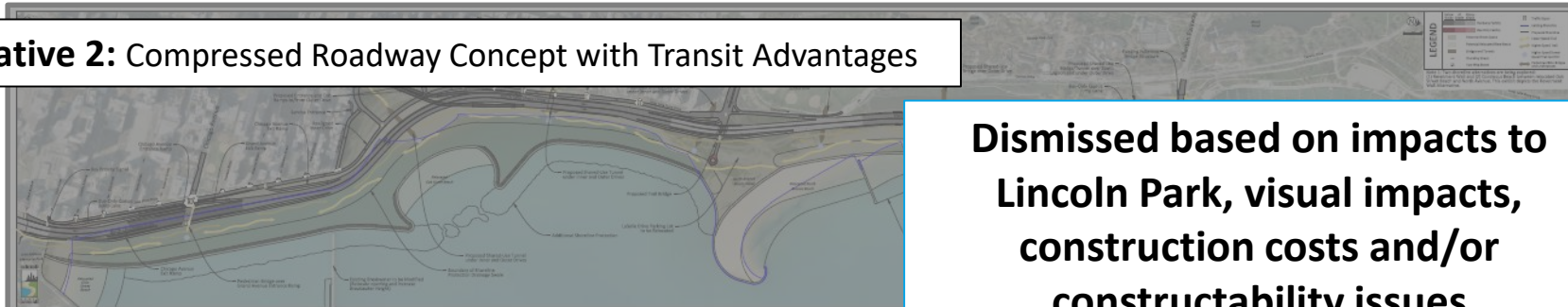
CTT Alternatives

Grand Avenue to Diversey Parkway

Alternative 1: Corridor Modernization Concept with Transit Advantages

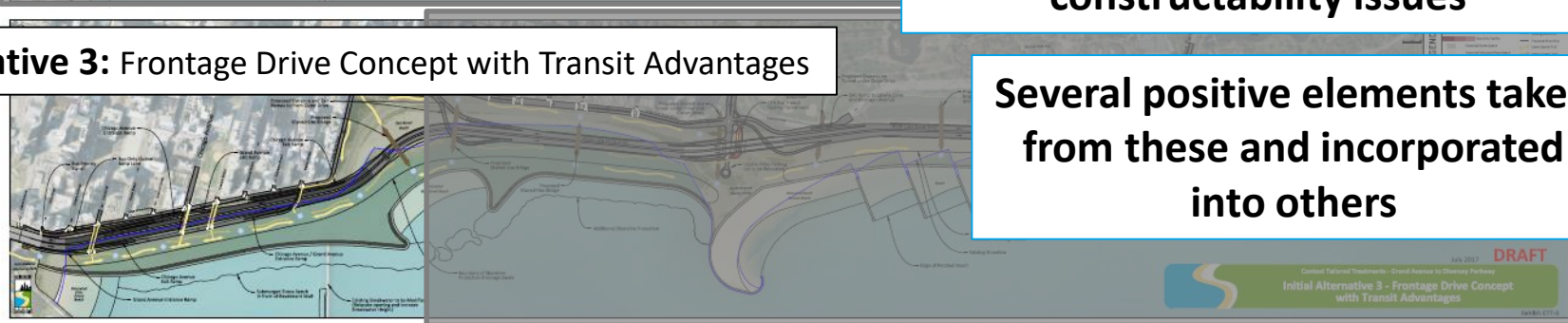


Alternative 2: Compressed Roadway Concept with Transit Advantages



Dismissed based on impacts to Lincoln Park, visual impacts, construction costs and/or constructability issues

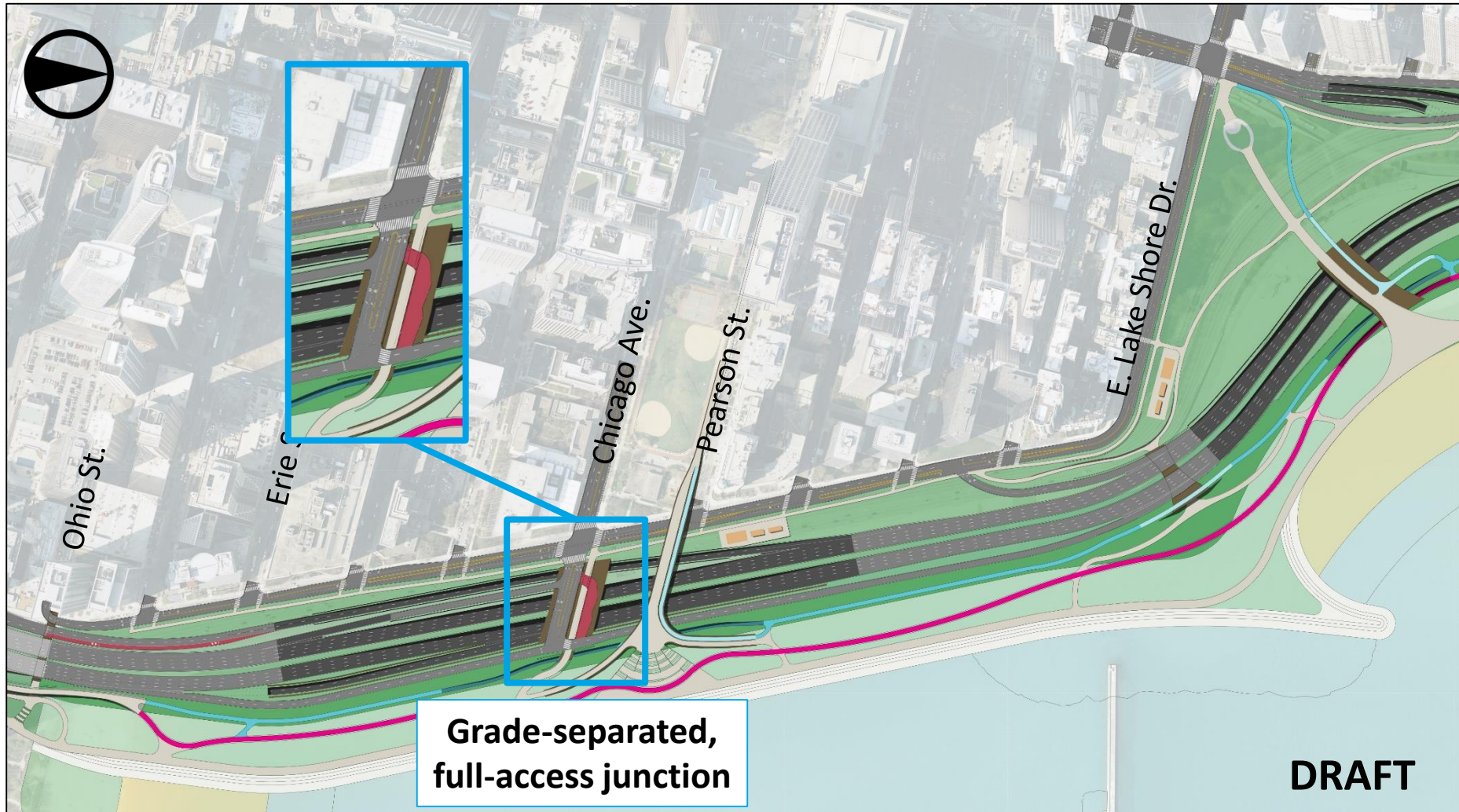
Alternative 3: Frontage Drive Concept with Transit Advantages



Several positive elements taken from these and incorporated into others



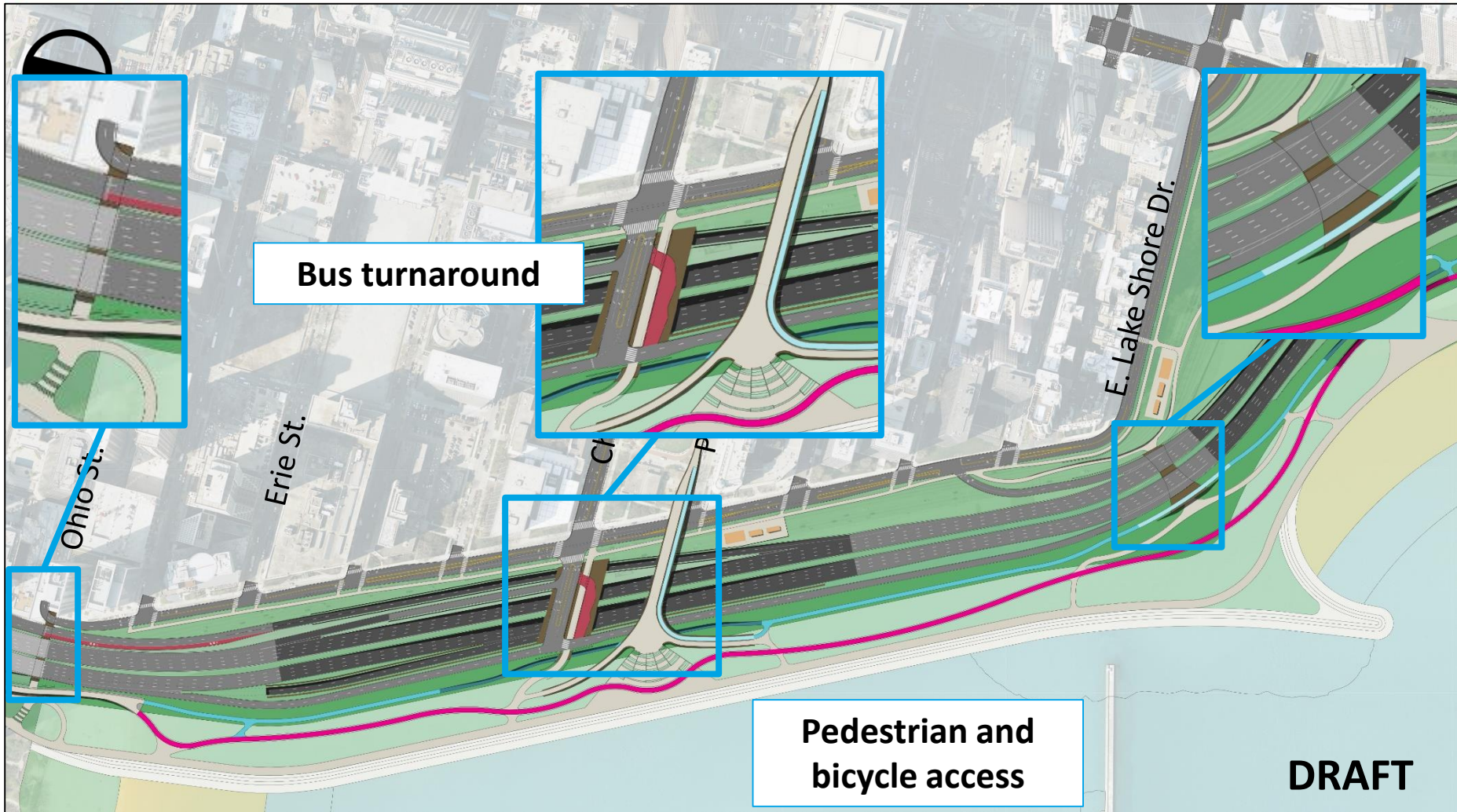
CTT Alternatives – Chicago Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



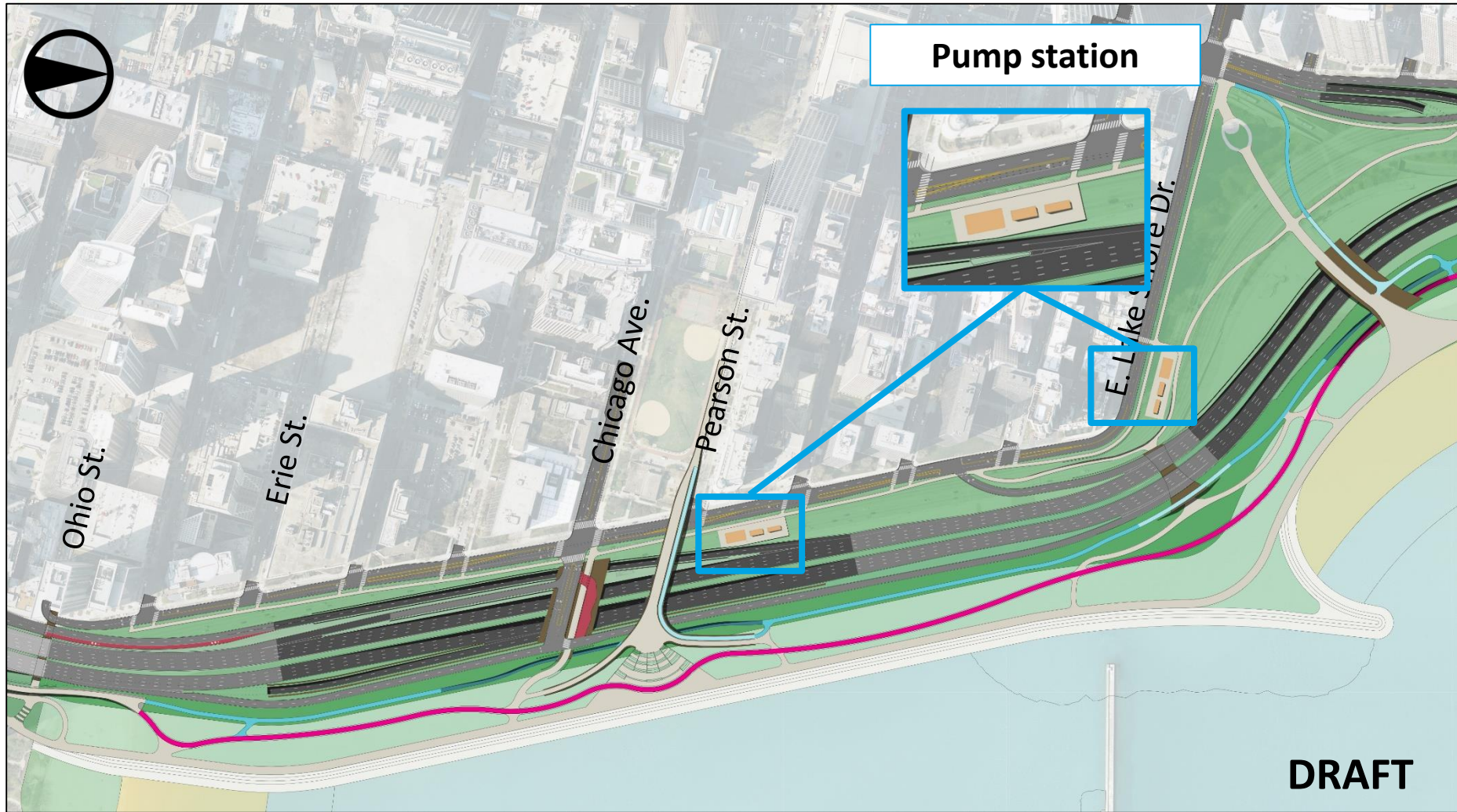
CTT Alternatives – Chicago Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



CTT Alternatives – Chicago Avenue



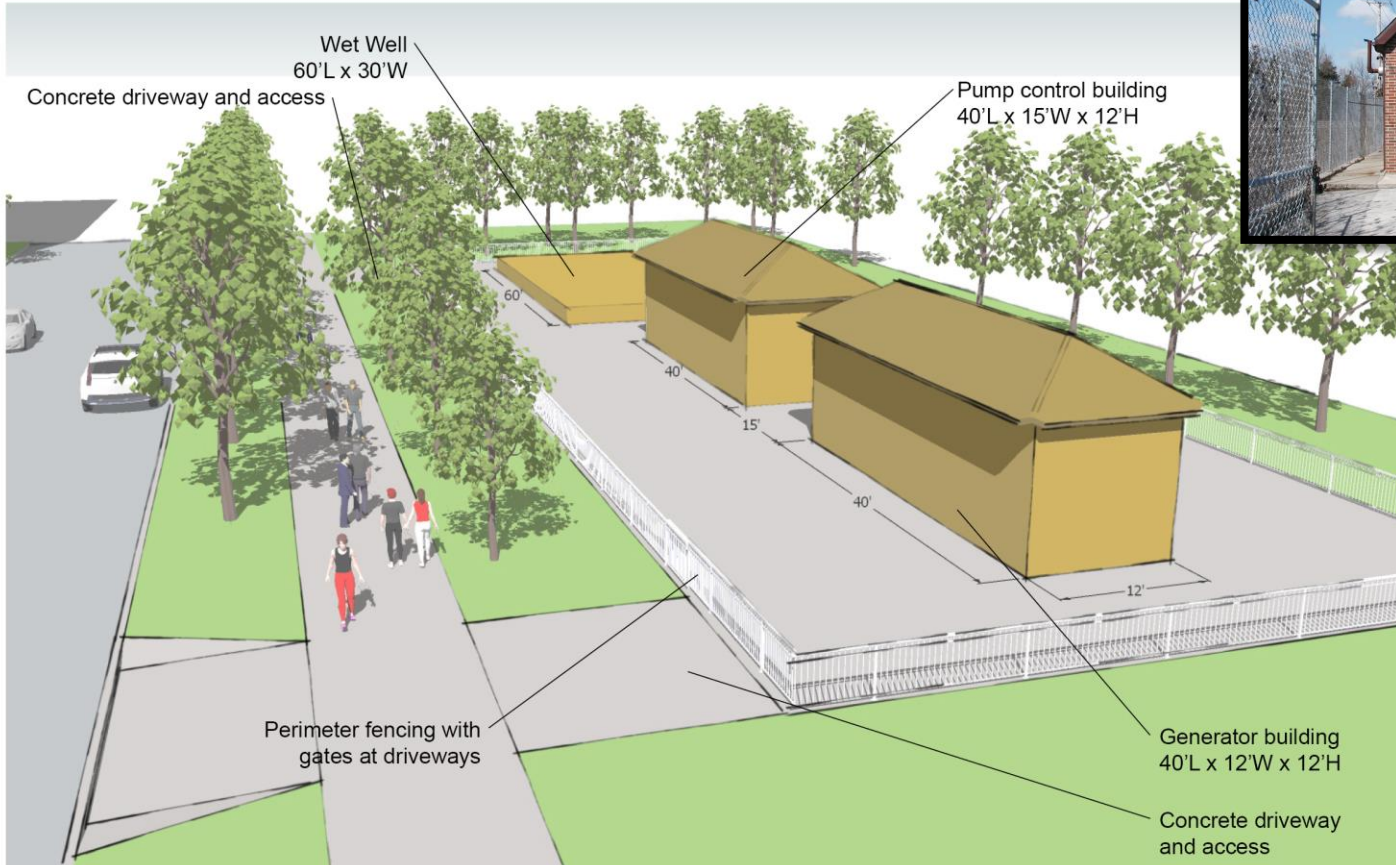
Alternative 1 –
Corridor Modernization Concept with Transit Advantages



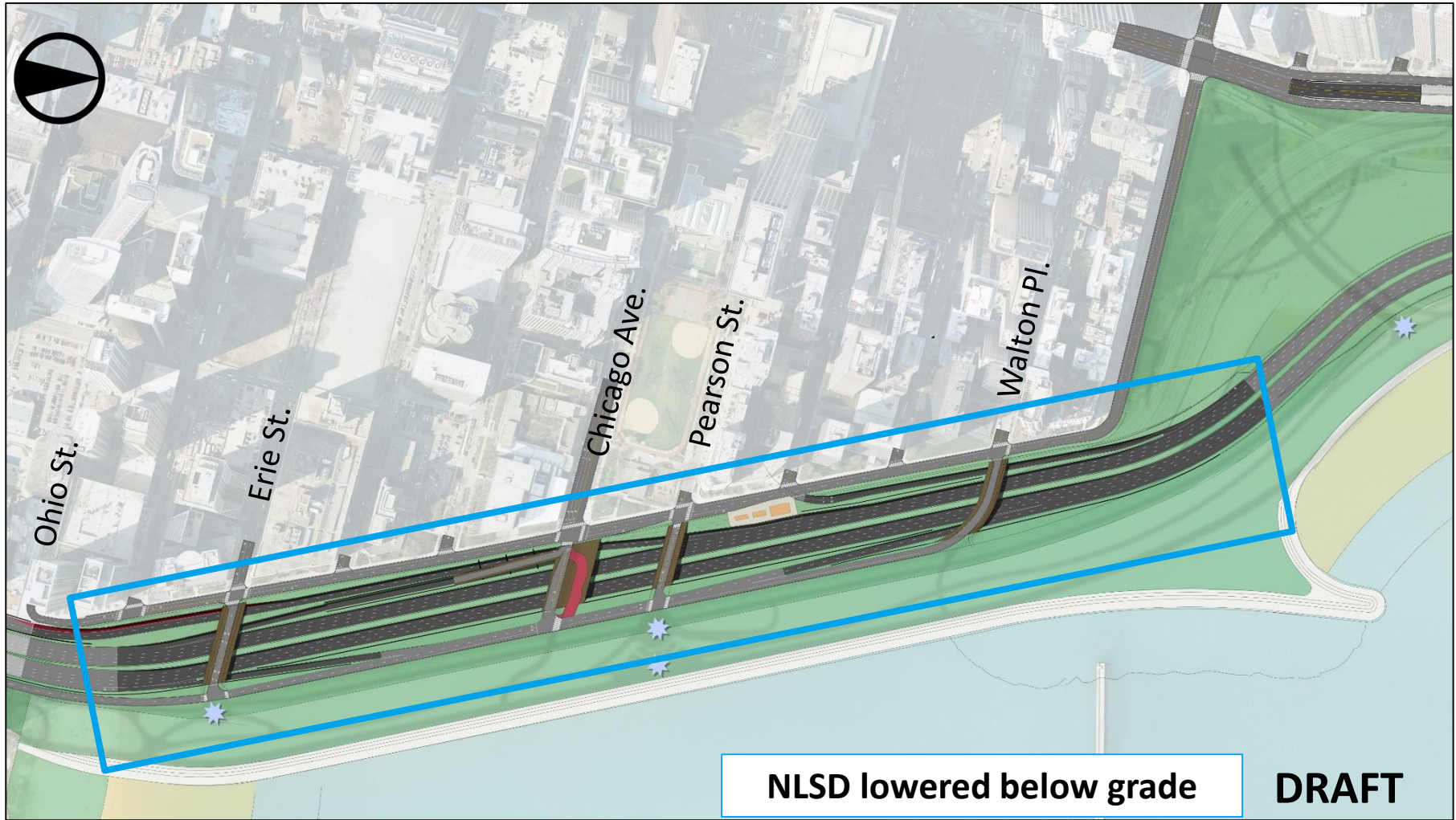


CTT Alternatives

Typical Pump Station

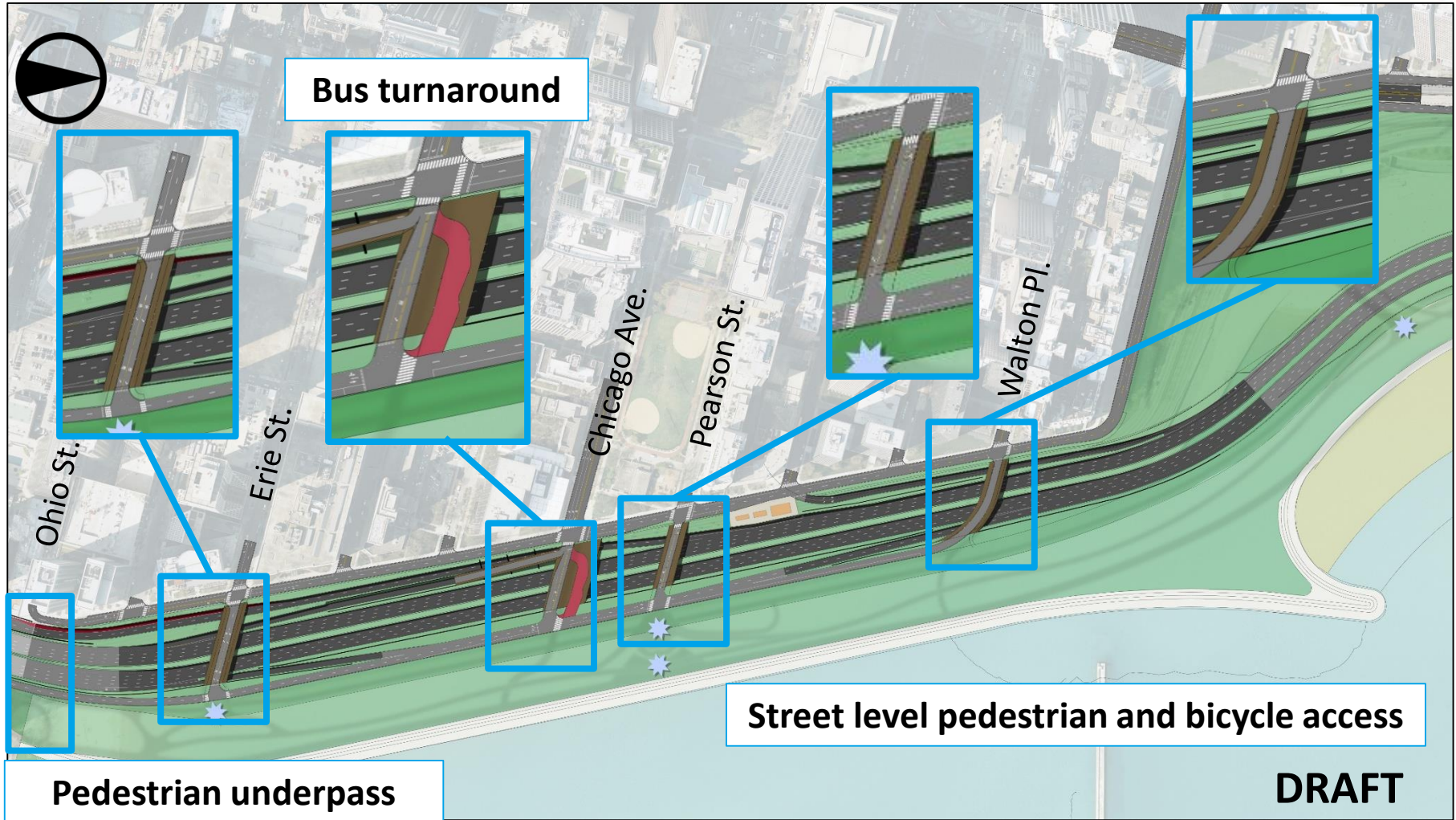


CTT Alternatives – Chicago Avenue



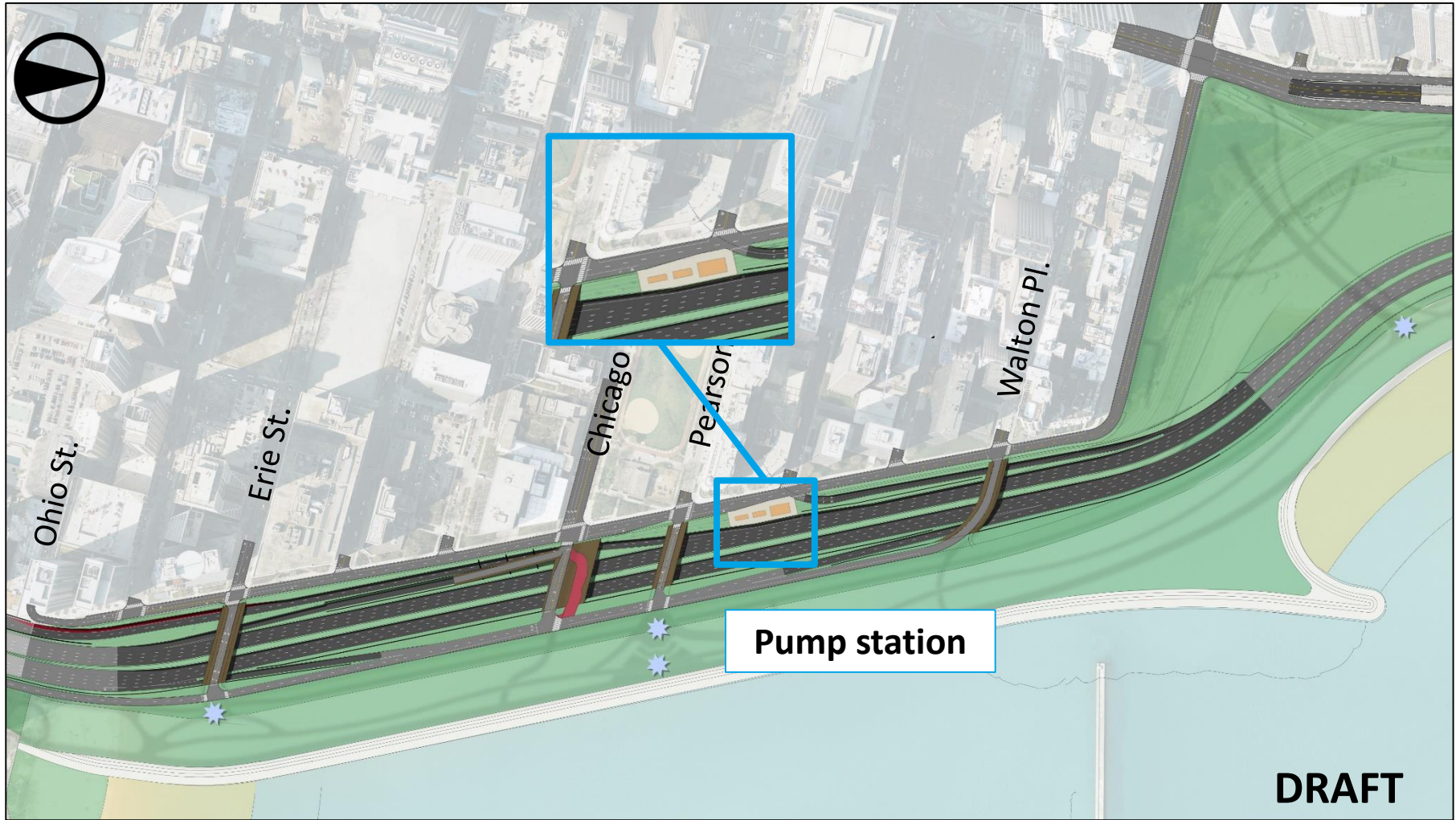
Alternative 3 – Frontage Drive Concept with Transit Advantages

CTT Alternatives – Chicago Avenue



Alternative 3 –
Frontage Drive Concept with Transit Advantages

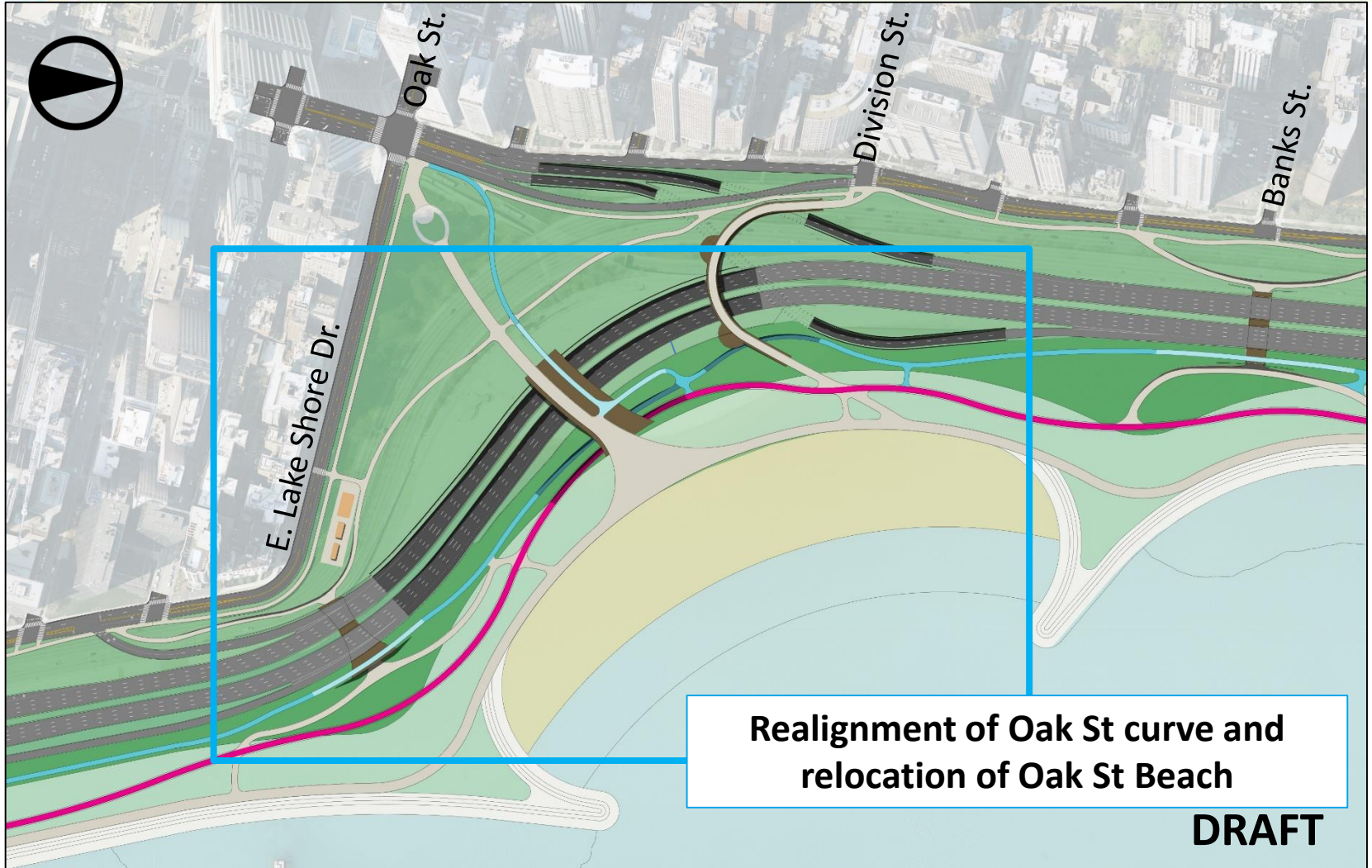
CTT Alternatives – Chicago Avenue



Alternative 3 –
Frontage Drive Concept with Transit Advantages



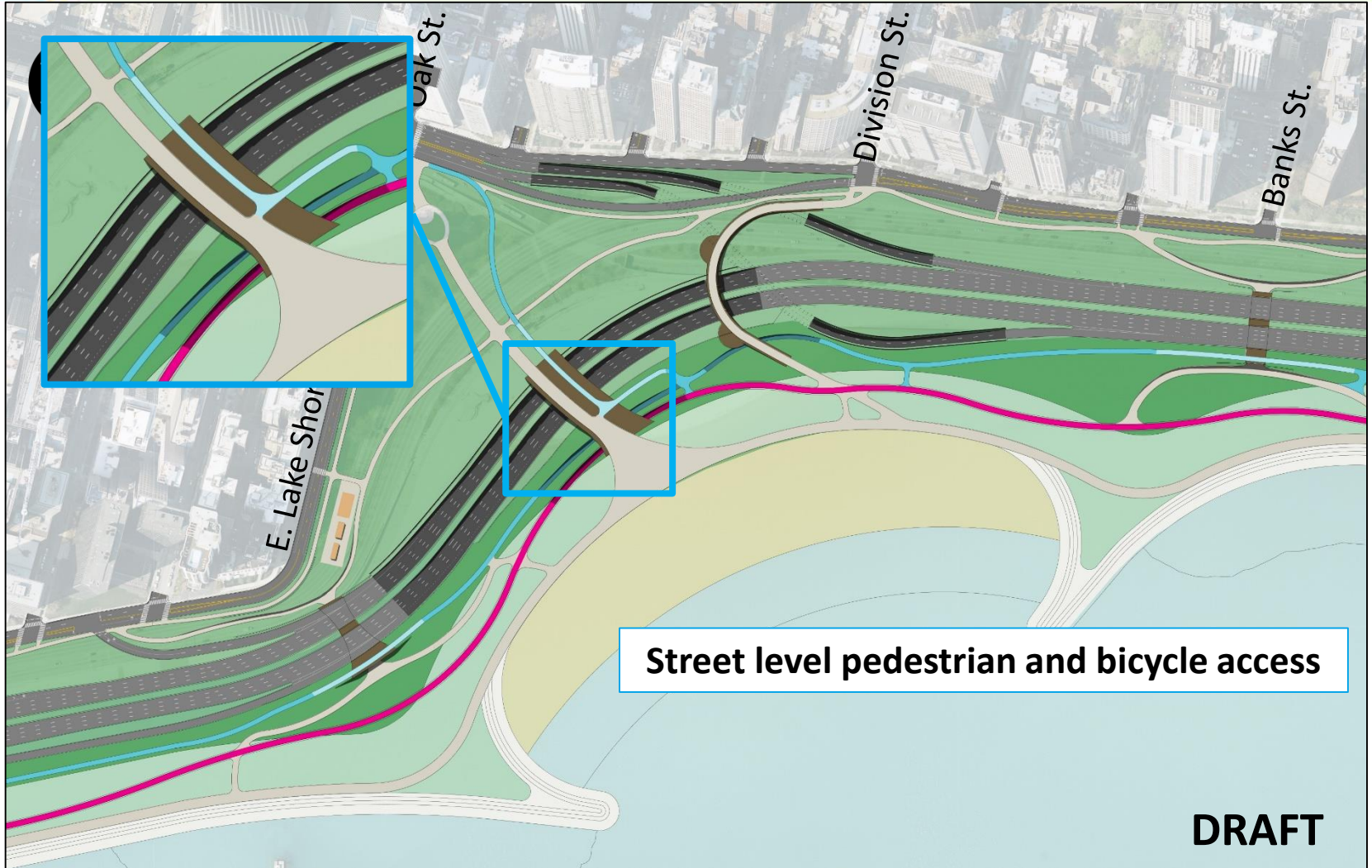
CTT Alternatives – Michigan Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



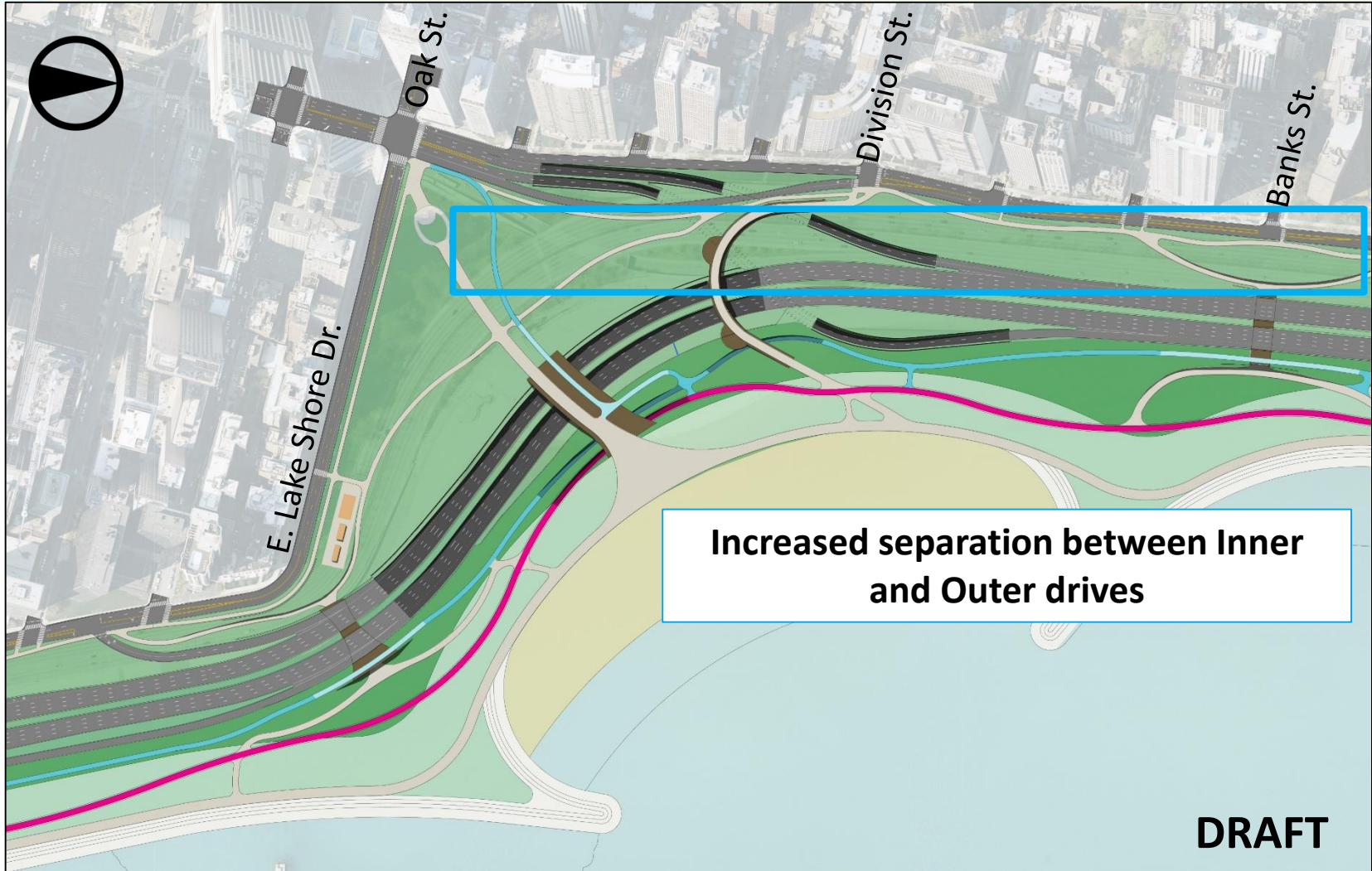
CTT Alternatives – Michigan Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



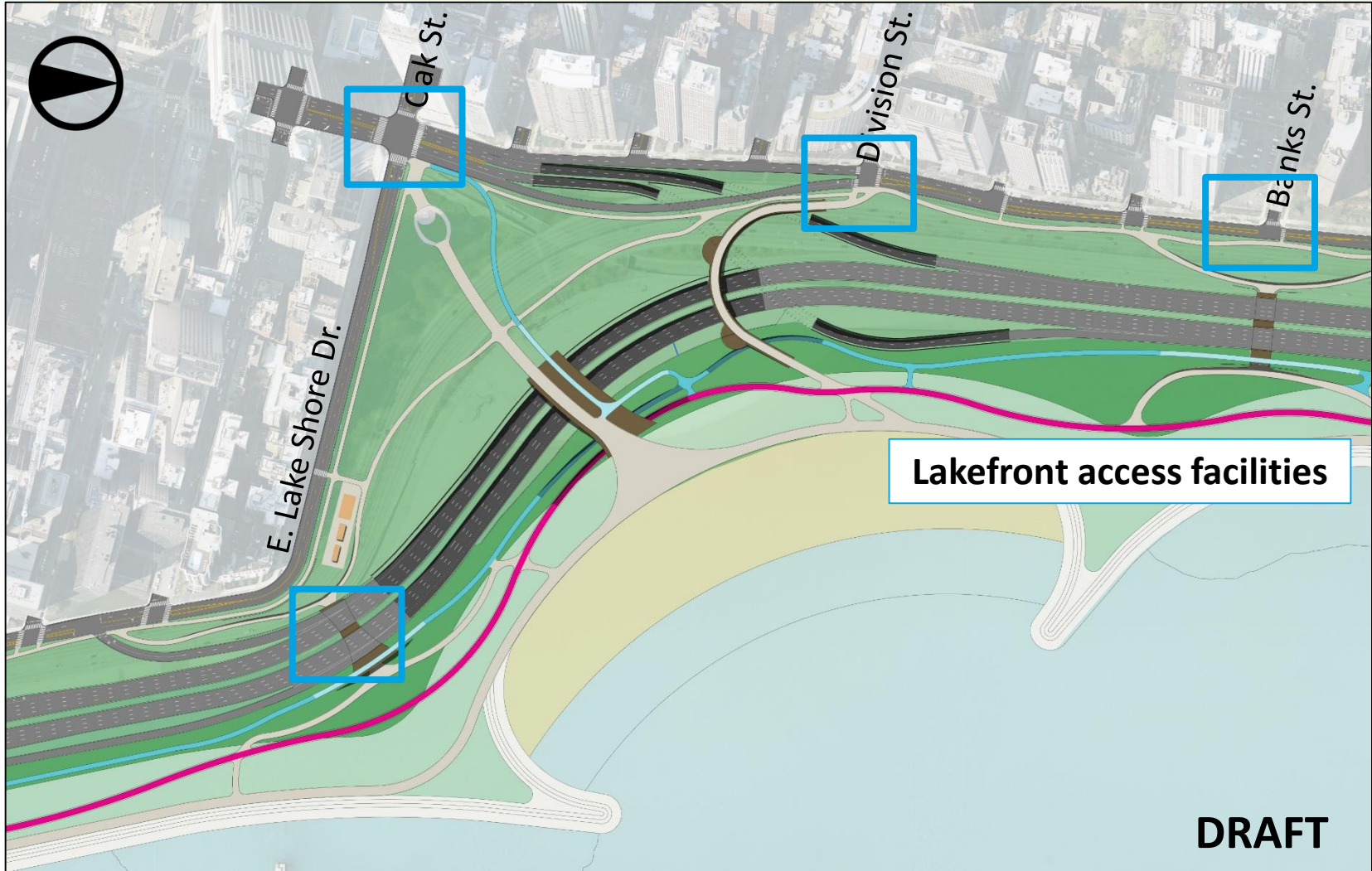
CTT Alternatives – Michigan Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



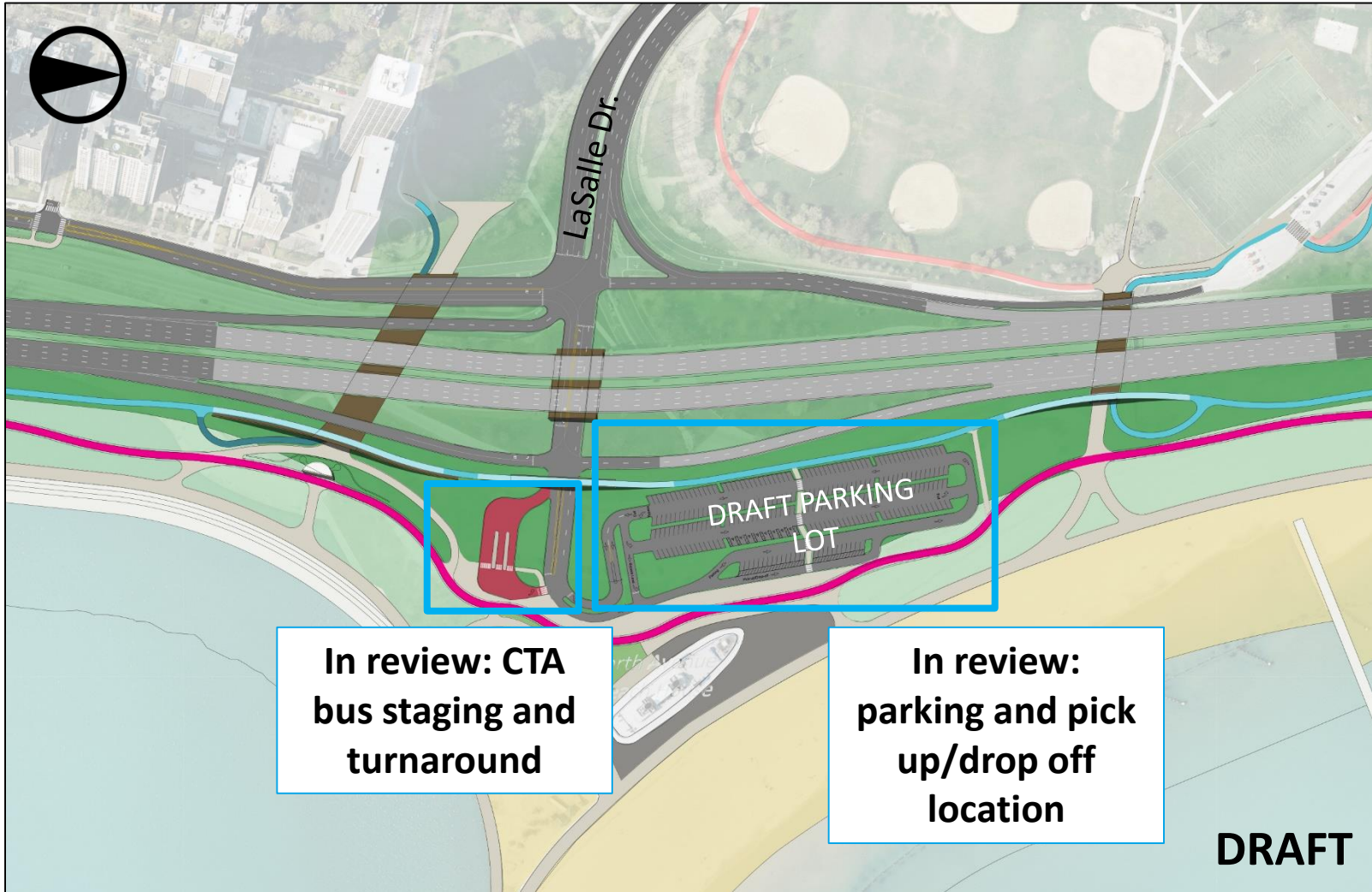
CTT Alternatives – Michigan Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



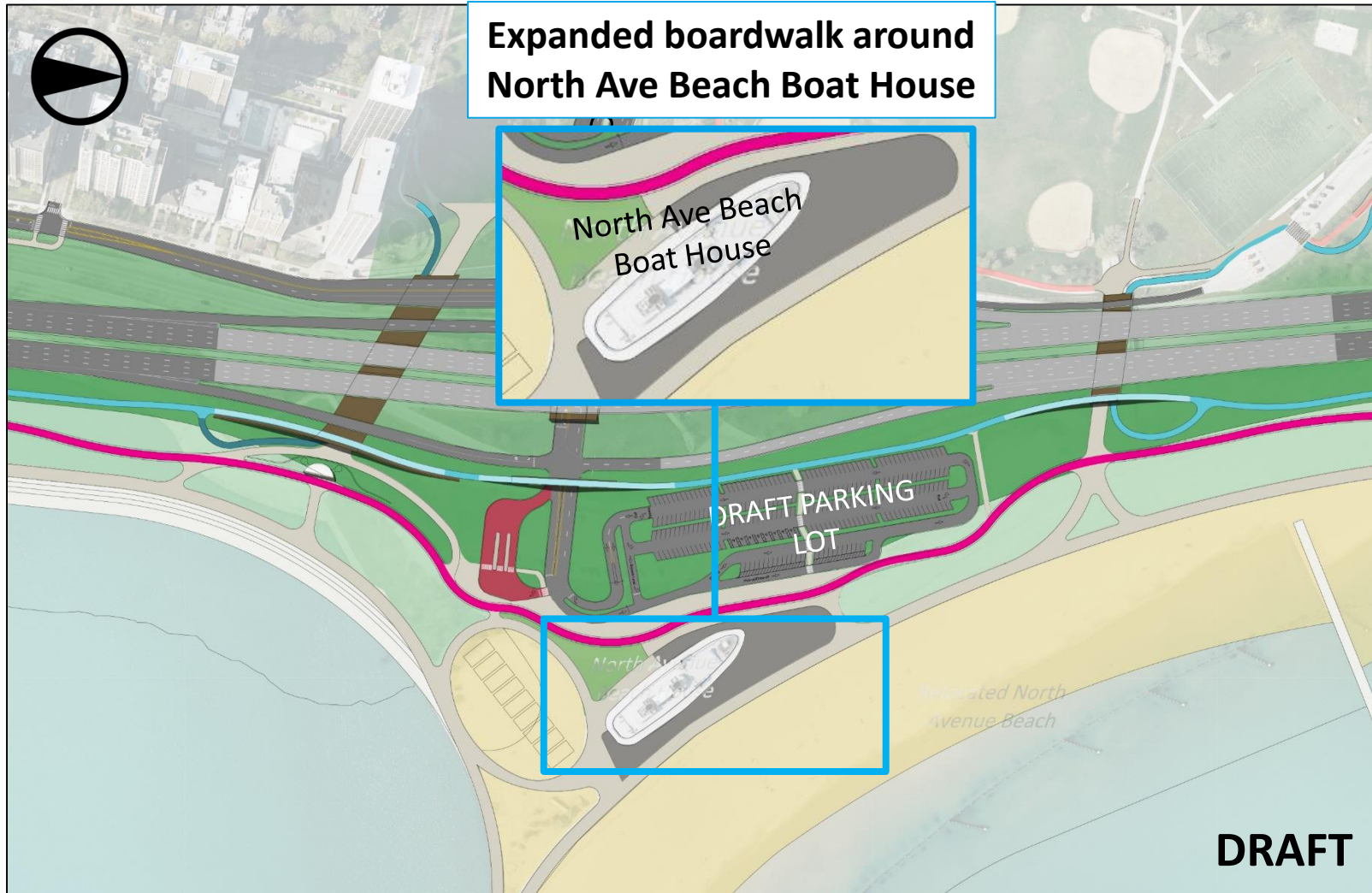
CTT Alternatives – LaSalle Drive



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



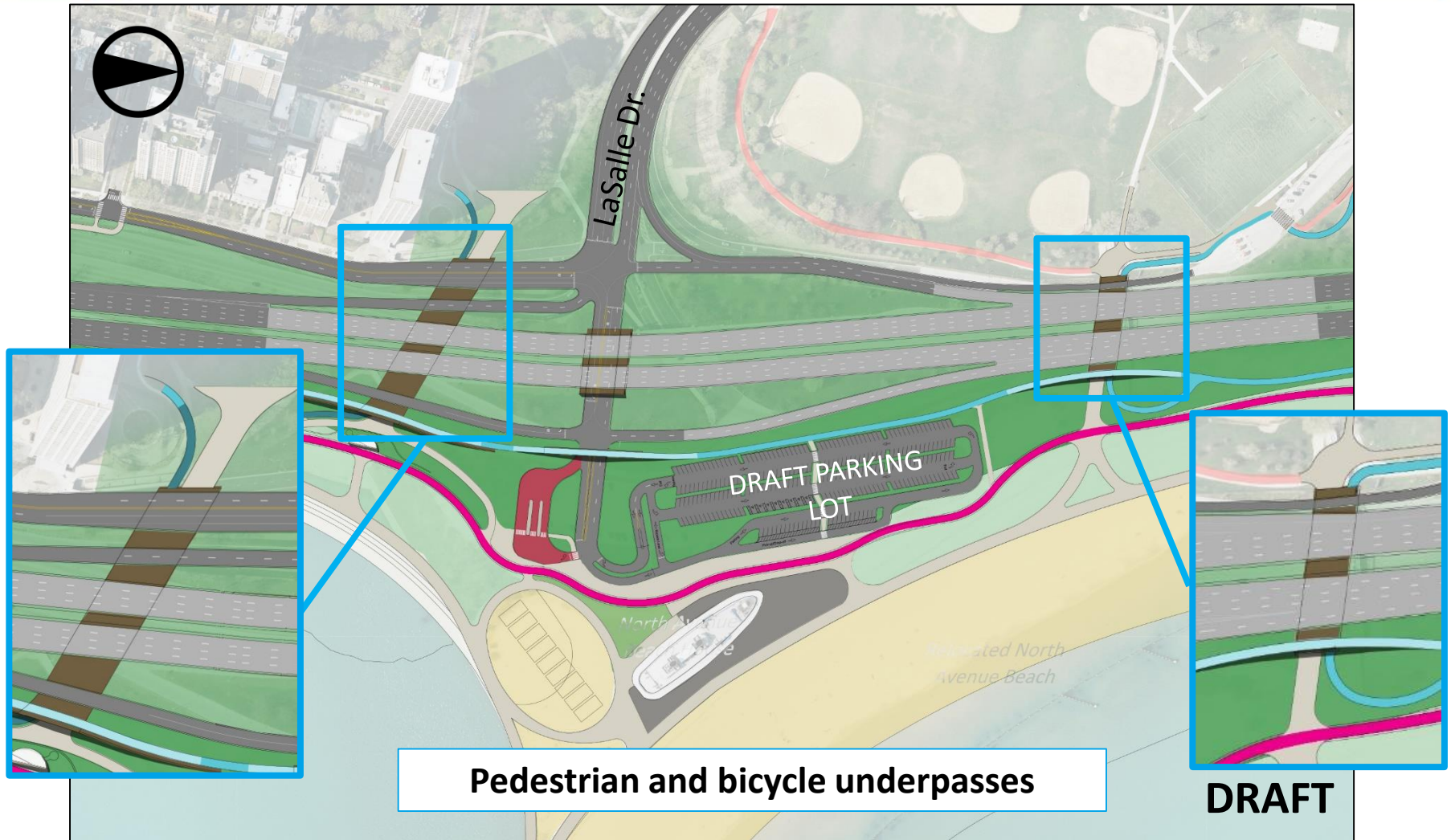
CTT Alternatives – LaSalle Drive



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



CTT Alternatives – LaSalle Drive



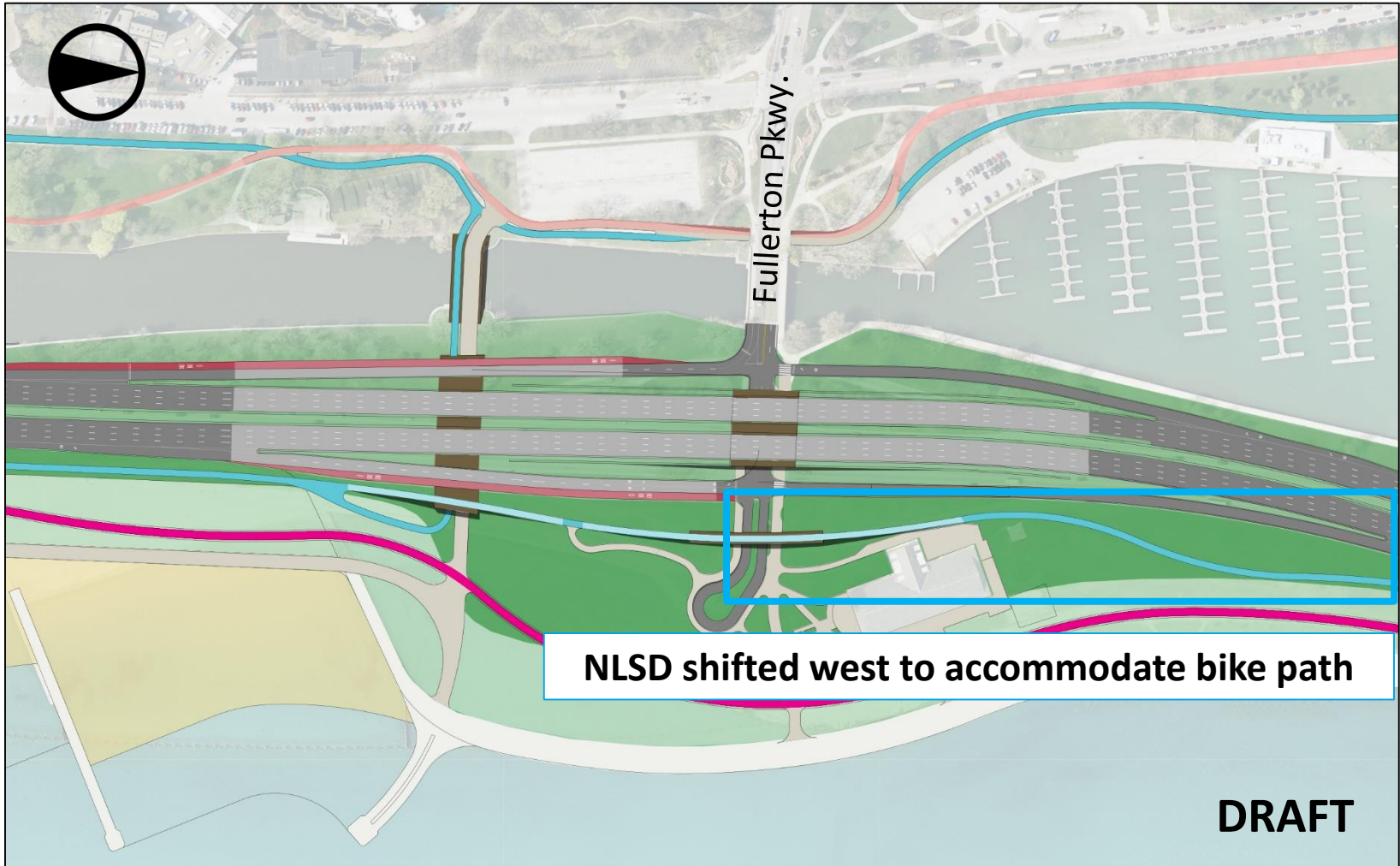
Pedestrian and bicycle underpasses

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Alternative 1 –
Corridor Modernization Concept with Transit Advantages

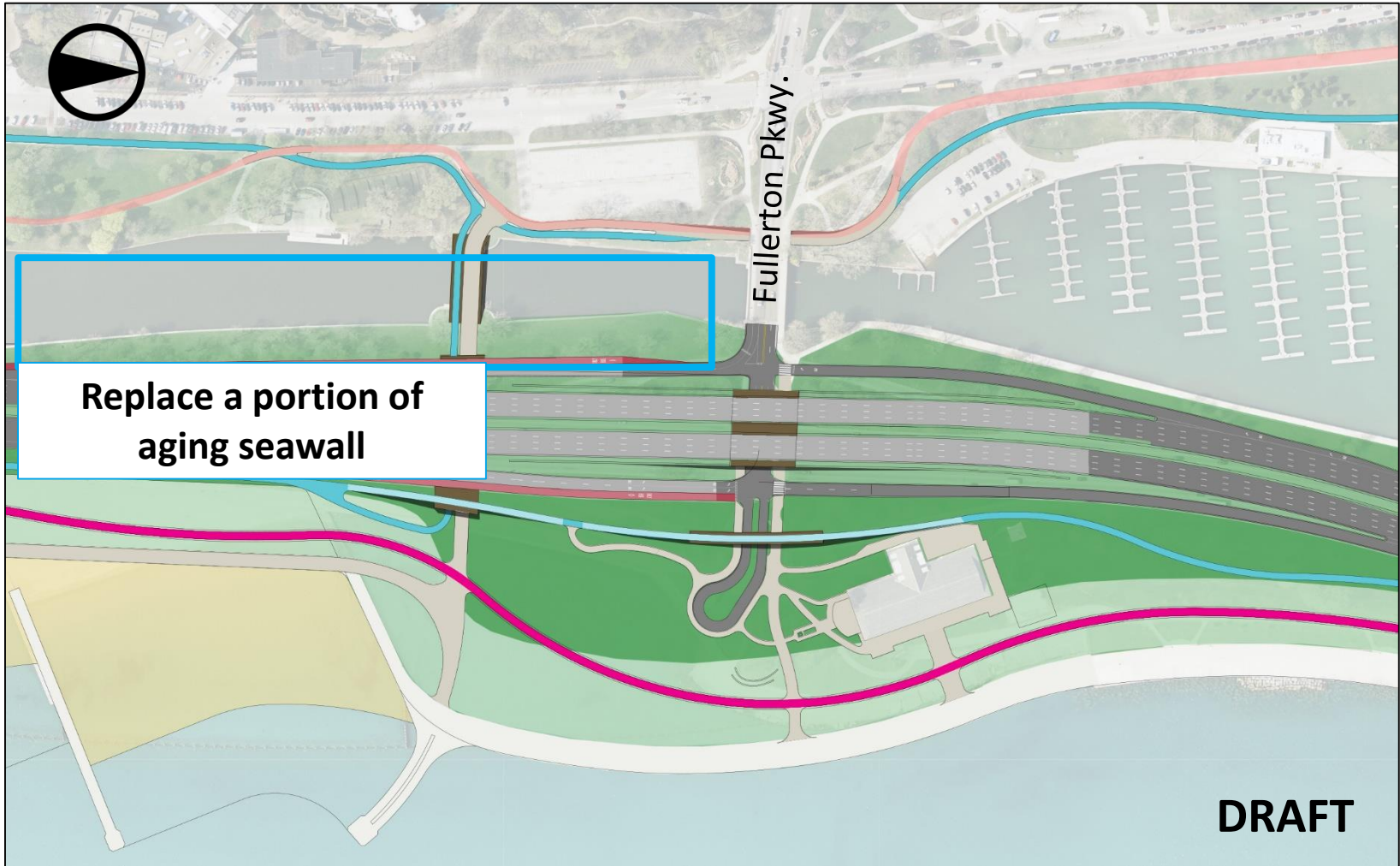


CTT Alternatives – Fullerton Parkway



Alternative 1 – Corridor Modernization Concept with Transit Advantages

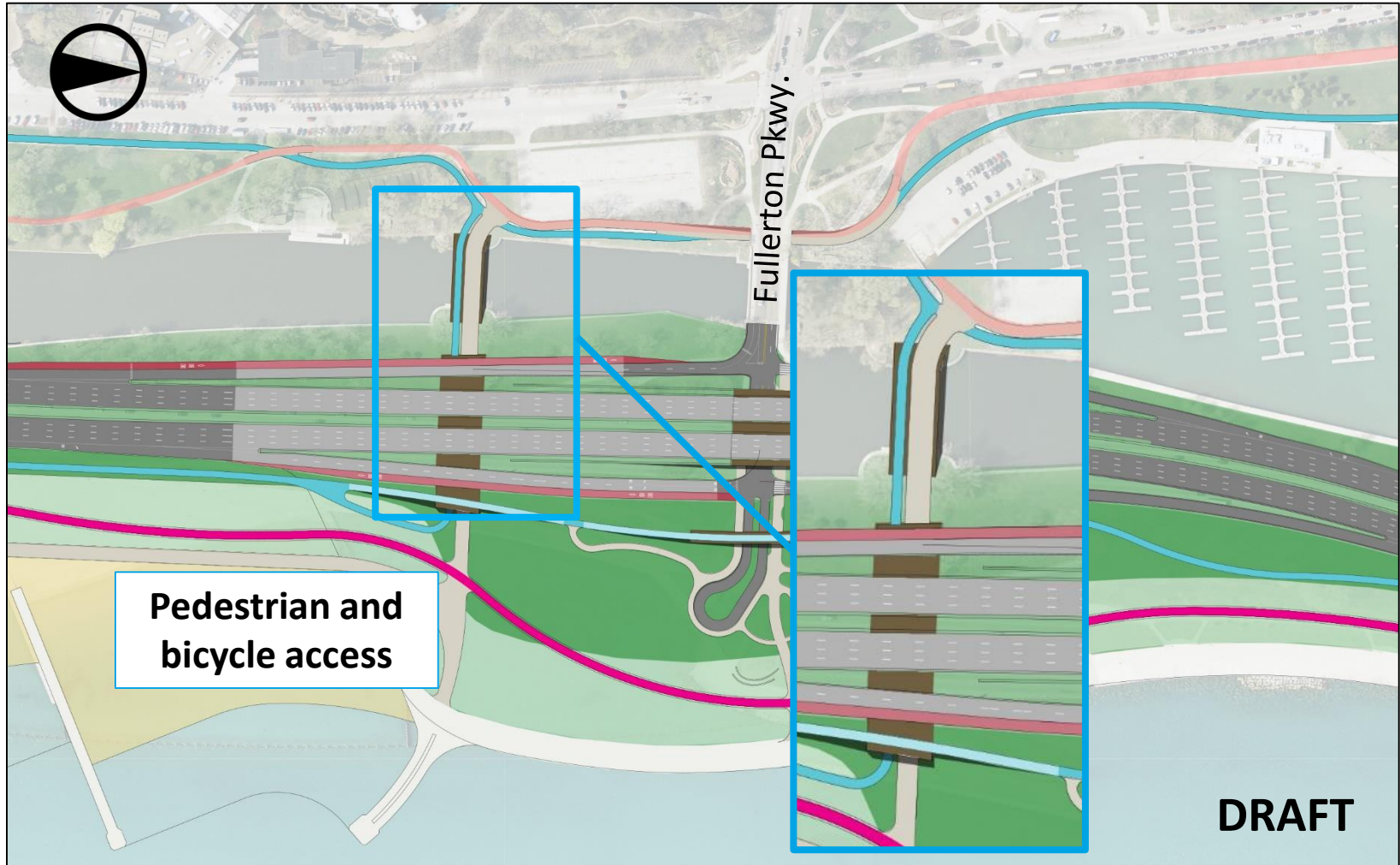
CTT Alternatives – Fullerton Parkway



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



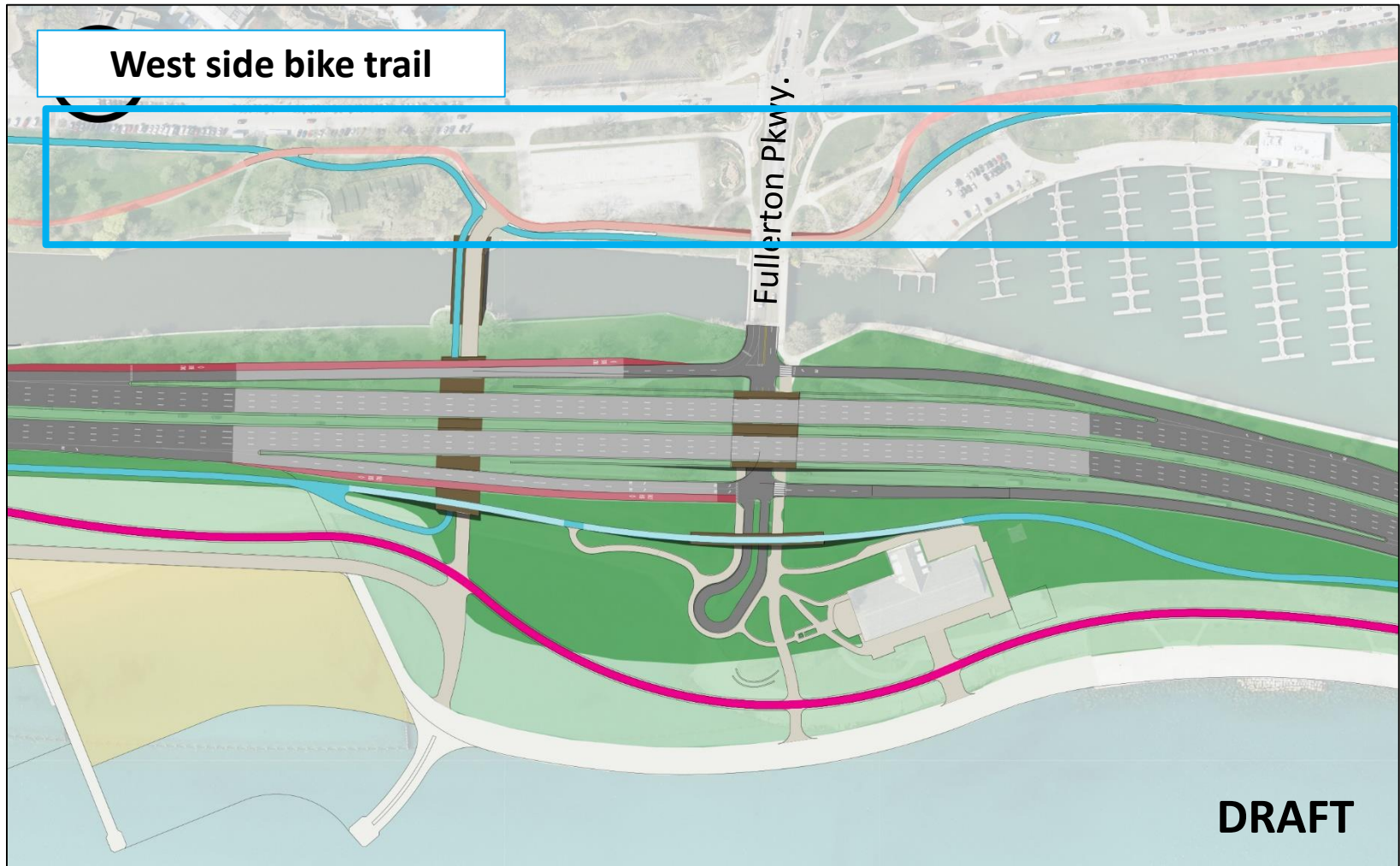
CTT Alternatives – Fullerton Parkway



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



CTT Alternatives – Fullerton Parkway



Alternative 1 – Corridor Modernization Concept with Transit Advantages

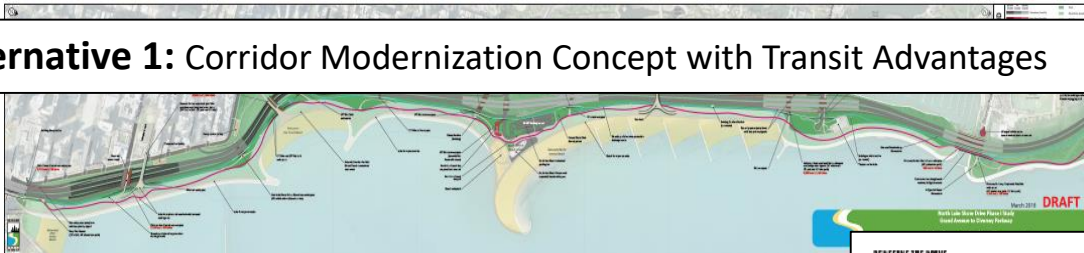




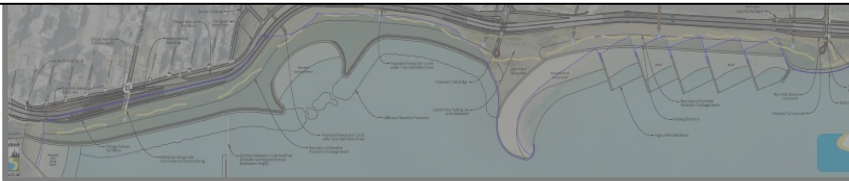
CTT Alternatives

Grand Avenue to Diversey Parkway

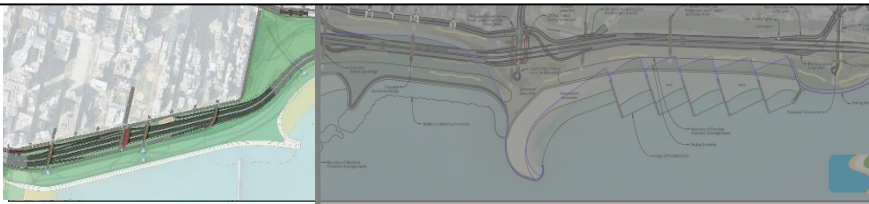
Alternative 1: Corridor Modernization Concept with Transit Advantages



Alternative 2: Compressed Roadway Concept with Transit Advantages



Alternative 3: Frontage Drive Concept with Transit Advantages



CONTEXT TAILORED TREATMENTS (CTT) ALTERNATIVES FEEDBACK

Please write your questions or comments on the Context Tailored Treatments Alternatives in the area below (please print).

- Chicago Avenue
Top Performing Alternatives: Alternative 1, Alternative 3

- Michigan Avenue
Top Performing Alternative: Alternative 1

- LaSalle Street
Top Performing Alternative: Alternative 1

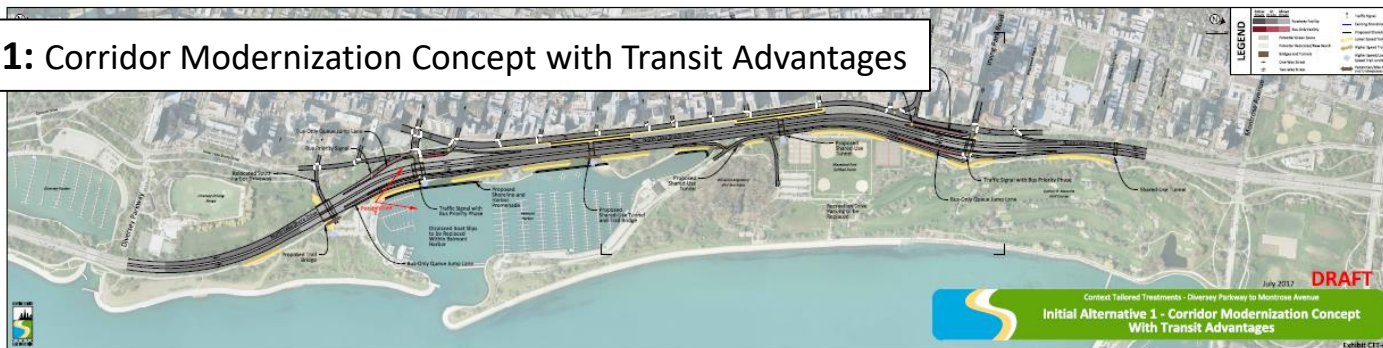




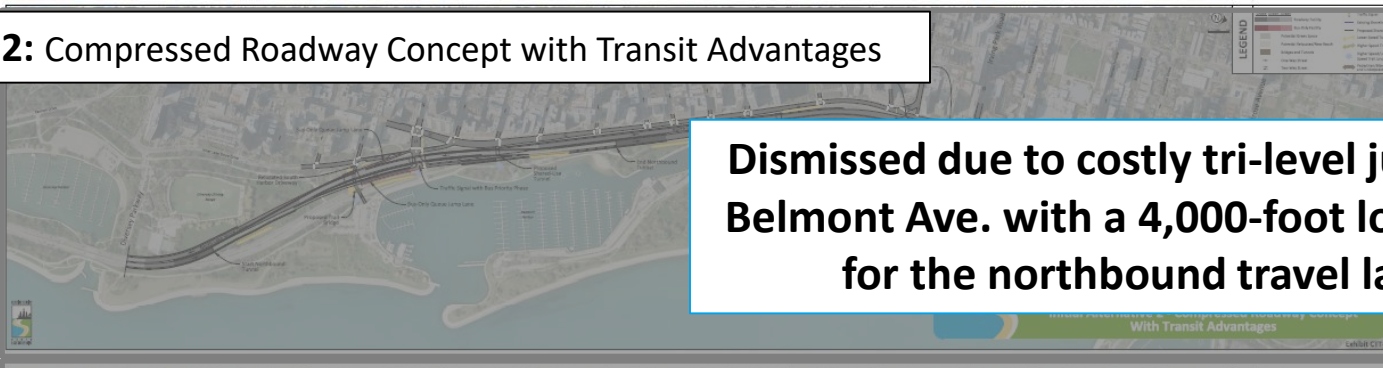
CTT Alternatives

Diversey Parkway to Montrose Avenue

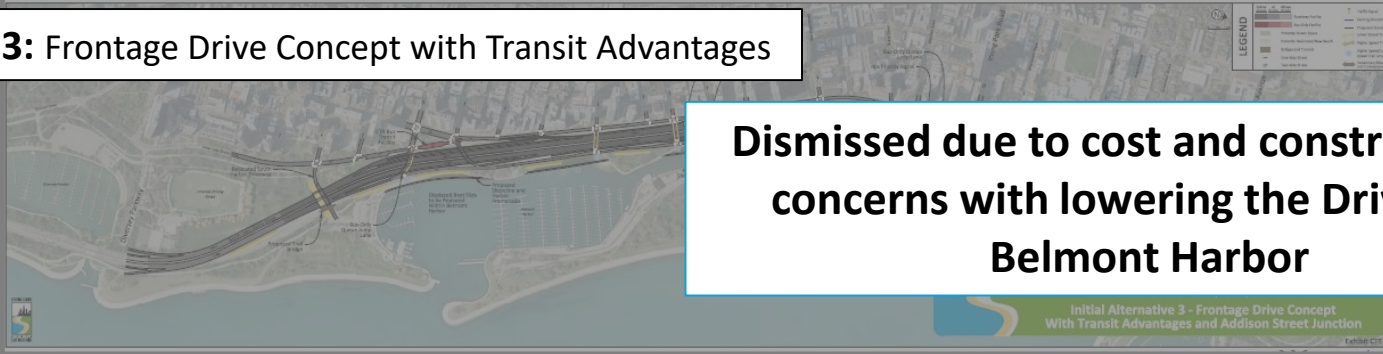
Alternative 1: Corridor Modernization Concept with Transit Advantages



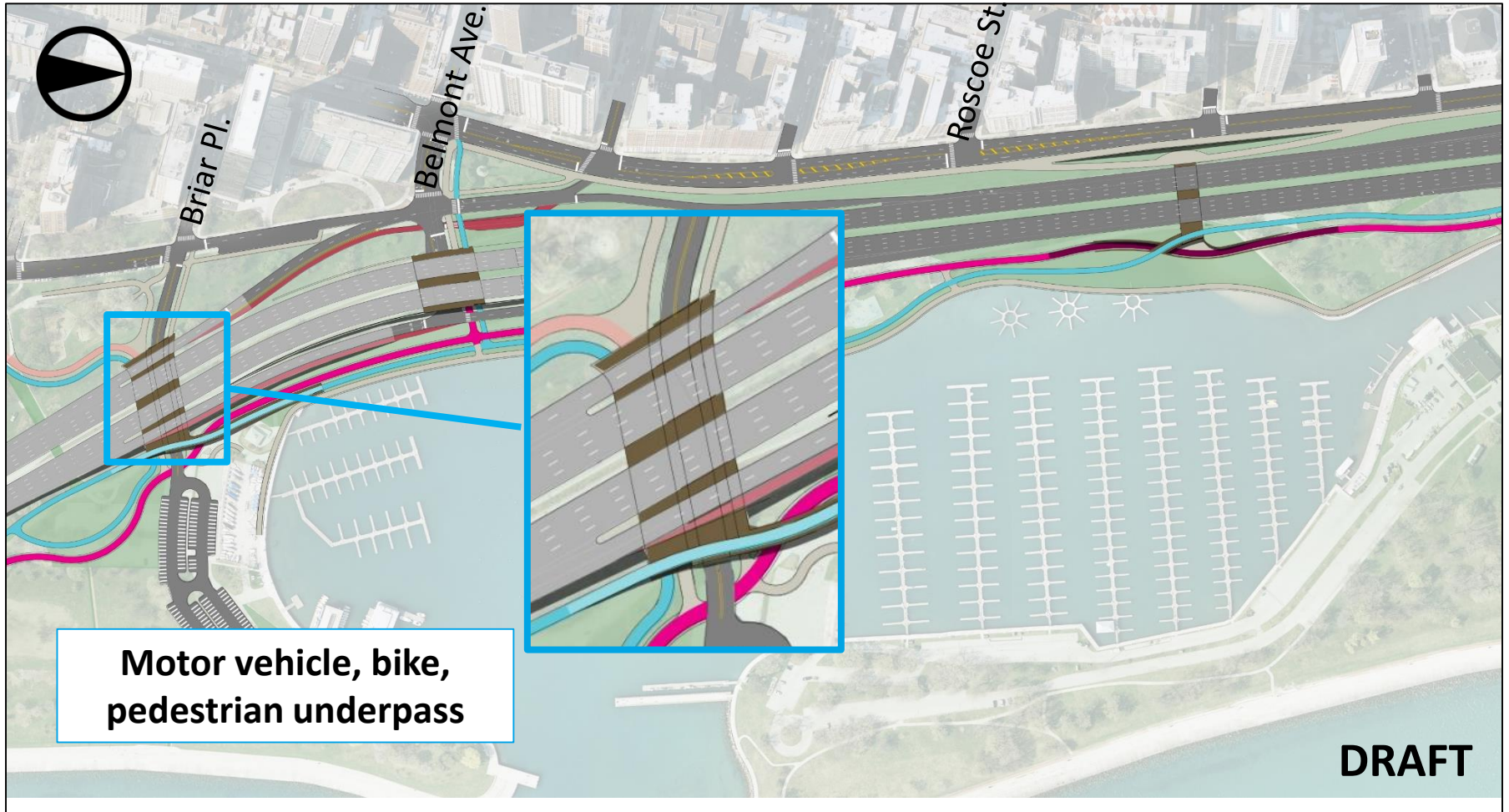
Alternative 2: Compressed Roadway Concept with Transit Advantages



Alternative 3: Frontage Drive Concept with Transit Advantages



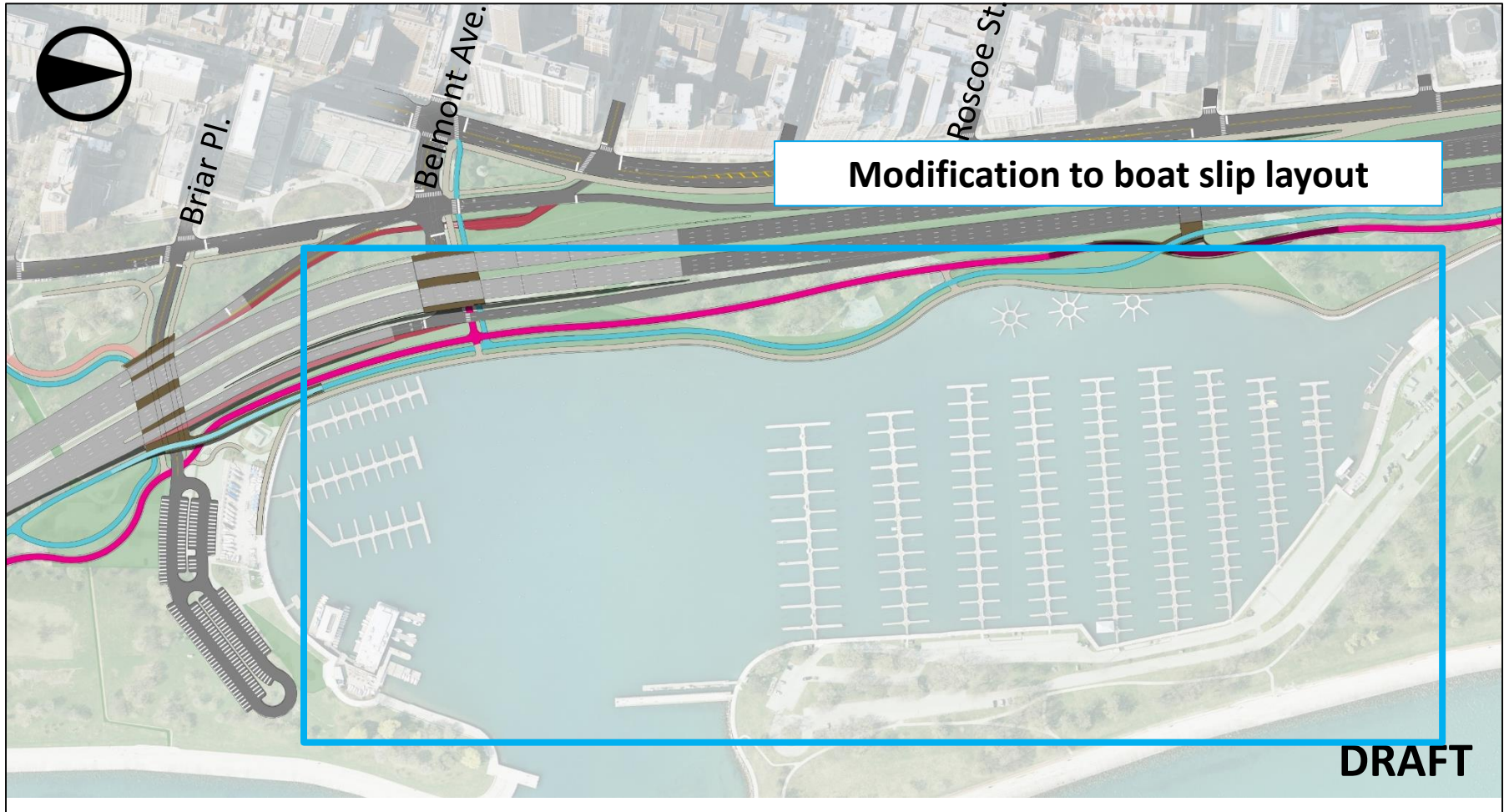
CTT Alternatives – Belmont Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



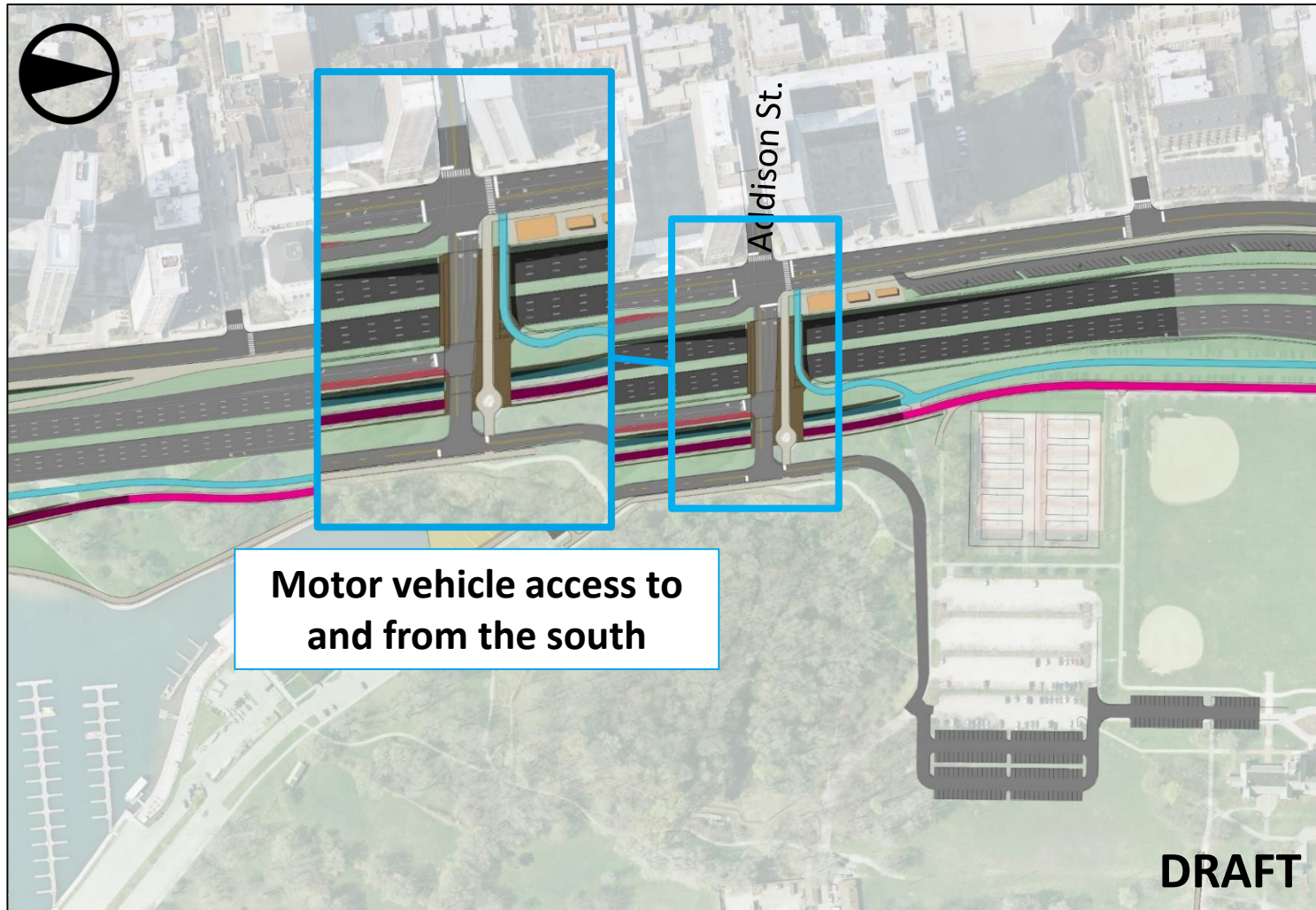
CTT Alternatives –Belmont Avenue



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



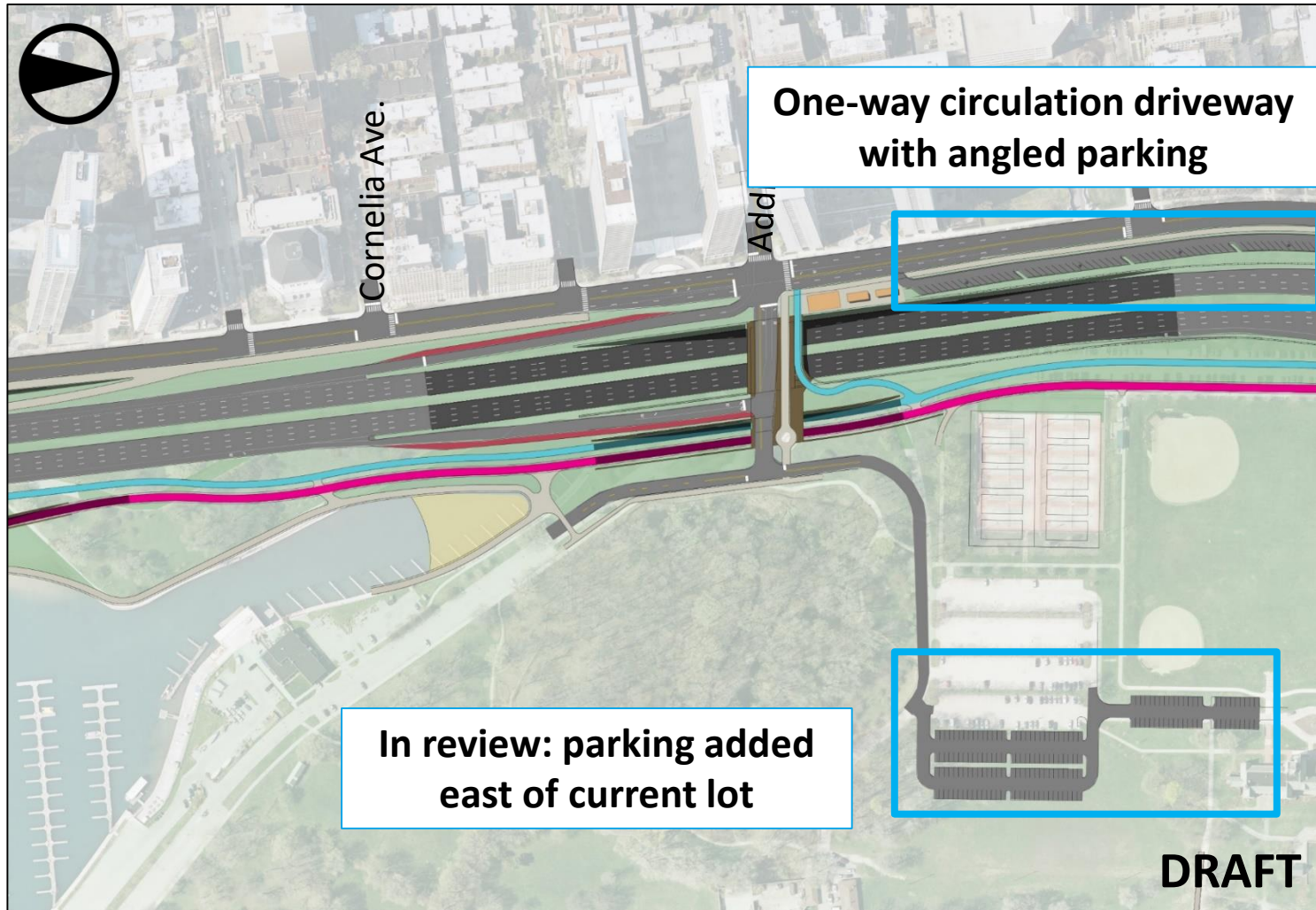
CTT Alternatives –Addison Street



Alternative 1 – Corridor Modernization Concept with Transit Advantages



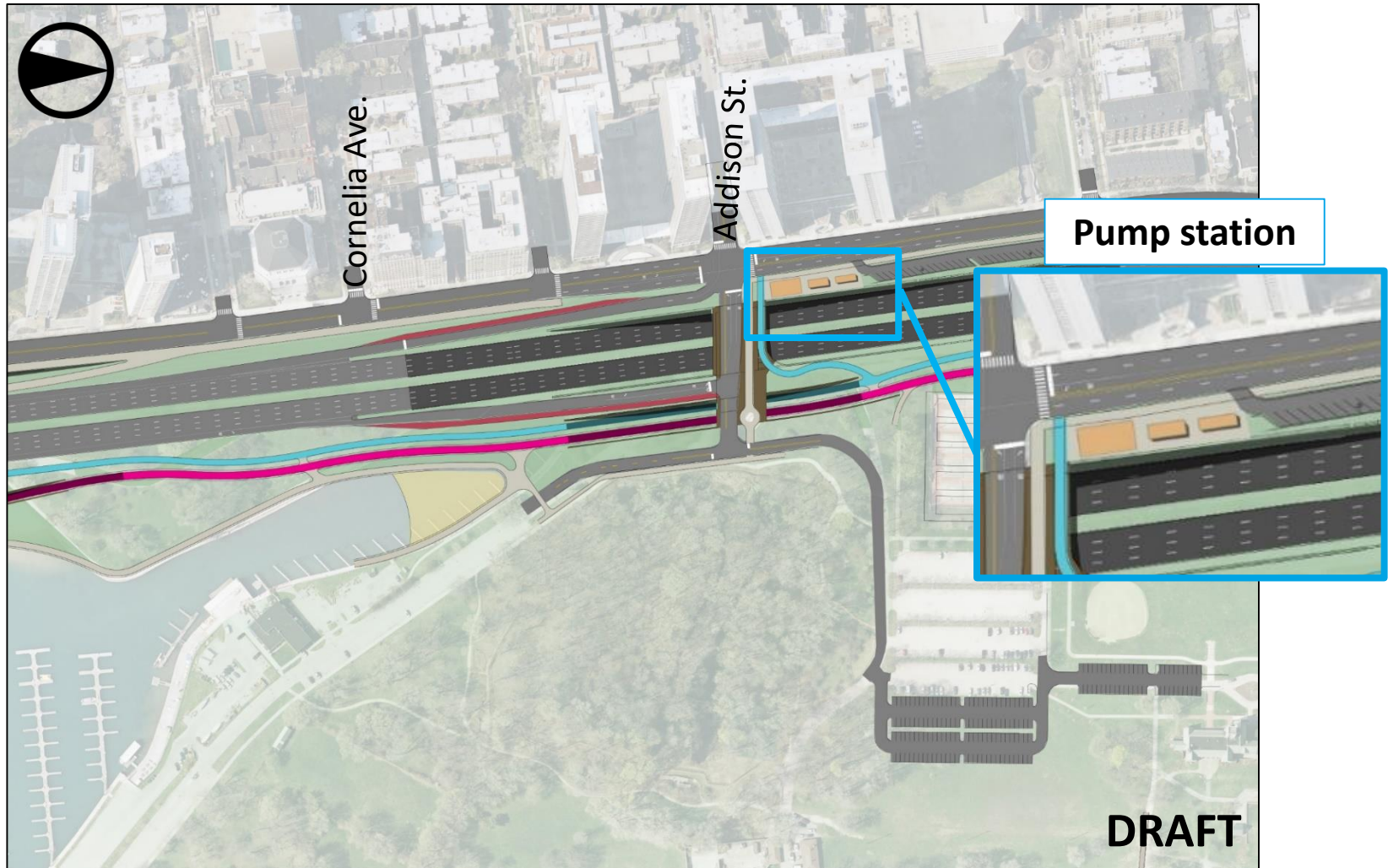
CTT Alternatives –Addison Street



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



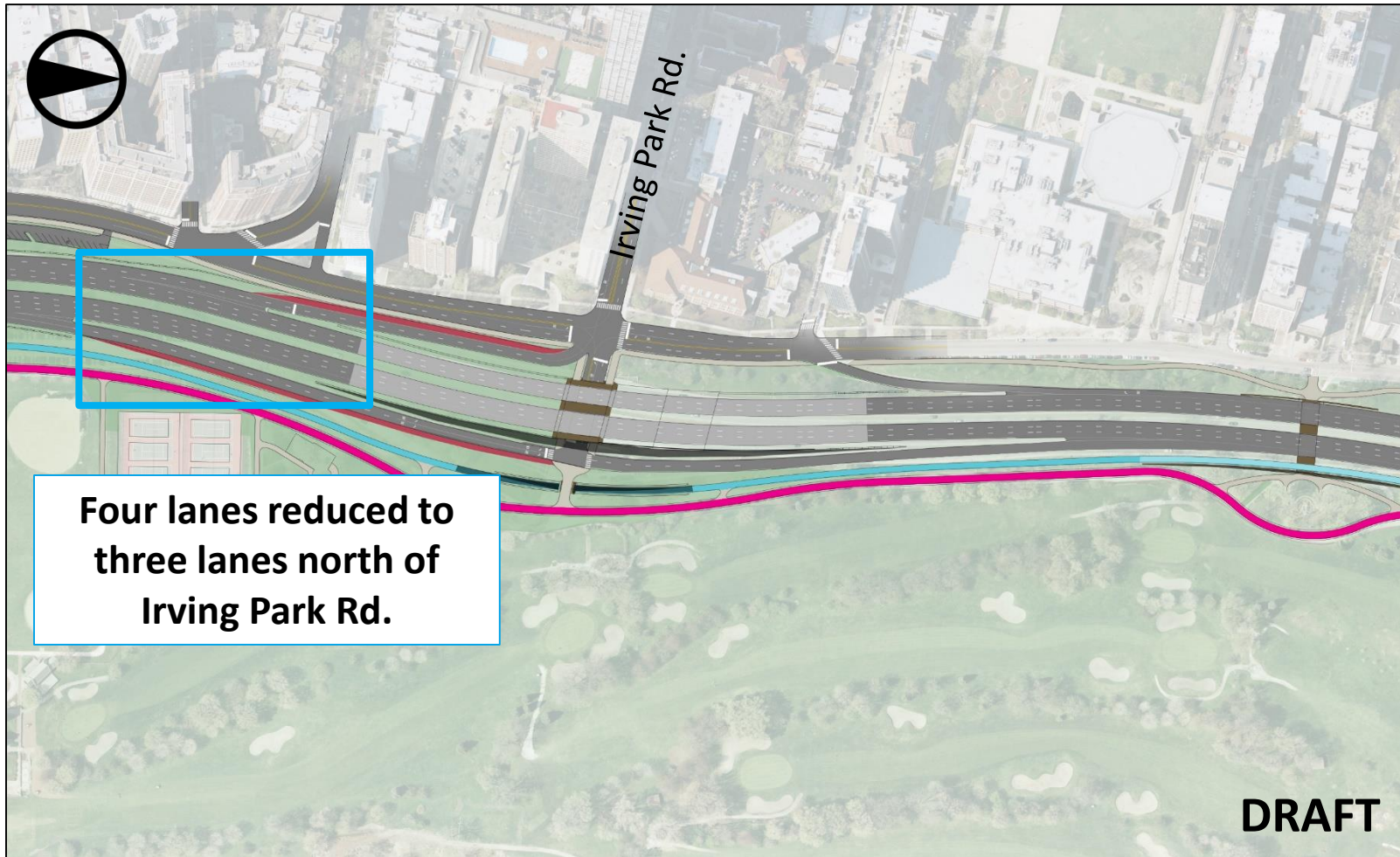
CTT Alternatives –Addison Street



Alternative 1 –
Corridor Modernization Concept with Transit Advantages



CTT Alternatives – Irving Park Road



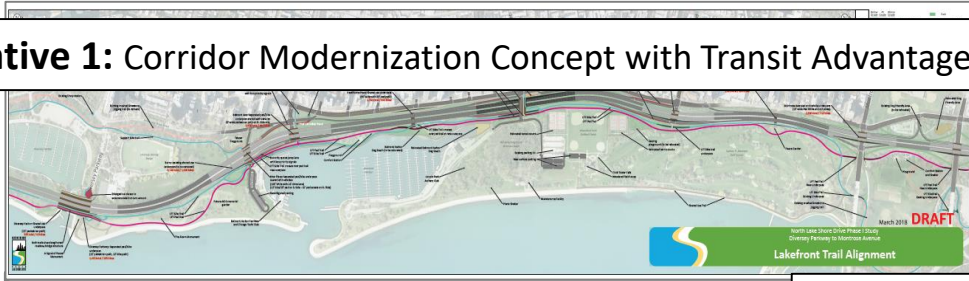
Alternative 1 –
Corridor Modernization Concept with Transit Advantages



CTT Alternatives

Diversey Parkway to Montrose Avenue

Alternative 1: Corridor Modernization Concept with Transit Advantages



Alternative 2: Compressed Roadway Concept with Transit Advantages



Alternative 3: Frontage Drive Concept with Transit Advantages



CONTEXT TAILORED TREATMENTS (CTT) ALTERNATIVES FEEDBACK

Please write your questions or comments on the Context Tailored Treatments Alternatives in the area below (please print).

- Chicago Avenue
Top Performing Alternatives: Alternative 1, Alternative 3

- Michigan Avenue
Top Performing Alternative: Alternative 1

- LaSalle Street
Top Performing Alternative: Alternative 1





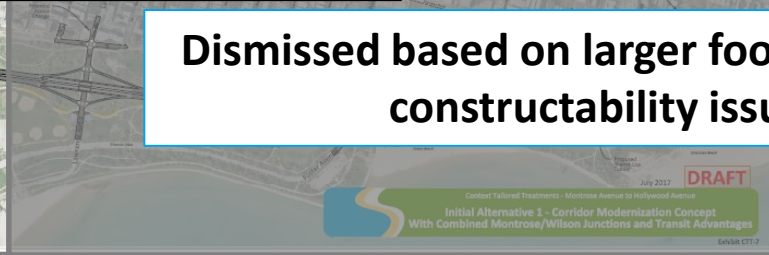
CTT Alternatives

Montrose Avenue to Hollywood Avenue

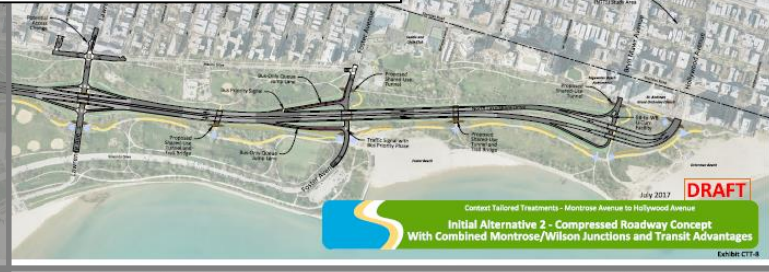
Alternative 1: Corridor Modernization Concept with Transit Advantages



Dismissed based on larger footprint and/or constructability issues



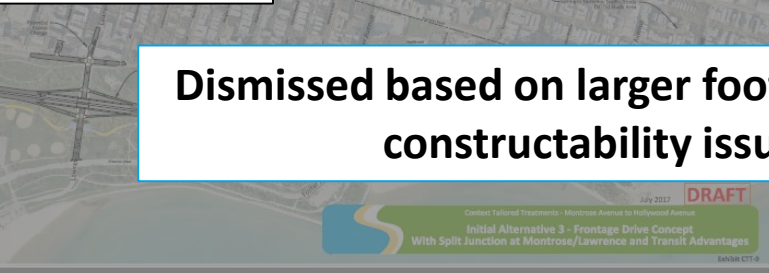
Alternative 2: Compressed Roadway Concept with Transit Advantages



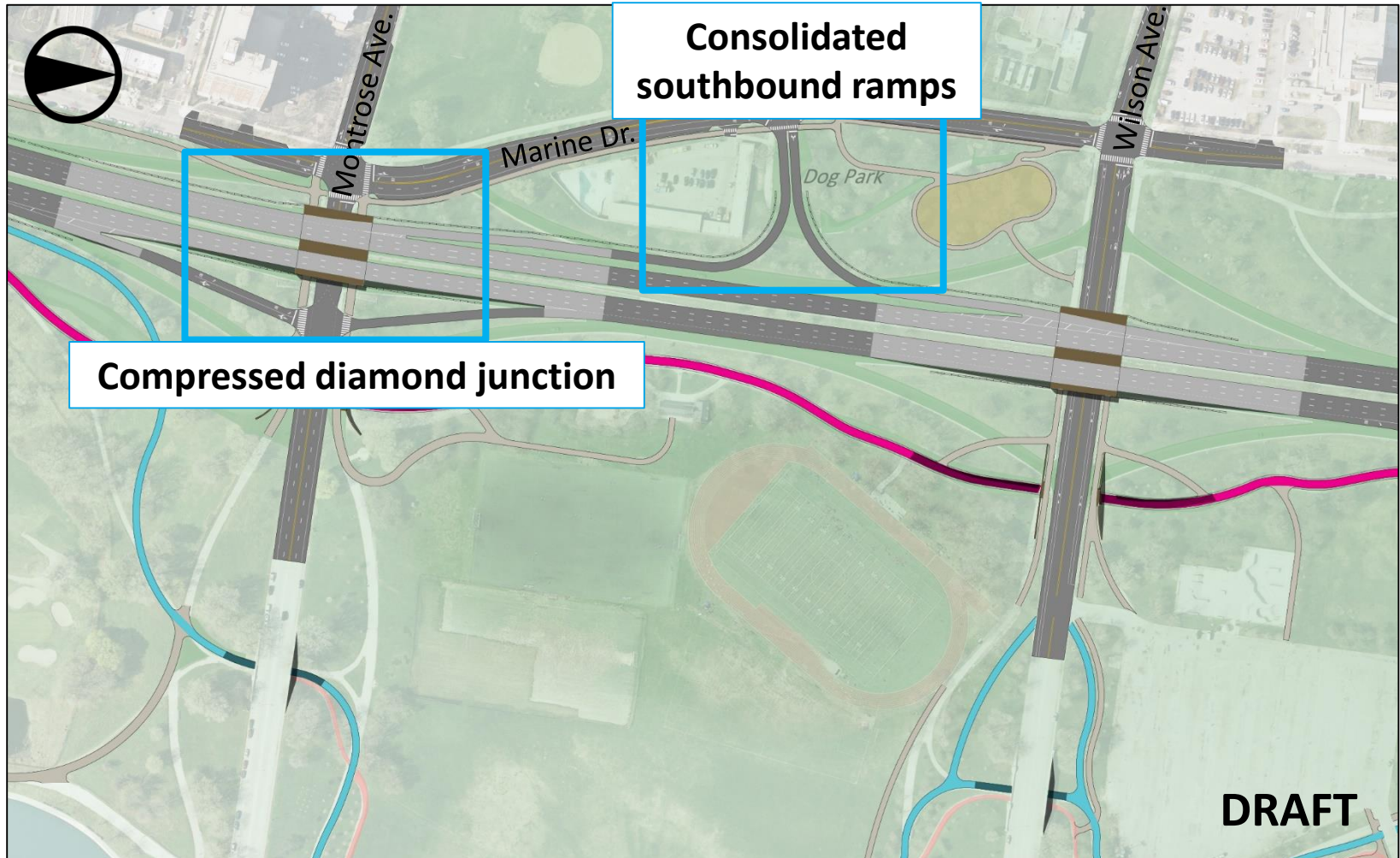
Alternative 3: Frontage Drive Concept with Transit Advantages



Dismissed based on larger footprint and/or constructability issues

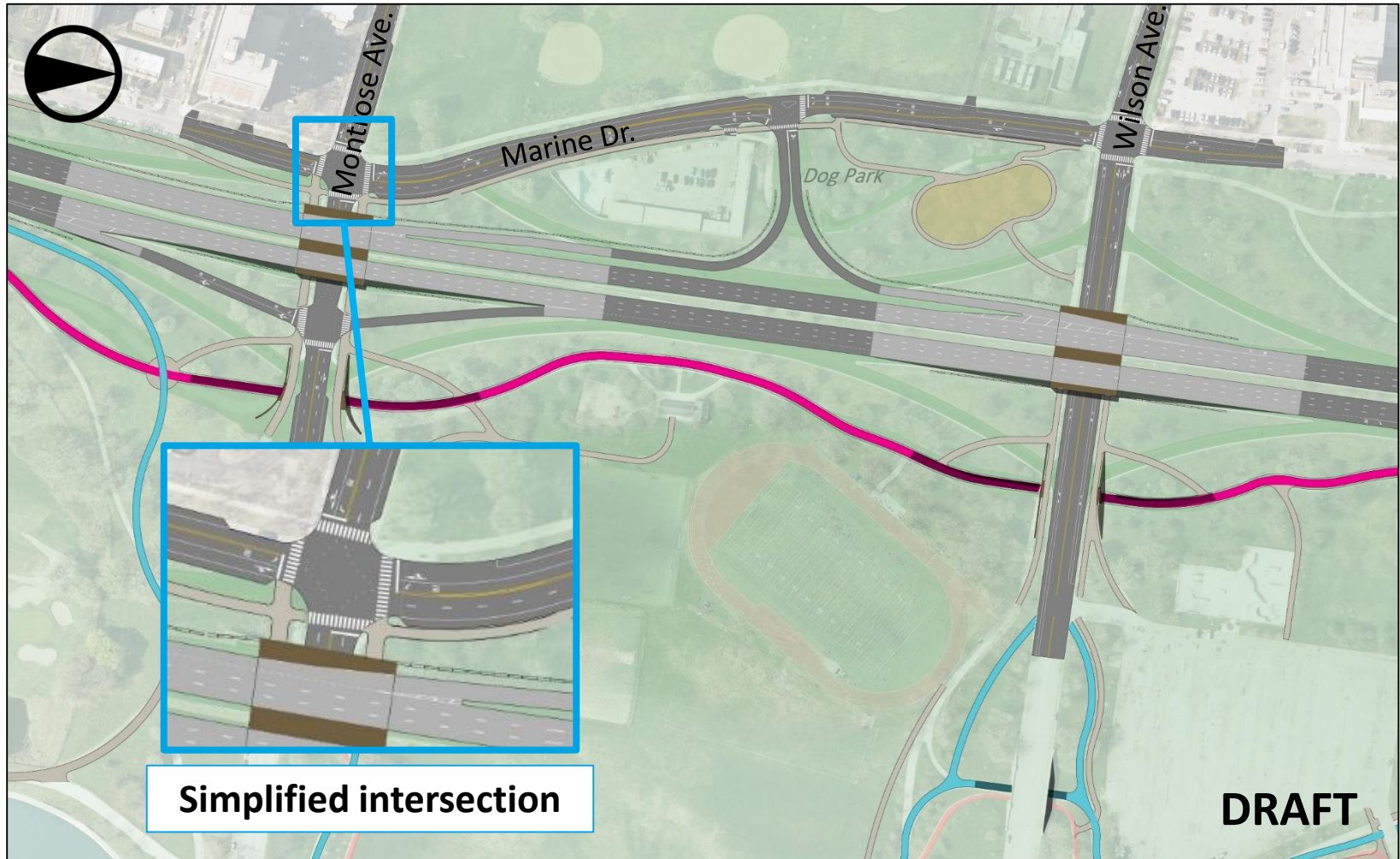


CTT Alternatives – Montrose Avenue/Wilson Avenue



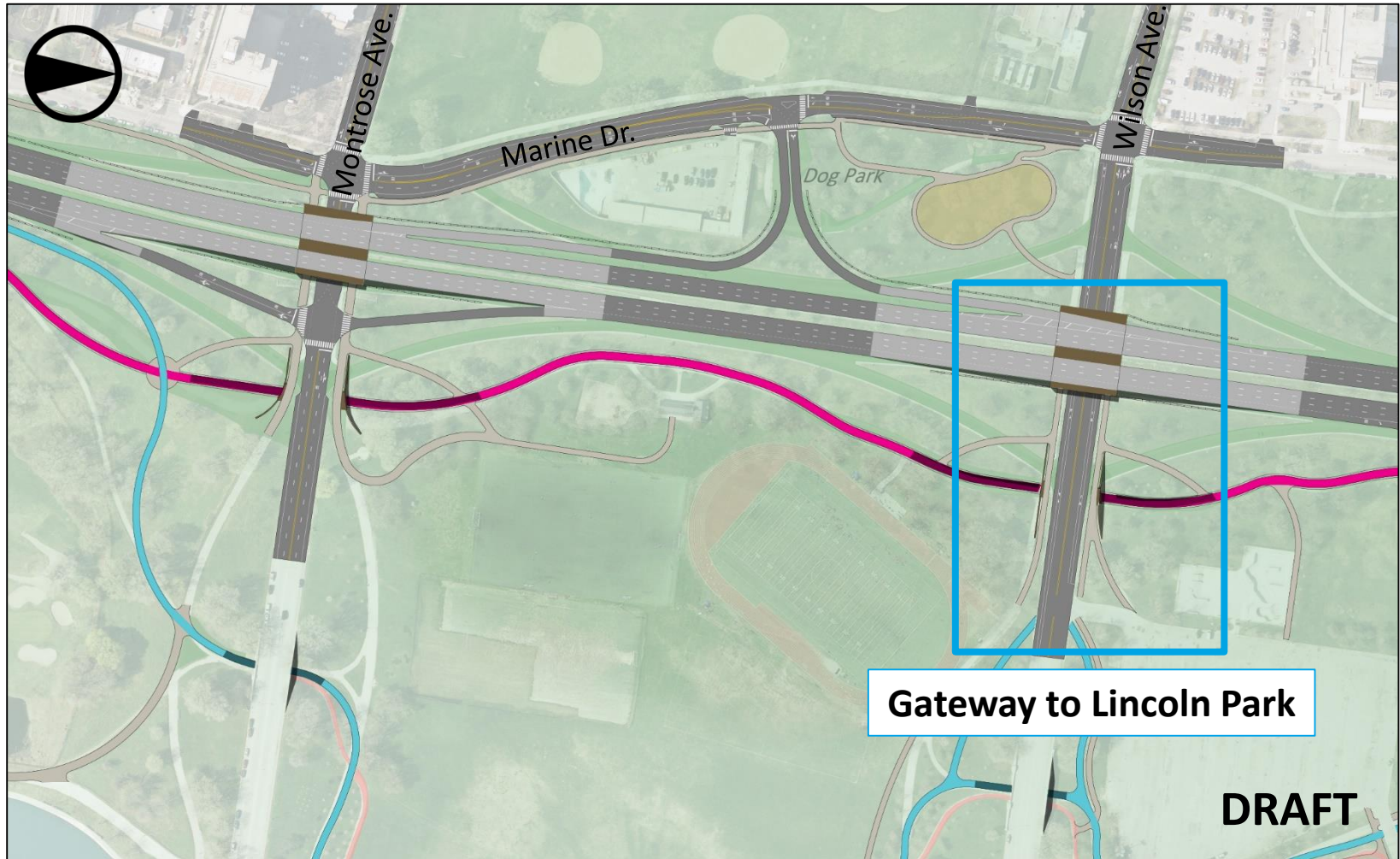
Alternative 1 – Corridor Modernization Concept with Transit Advantages

CTT Alternatives – Montrose Avenue/Wilson Avenue



Alternative 1 – Corridor Modernization Concept with Transit Advantages

CTT Alternatives – Montrose Avenue/Wilson Avenue



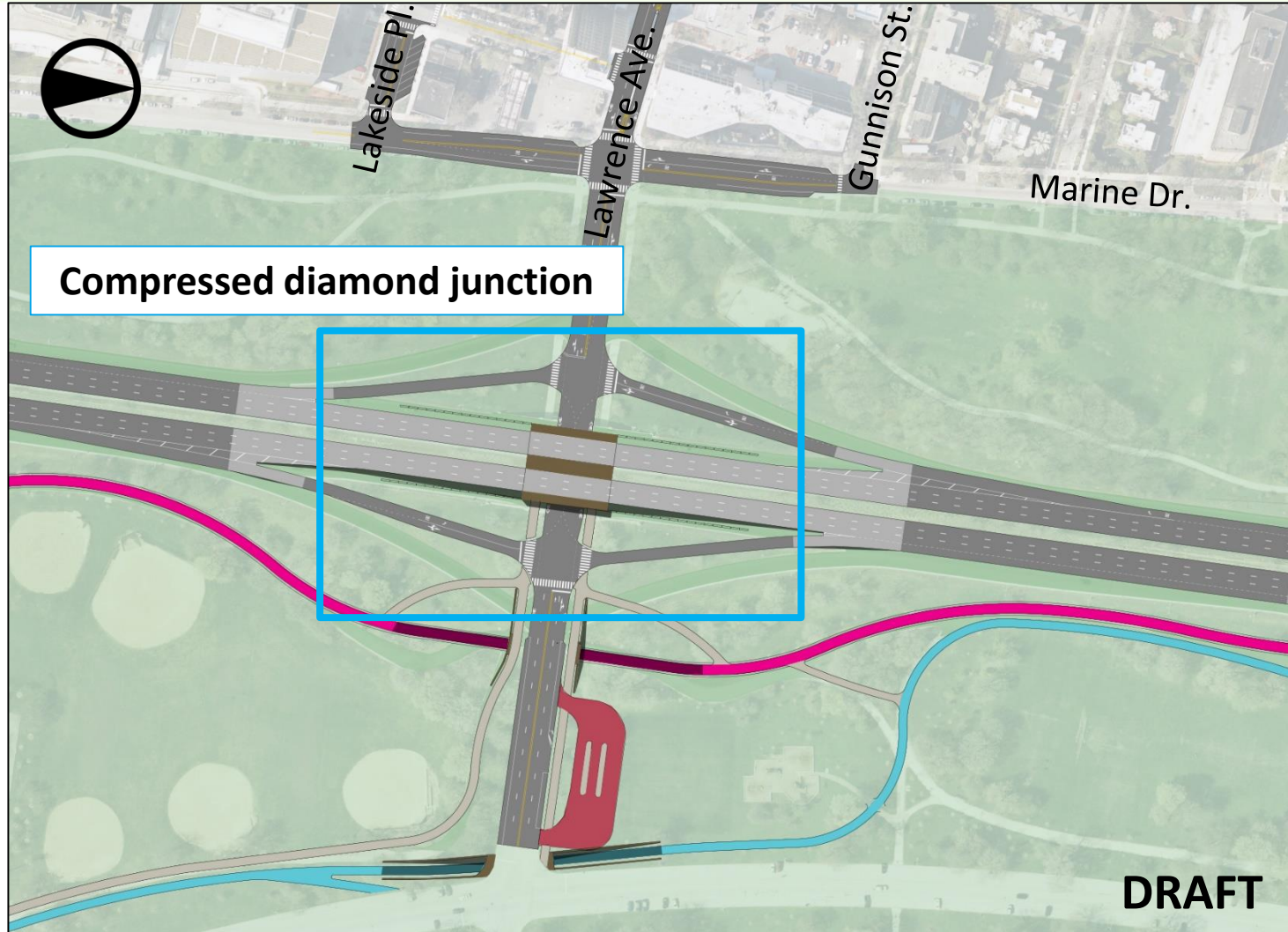
Gateway to Lincoln Park

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Alternative 1 –
Corridor Modernization Concept with Transit Advantages

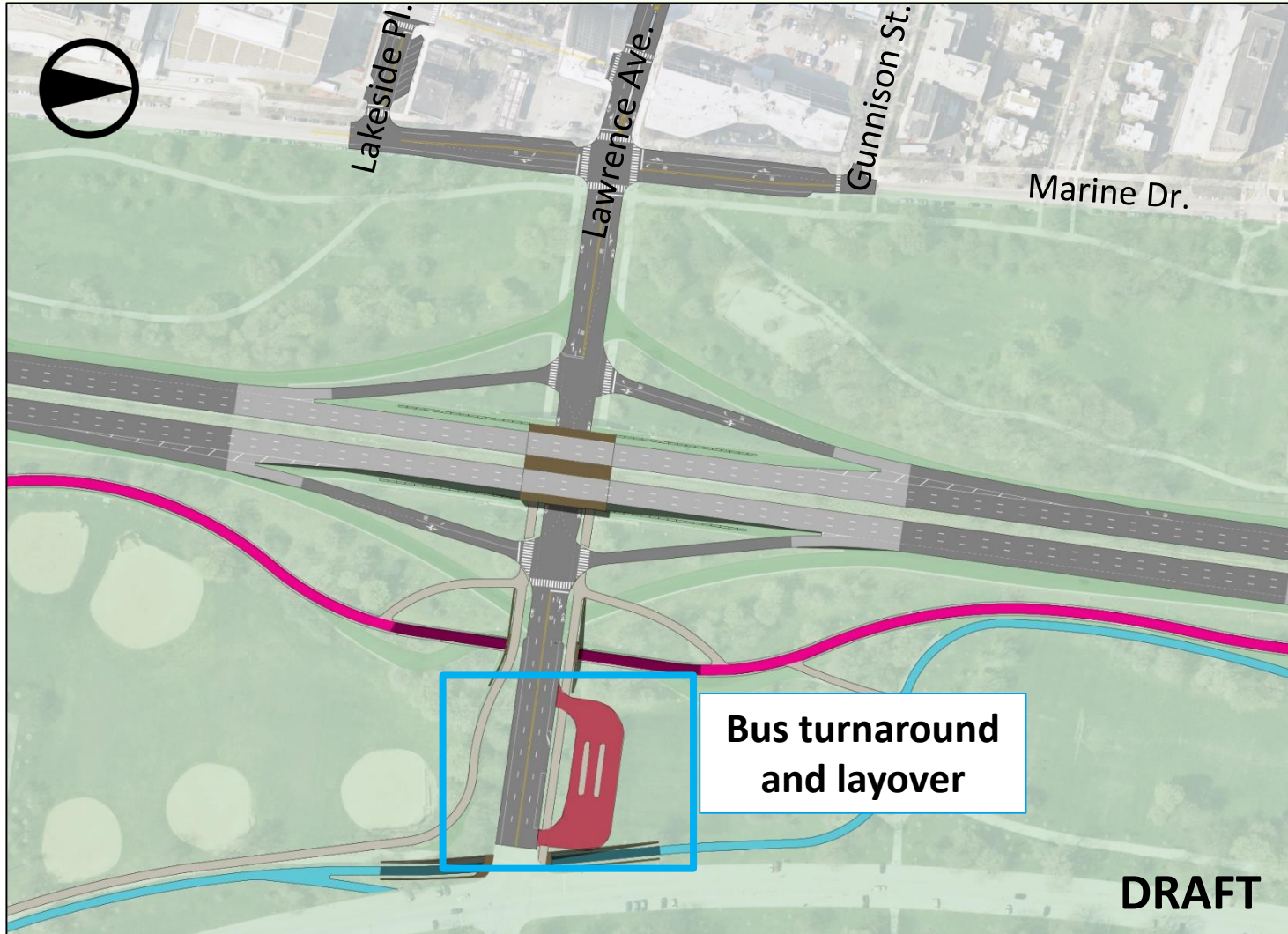
CTT Alternatives – Lawrence Avenue



Alternative 2 –
Compressed Roadway Concept with Transit Advantages



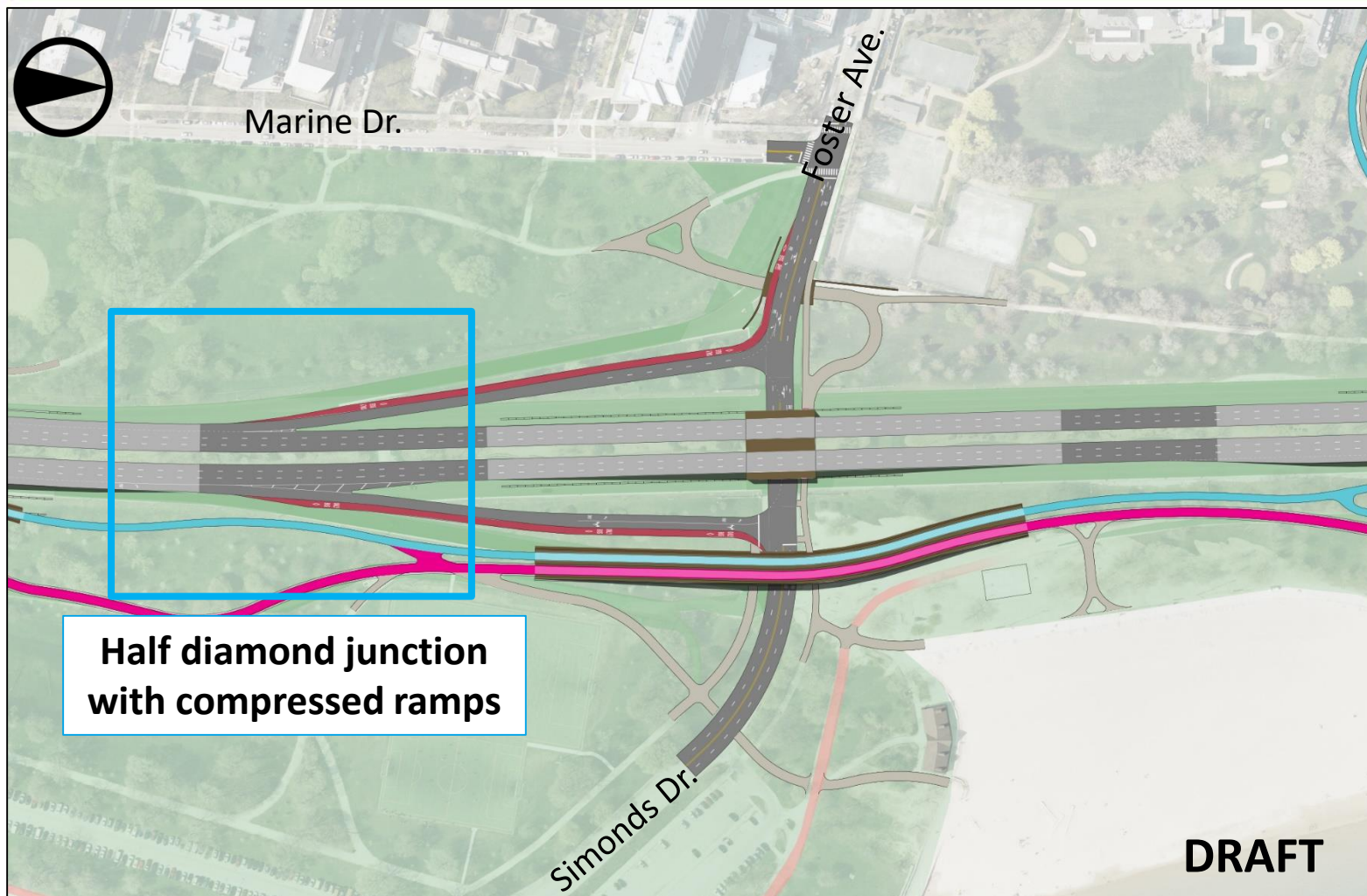
CTT Alternatives – Lawrence Avenue



Alternative 2 –
Compressed Roadway Concept with Transit Advantages



CTT Alternatives – Foster Avenue

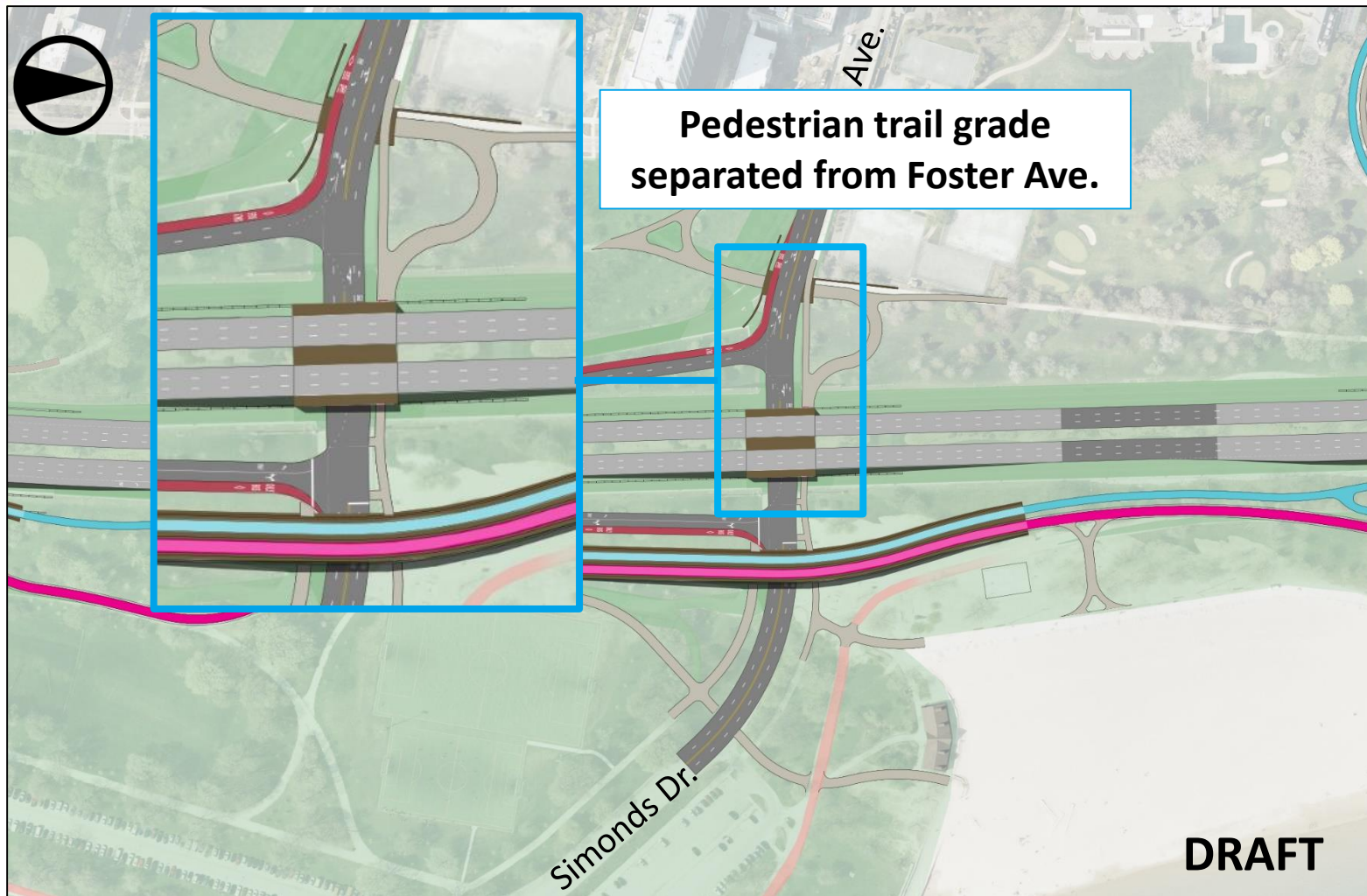


Alternative 2A

Compressed Roadway Concept with Transit Advantages



CTT Alternatives – Foster Avenue

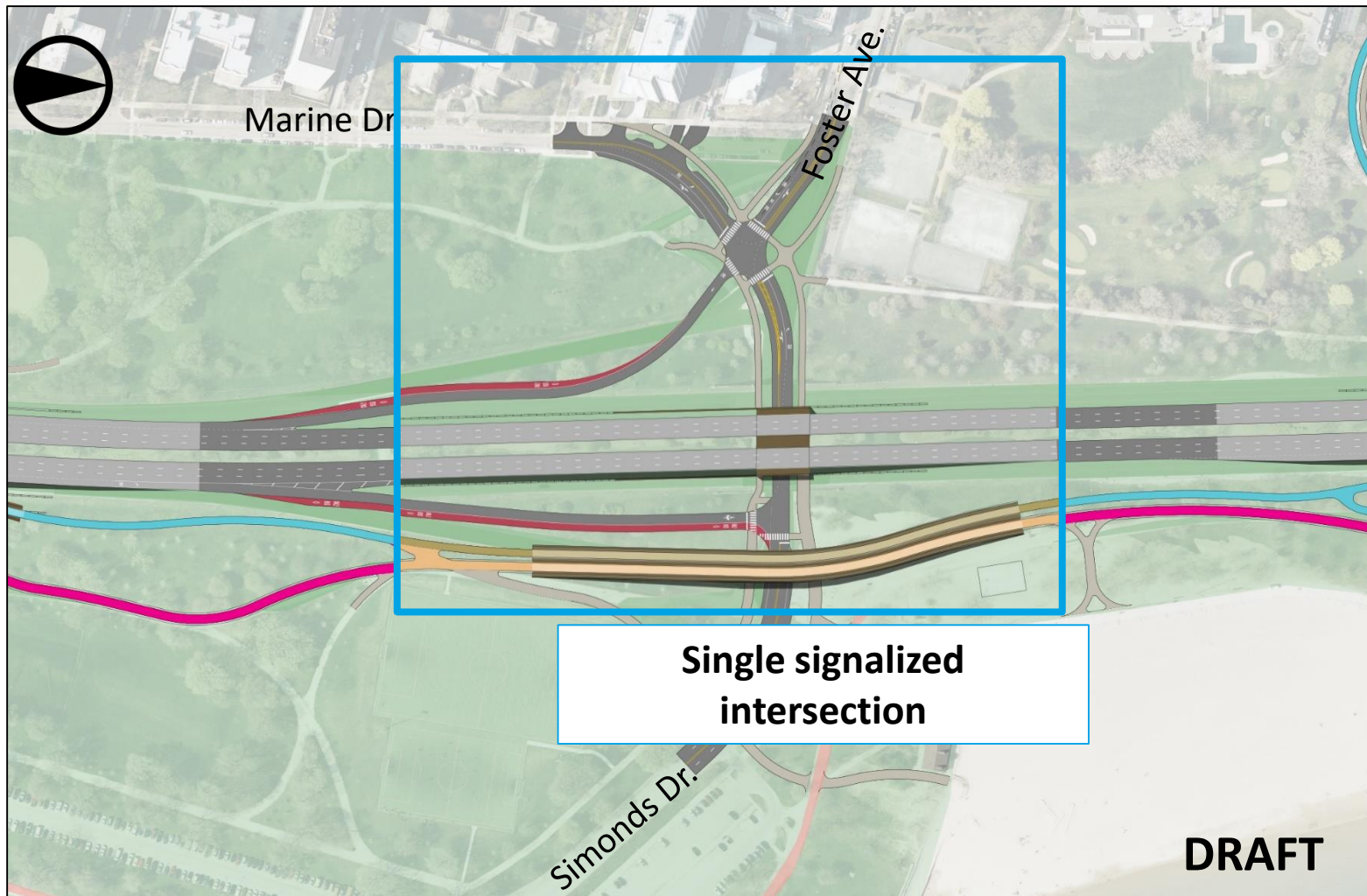


Alternative 2A

Compressed Roadway Concept with Transit Advantages



CTT Alternatives – Foster Avenue

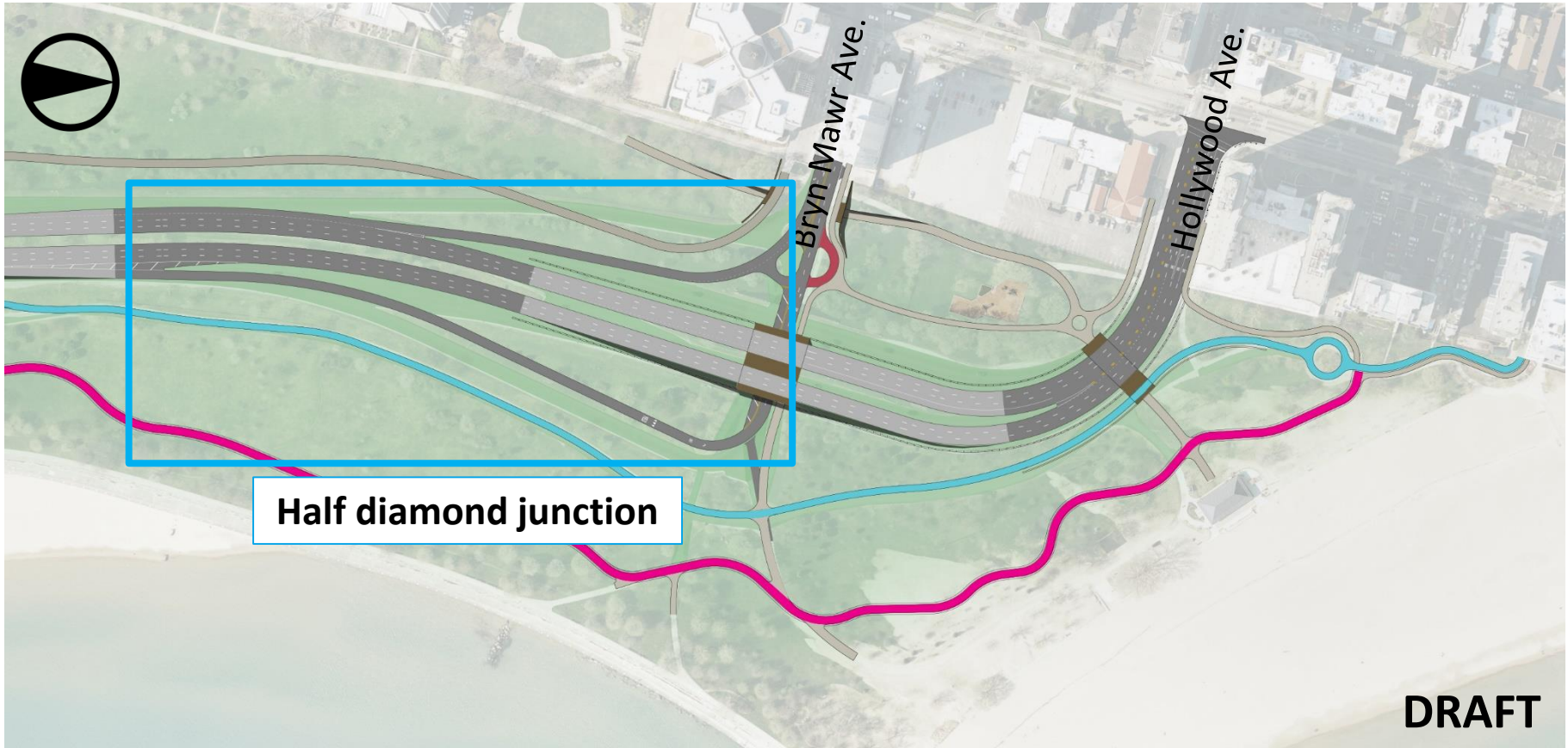


Alternative 2B

Compressed Roadway Concept with Transit Advantages and Realigned Marine/Foster Intersection



CTT Alternatives – Bryn Mawr/Hollywood

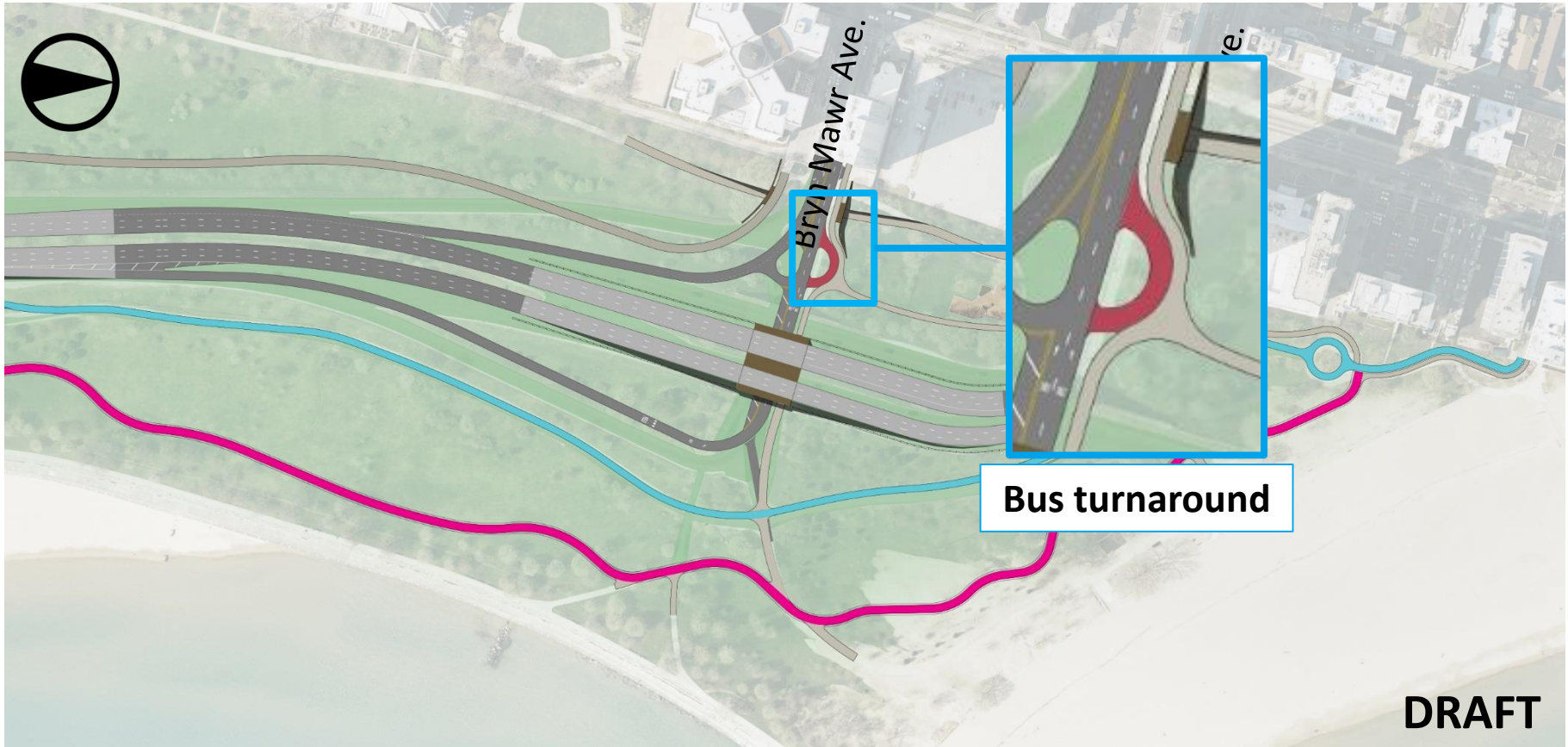


Alternative 2

Compressed Roadway Concept with Transit Advantages



CTT Alternatives – Bryn Mawr/Hollywood



Alternative 2

Compressed Roadway Concept with Transit Advantages





CTT Alternatives

Montrose Avenue to Hollywood Avenue

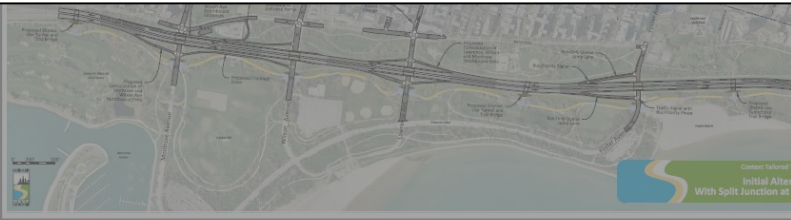
Alternative 1: Corridor Modernization Concept with Transit Advantages



Alternative 2: Compressed Roadway Concept with Transit Advantages



Alternative 3: Frontage Drive Concept with Transit Advantages



CONTEXT TAILORED TREATMENTS (CTT) ALTERNATIVES FEEDBACK

Please write your questions or comments on the Context Tailored Treatments Alternatives in the area below (please print).

- **Chicago Avenue**
Top Performing Alternatives: Alternative 1, Alternative 3

- **Michigan Avenue**
Top Performing Alternative: Alternative 1

- **LaSalle Street**
Top Performing Alternative: Alternative 1

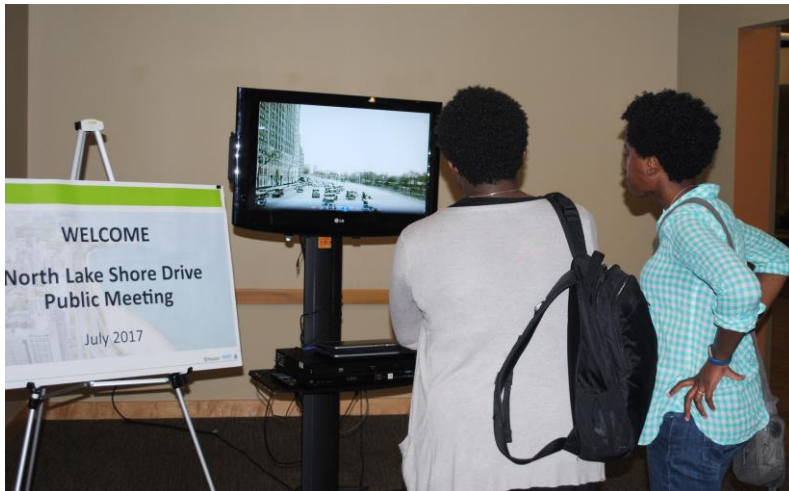


Context Tailored Treatments (CTT)

Feedback Summary

NLSD Phase I Study Next Steps

- Incorporate feedback and finalize one CTT top performing alternative
 - Provide feedback by Monday, March 26
- Task Force #9: Spring/Summer 2018
 - Review Transitways and Managed Lanes Level 2 (Part A) Screening Results





North Lake Shore Drive

www.northlakeshoredrive.org

Thank You

