

# STATION 9

# USER VIGNETTES

NORTH DUSABLE LAKE SHORE DRIVE (NDLSD) PHASE I STUDY



# Meet George

George lives near Banks  
at Inner Lake Shore Drive in the  
Near North neighborhood.

LIVES IN:  
**Near North**

TRAVELS  
BY:  
**Foot**

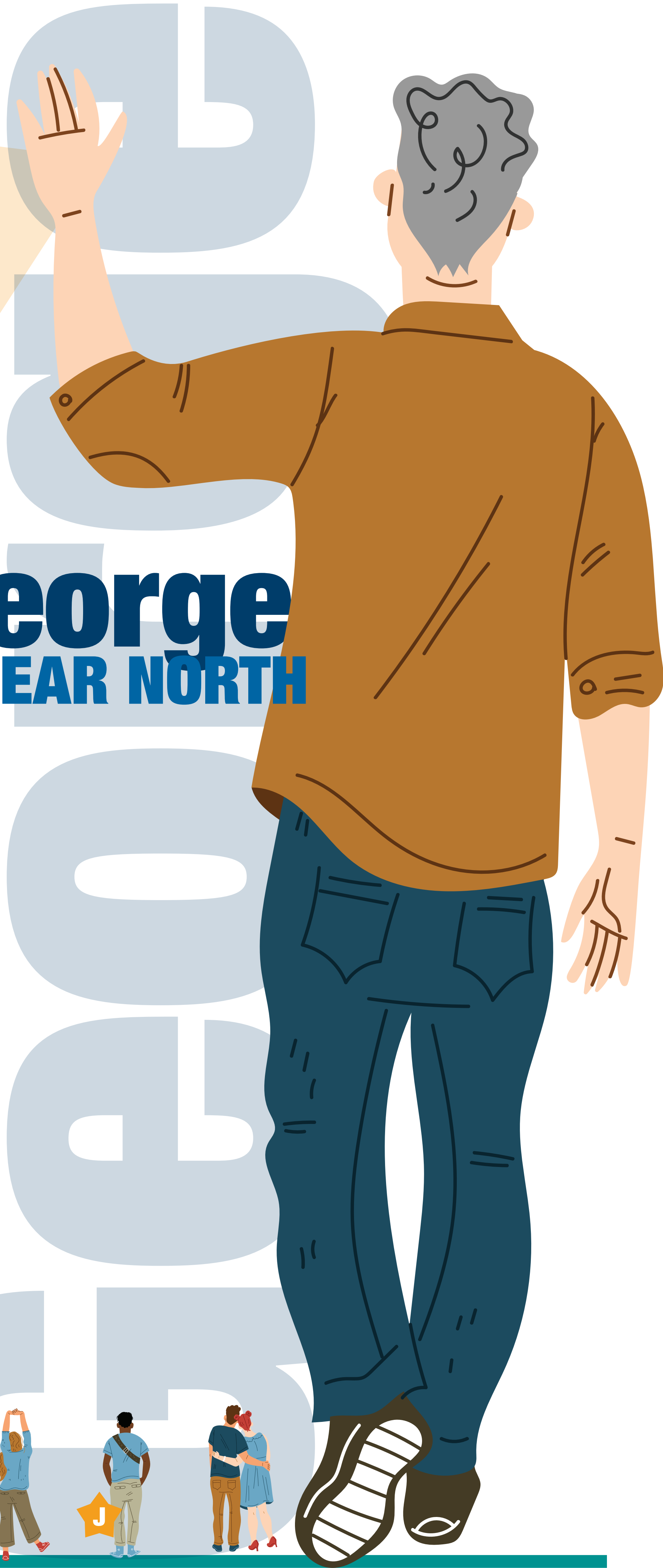
TRAVELS TO:  
**The lakefront with  
his grandchildren**



**TODAY:** He walks 5 to 10 minutes to the underpass at Division Street or North Avenue to access the lakefront. When with his grandchildren, he must use the North underpass because the ramp at Division is not ADA-compliant and uncomfortable for him while pushing the stroller. He has to forego his walks after major rain events due to flooding in the underpasses.



**George  
NEAR NORTH**



TRAVEL TIME:  
**Decreased from 5-10 minutes  
to 2 minutes with new  
shared use underpass at Banks!**

TRAVEL EXPERIENCE:  
**Safer and more enjoyable**

**WITH IMPROVEMENTS:** The Banks underpass has wide, ADA-compliant ramps providing easy stroller access as well as modern drainage systems to reduce the likelihood of flooding. A new pedestrian and bicycle bridge at Division offers a beautiful view of the city. At the lakefront, he also enjoys new green space and shade trees, offering a respite from summertime heat.



George lives near Banks at Inner Lake Shore Drive in the Near North neighborhood. He often takes his morning walks along the lakefront or brings his grandchildren in their stroller to the lakefront. Today, he has to walk 5 to 10 minutes along Inner Lake Shore Drive to either the underpass at Division Street or at North Avenue to access the lakefront. When he is walking with his grandchildren, he must use the North Avenue underpass because the underpass ramp at Division Street is not ADA-compliant and uncomfortable for him while pushing the stroller. He has to forego his walks after major rain events

due to flooding in the underpasses. When he walks along the lakefront between Grand Ave and North Ave, the views are terrific, but the landscape is often harsh—mostly concrete with few shade trees and little or no green space.

With the proposed improvements, George will be able to walk only one block north or south to access a new shared use underpass at Banks (2 minute walk). Crossing Inner Lake Shore Drive is also easier and safer. Improved intersection designs reduce vehicle speeds and provide higher visibility and shorter crossing distances. The underpass will have

wide, ADA-compliant ramps providing easy stroller access as well as modern, high-capacity drainage systems to reduce the likelihood of flooding. It also has improved visibility and lighting due to its increased width. Additionally, A new pedestrian and bicycle bridge at Division Street will also offer him and his walking companions a beautiful view of the lakefront and city.

When he reaches the lakefront, he will also enjoy new green space and shade trees, offering a respite from summertime heat and spaces for people of all ages to relax and enjoy.

# Meet Julia

She lives on Melrose, between Broadway and Inner Lake Shore Drive, in the Lakeview neighborhood.

LIVES IN:  
**Lakeview**

TRAVELS BY:  
**Bus**

She takes the 135 bus every weekday to work in the Loop



TRAVELS TO:  
**Work in the Loop every weekday**



**TODAY:** Her commute usually takes 35-40 minutes, but she allocates 50 minutes due to unpredictable traffic while getting onto and while on the Outer Drive.

COMMUTE TIME:  
**Decreased from 35-50 minutes to reliably 35 minutes!**

With the improvements, her commute time is reliably 35 minutes, saving her up to 30 minutes each day!

COMMUTE EXPERIENCE:  
**More Enjoyable**

WITH IMPROVEMENTS: Her walk to and wait at the bus stop is more enjoyable too, since there is no longer car traffic on the eastside of the Sheridan Triangle (only buses and bicycles), and there are more spacious sidewalks!

**Julia LAKEVIEW**



Julia lives on Melrose, between Broadway and Inner Lake Shore Drive, in the Lakeview neighborhood. She does not own a car and relies on public transit to get around the city. Her home is close to multiple buses and the L. She works downtown on LaSalle Street and will often take the 135 bus to and from work at the Belmont / Lake Shore Drive bus stop. If it's a nice day, she may even walk to the Belmont L Station. Her commute to work usually takes 35-40 minutes, but she allocates 50 minutes due to unpredictable traffic on the Outer Drive, especially at the Chicago Ave stoplight and the Oak Street Curve.

With the proposed improvements, Julia's commute on the 135 will reliably take 35 minutes due to reduced risk of delay along Outer Drive when the Chicago Ave stoplight is eliminated and the Oak Street curve is smoothed. Her walk to the bus stop will be improved as well. By reconfiguring traffic at the Sheridan Park Triangle, there will no longer be car traffic on the east side of the triangle, just a bus lane and paths for people walking and bicycling. Together with more spacious sidewalks, Julia feels safer and more comfortable walking to and waiting at the bus stop.



# Meet James

He lives near Leland and Kenmore  
in the Uptown neighborhood.

LIVES IN:  
**Uptown**

TRAVELS  
BY:  
**Bike**

Approximately 6.6 miles  
and takes about 40 minutes



TRAVELS TO:  
**Loyola Law School,  
Downtown Campus**



His ride is approximately  
6.6 miles and takes  
about 40 minutes.

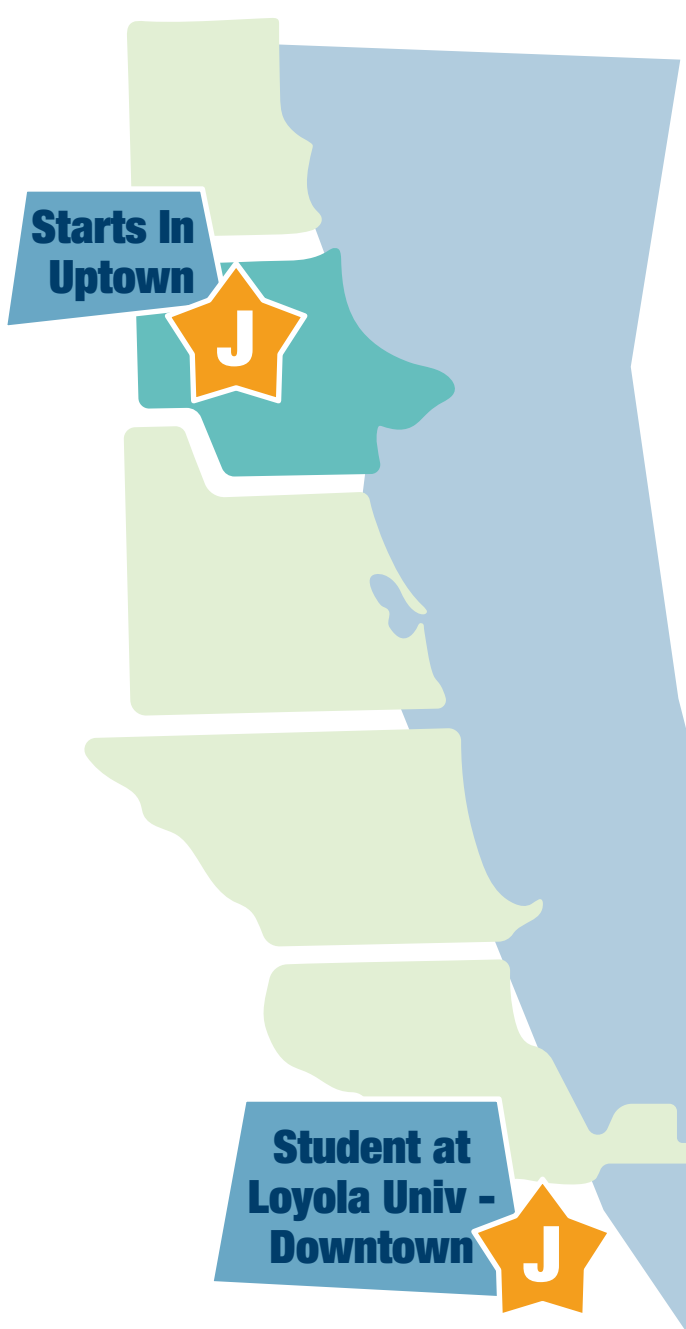
TRAVEL TIME:  
**Decreased from 40 minutes  
to 34-35 minutes!**

The improvements save James 10-12 minutes each day\*.  
*\*The savings could be greater due to reduced conflict points.*

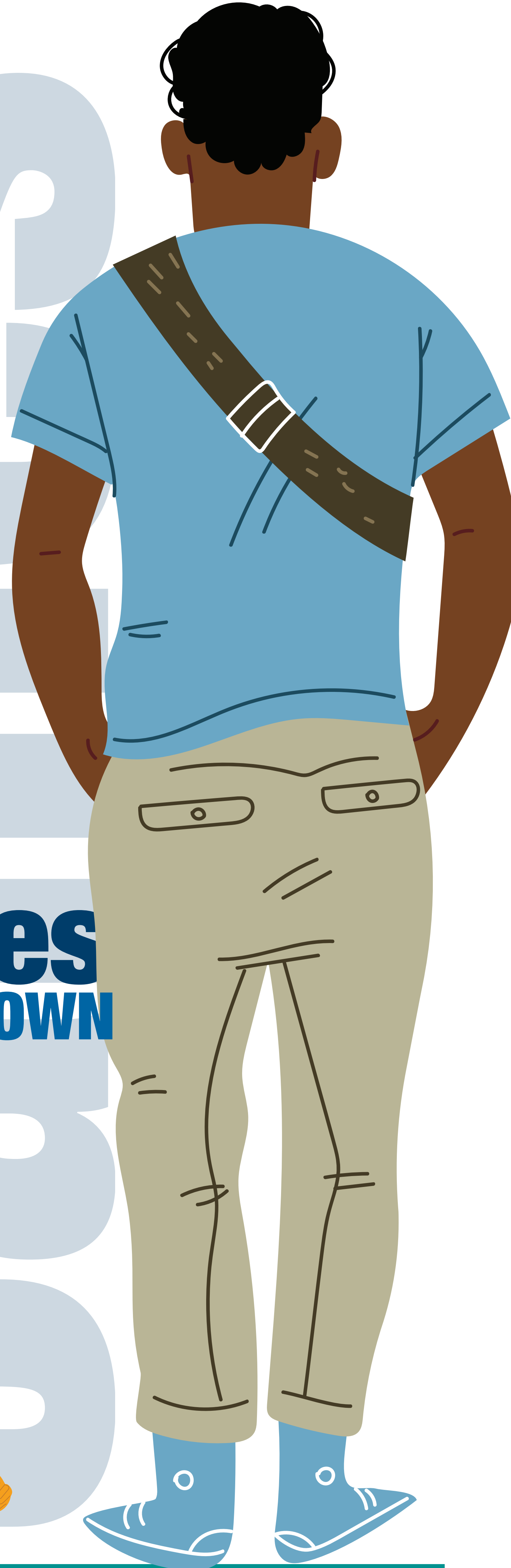
TRAVEL EXPERIENCE:  
**Safer, more enjoyable  
and easier**

**WITH IMPROVEMENTS:** Simplified vehicle ramps provide fewer conflict points between bicyclists, pedestrians and cars making James' ride less stressful.

When he reaches the trail, the bicycle path is separated from the pedestrian path, east-west access points, and grade-separated from motor vehicles. James and other people bicycling and walking do not have to weave around each other or worry about conflicts with cars. James can also stay on the Lakefront Trail to a new underpass at Chicago Avenue.



**James  
UPTOWN**



James lives near Leland and Kenmore in the Uptown neighborhood. He is currently a student at Loyola Law School and travels to their downtown campus throughout the week. When weather is nice, he takes advantage of his proximity to the lakefront and bikes downtown via the Lakefront Trail. During inclement weather, he takes the L train or an express bus on Outer Drive. His bike ride currently consists of traveling on the Leland/Eastwood Greenway to Clarendon to Wilson Avenue. He will then ride through the Wilson underpass to reach the Lakefront Trail. He exits the Lakefront Trail at Oak or North

Avenue and takes on-street routes to Loyola. Overall, his ride is approximately 6.6 miles and takes about 40 minutes.

With the proposed improvements, James's access to the trail will be safer and more enjoyable, and his ride on the trail will be easier. With the simplified vehicle ramps to NDLS between Wilson and Montrose, there will be fewer conflict points between bicyclists, pedestrians and cars making James' ride on Wilson more comfortable and less stressful. When he reaches the trail, the bicycle path will be separated from the pedestrian path as well as from numerous east-west lakefront access points along the way. This means he and other

people bicycling and walking along the lakefront will not have to weave around each other as happens today. The Lakefront Trail will also be grade separated from motor vehicles, further improving safety and allowing James to have a more enjoyable ride at the start and end of his day. The bicycle path near Cricket Hill will also been adjusted so that it stays on the west side of the hill and avoids the current circuitous path, saving time for James and reducing confusion for less experienced bicyclists. James will also be able to stay on the Lakefront Trail to a new access point at Chicago Avenue, providing a more direct and accessible route to Loyola.

# Meet Alicia

Alicia lives near Greenleaf and Sheridan in the Rogers Park neighborhood.

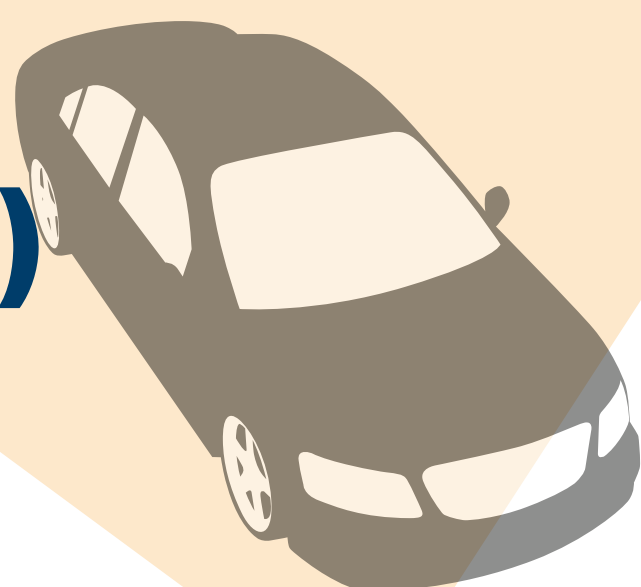
LIVES IN:  
**Rogers Park**

TRAVELS BY:  
**Car**

COMMUTES TO:  
**Illinois Medical District (IMD)**



She often commutes early in the morning or late at night. Some days, she must also pick up or drop off her children on the way. Her drive time varies between 25 minutes and 70 minutes, depending on weather and time of day.



COMMUTE TIME:  
**Decreased from 25-70 minutes to reliably 25-60 minutes!**

With the improvements, her commute time under poor conditions is 10 minutes faster, saving her up to 20 minutes each day!

COMMUTE EXPERIENCE:  
**Safer and more reliable**

Starts In  
Rogers Park



WITH IMPROVEMENTS: At the Hollywood Terminus, manual cone operations are replaced with signalized operations, reducing confusion and increasing safety for people driving and people walking. Additional improvements on the Outer Drive, such as removal of the stoplight at Chicago Ave and smoothing the Oak Street curve also contribute to reducing her travel time variability.

Works at IMD



Alicia  
ROGERS PARK



Alicia lives near Greenleaf and Sheridan in the Rogers Park neighborhood. She works at the Illinois Medical District (IMD) and frequently has to travel to and from IMD early in the morning or late at night. Some days, she must also pick up or drop off her children on the way. To accommodate these hours, travel time, and family coordination, she usually drives to work. She

gets on NDLS at the Hollywood terminus and uses Lower Wacker Drive to connect with I-290. Her drive time varies between 25 and 70 minutes, depending on weather and time of day.

With the proposed improvements, Alicia's travel time during poor conditions are reduced from 70 minutes to 60 minutes, saving her up to 20 minutes per day.

At the Hollywood Terminus, manual cone operations will be replaced with signalized operations, reducing confusion and increasing safety for people driving and people walking. Additional improvements on the Outer Drive, such as removal of the stoplight at Chicago Ave and smoothing the Oak Street curve also contribute to reducing her travel time variability.