

North DuSable Lake Shore Drive Task Force Meeting #14

July 23, 2024

REDEFINE THE DRIVE



NORTH DUSABLE
LAKE SHORE DRIVE



REDEFINE THE DRIVE



NORTH DUSABLE
LAKE SHORE DRIVE

Today's Agenda

- 1 Introductions
- 2 Task Force Guidelines + Meeting Format
- 3 Project Overview + Recap
- 4 Level 3 (Final) Screening Review

Q&A

Break (5 min)

- 5 Next Steps

Table Workshops + Discussion



Introductions

Introductions

Project Leads

Project Partners

Project Consultant Team

Task Force Members



Task Force Guidelines



- Please be courteous of your fellow participants.

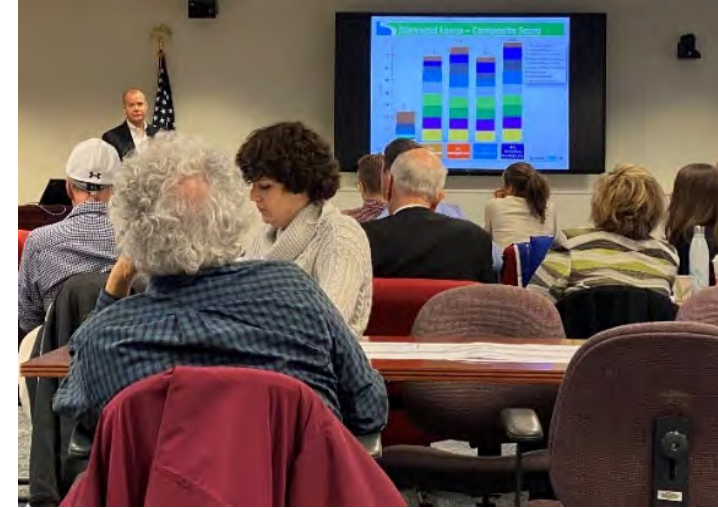


- We want to be considerate of your time. Please focus questions and feedback on the topic in discussion and the current decision point.



- The presentation portion of this meeting is being streamed via Zoom.

Thank you for your dedication and extensive involvement and input on this project!



Meeting Format

1 Presentation (60 minutes)

Project Overview and Recap

- › Purpose and Need
- › Alternatives Development & Evaluation
- › Common Improvements to All Alternatives
- › Community Engagement

Level 3 (Final) Screening

- › Screening Criteria & Process
- › Finalist Alternatives
- › Travel Performance Assessment
- › Park Effects Assessment
- › Recommended Preferred Multimodal Roadway Alternative

2 Q & A (15 minutes)

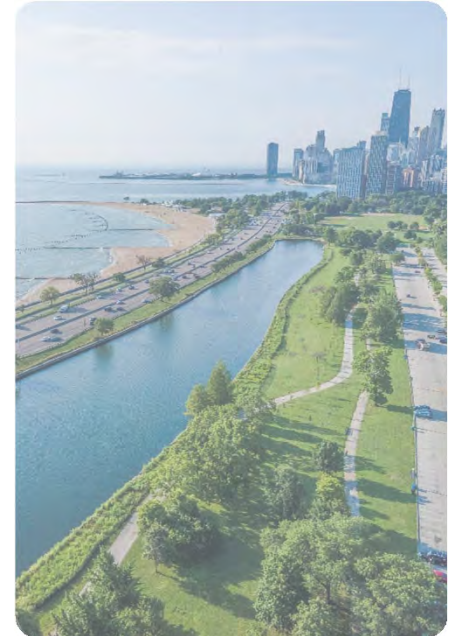
3 Break (5 minutes)

4 Presentation (20 minutes)

Next Steps

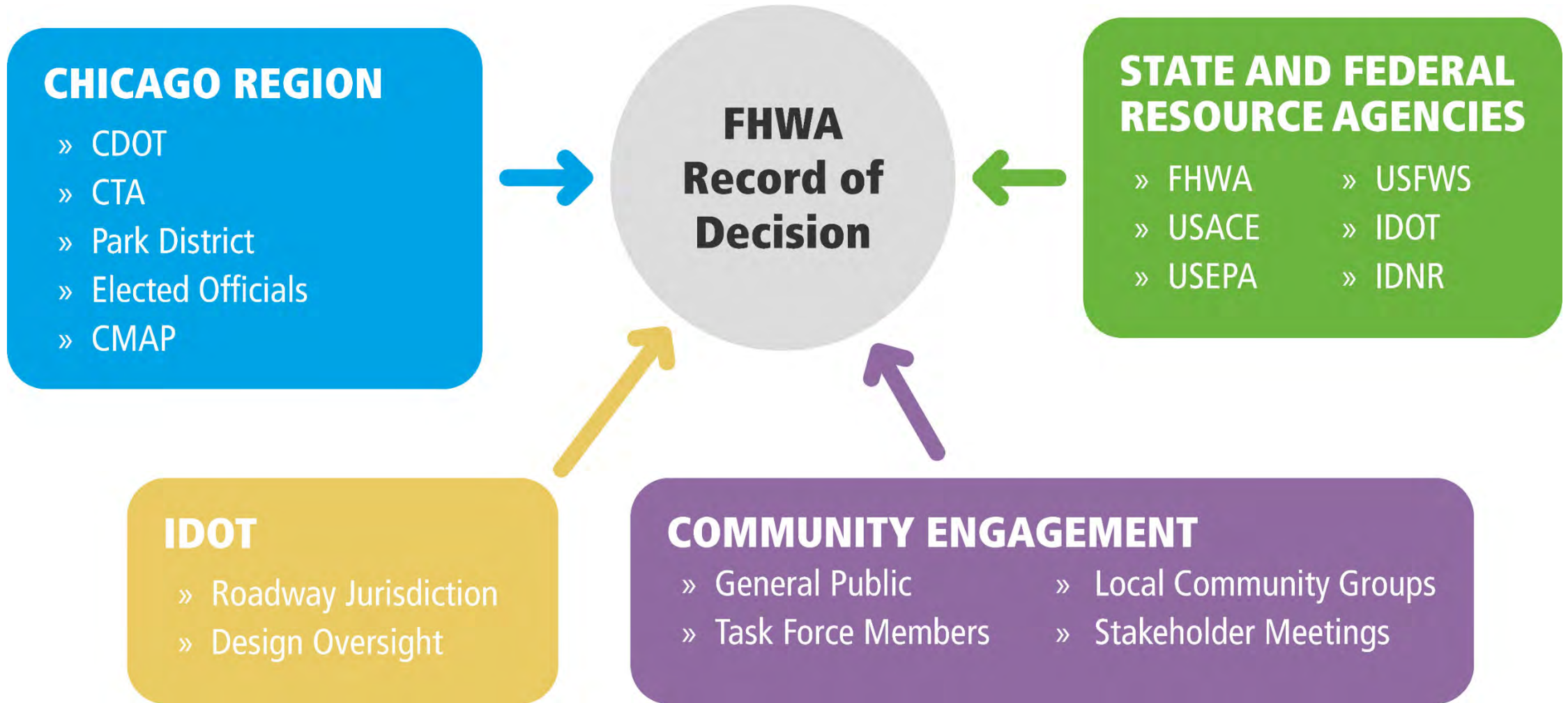
- › Completion Timeline
- › Construction Staging
- › Funding Design and Construction
- › Public Open House Preview

Workshop Review



5 Table Workshops/Discussion (45 minutes)

Decision Making Process



Agency Acronyms

› FHWA: Federal Highway Administration

› USACE: United States Army Corps of Engineers

› USEPA: United States Environmental Protection Agency

› USFWS: United States Fish and Wildlife Service

› IDOT: Illinois Department of Transportation

› IDNR: Illinois Department of Natural Resources

› CDOT: Chicago Department of Transportation

› CTA: Chicago Transit Authority

An aerial photograph of a cityscape featuring a mix of green parks, a multi-lane highway with traffic, and several tall apartment buildings. A large, semi-transparent white rounded rectangle is centered over the image, containing the text 'Project Overview' in a bold, blue, sans-serif font. The background shows a clear sky and a body of water in the distance.

Project Overview



Check out
our Study
Spotlight!

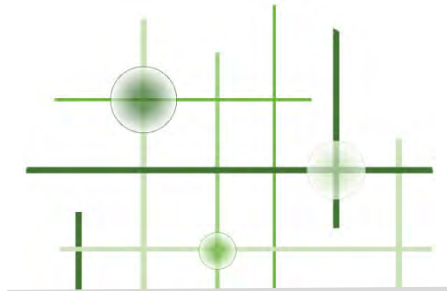
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Study Purpose

**Improve the NDLSD multimodal
transportation corridor**



***Improve
safety for all
users***



***Improve
mobility for
all users***



***Improve
access and
circulation***



***Address
infrastructure
deficiencies***

NDLSD Alternatives Development & Evaluation

Level 1 Screening

20+ Initial Alternatives
12 carried forward

Level 2 Screening

12 Alternatives
5 carried forward

Level 3 Screening

5 Finalist Alternatives
1 Preferred Alternative Identified

Preferred Alternative

Obtain Approvals
Study Completion

WE ARE HERE

DATA DRIVEN DECISION-MAKING

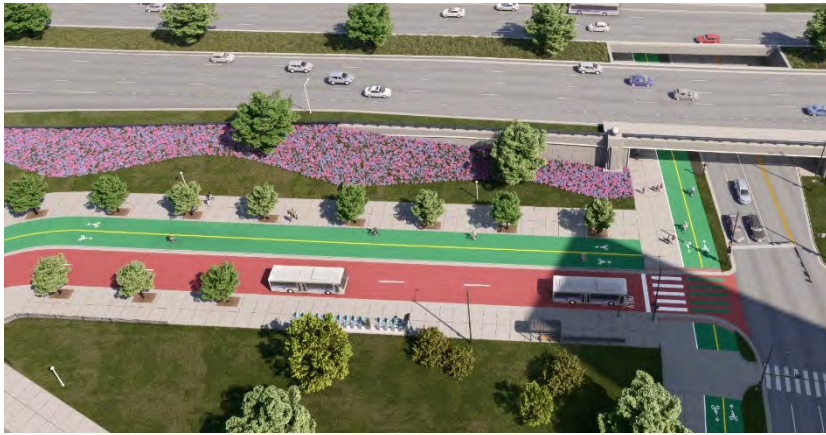


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NDLSD Common Improvements to All Alternatives

Prioritize Transit



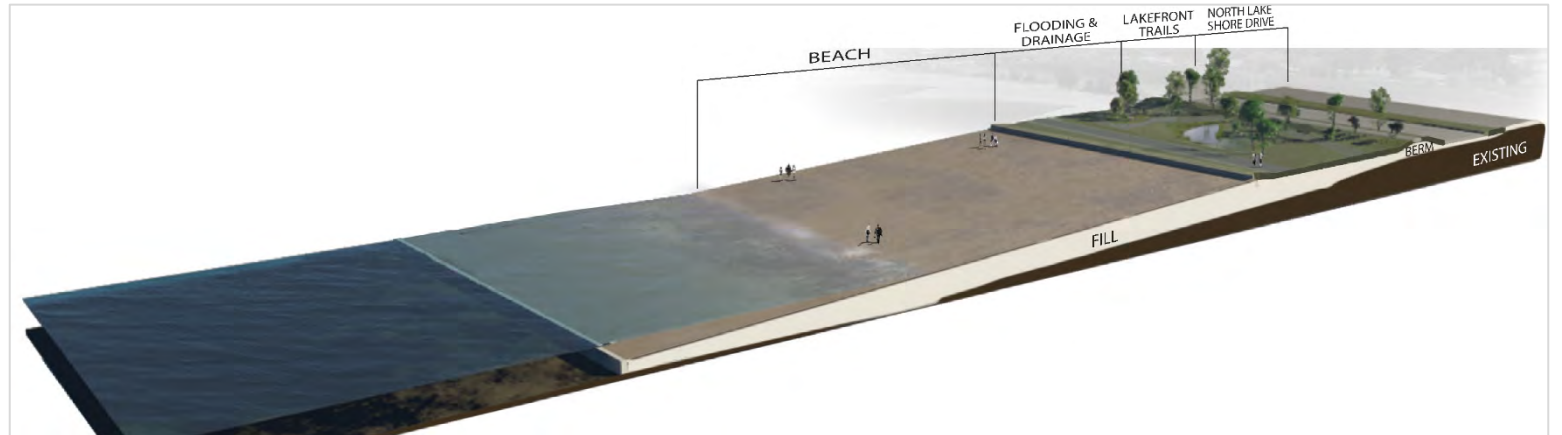
Design for People



Enhance Parks



Build in Climate Resiliency



NDLSD Engagement to Date

70+

Stakeholder Meetings

13

Task Force Meetings



5,000+
survey responses
to our latest
survey in 2022



2,000+
written
comments



3,500+
e-newsletter
contacts

13

Community Meetings

4

Large-Scale Public Meetings



30+
e-newsletters
distributed



5+
pop-up
events



100+
community
researchers at
Public Life Study

Public Open House

Date Thursday, August 8, 2024

Time 3 – 7 p.m.

Location Harry S. Truman College
Main Building Cafeteria
1145 W Wilson Avenue
Chicago, IL 60640

- Open House Format: Exhibits & pre-recorded audio-visual presentation playing continuously
- Feel free to arrive at any time!

Help us promote by sharing with your networks and neighbors!



REDEFINE THE DRIVE
NORTH DuSABLE LAKE SHORE DRIVE

Public Open House

Join us as we share and discuss plans for the future of North DuSable Lake Shore Drive and related Lakefront Improvements!

The Illinois Department of Transportation and the Chicago Department of Transportation invite you to attend a Public Open House regarding future improvements to U.S. 41 (North DuSable Lake Shore Drive) from Grand Avenue to Hollywood Avenue in Chicago (Public Meeting #5). Since the last Public Input Opportunity (Public Meeting #4), the project team has evaluated the five remaining multimodal roadway alternatives through environmental reviews, technical analyses, and community input. The Recommended Preferred Multimodal Roadway Alternative reflects the results of these reviews, analyses, and input.

The Public Open House will feature staffed exhibit areas to share and discuss the analyses and proposed project features as well as an audio-visual presentation that will be shown continuously. Exhibits will review the 5 finalist multimodal roadway alternatives presented earlier, along with their evaluation results, the Recommended Preferred Multimodal Roadway Alternative, and recommended Lakefront Improvements for people walking, biking, and taking transit to, from, and within the north lakefront corridor and Lincoln Park. Project team members will be present to discuss the project and answer questions.

Date	Thursday, August 8, 2024
Time	3 to 7 p.m.
Location	Harry S Truman College Main Building Cafeteria 1145 West Wilson Ave Chicago, IL, 60640

Staffed exhibit areas and a pre-recorded audio-visual presentation will be available continuously. Feel free to arrive at any time!

All Public Open House materials will be made available on the project website the day after the meeting. Written input on the project is accepted at any time, but comments received at the meeting or by email to the project team at info@ndisd.org by September 9, 2024 will be included as part of the official record for this meeting.



This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact info@ndisd.org or (630) 735-3086. ASL interpreters will be available. Any persons planning to attend who will need similar accommodations should notify the Department's TTY/TD number (800) 526-0844/for 711; TTY users (Spanish) (800) 501-0864/for 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

NorthDuSableLakeShoreDrive.org





Level 3 (Final) Screening

Level 3 (Final) Screening Process



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our Study
Spotlight!

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CRITERIA CATEGORIES



Performance



Social



Economic



Environmental





Evaluate Five Alternatives to be Carried Forward

Criteria development informed by federal review process and stakeholder input

- 30+ criteria identified and evaluated
- Criteria are predominantly quantitative

Evaluation results used to inform Preferred Alternative decision

Distinguishing vs. Non-Distinguishing Criteria

Criteria	Distinguishing	Non-Distinguishing
 Performance	<ul style="list-style-type: none"> • Transit Mobility • Transit Reliability • Vehicular Mobility 	<ul style="list-style-type: none"> • Person Throughput • Transit Mode Share • Arterial Volume Change • NDLSO Volume Change • Bicycle / Pedestrian Safety • Outer Drive Safety • Future Flexibility
 Social	-	<ul style="list-style-type: none"> • Environmental Justice • Equity • Parking Impacts • Pedestrian / Bicyclist Experience • Local Plans • Displacements / Right-of-Way
 Economic	-	<ul style="list-style-type: none"> • Construction Cost • Access to Employment • Funding / Financing
 Environmental	<ul style="list-style-type: none"> • Viewshed Impacts • Green Space / Footprint: Net Changes 	<ul style="list-style-type: none"> • Section 106 Features • Section 4(f) Features • Air Quality • Traffic Noise • Water Quality • Shoreline Protection • Waters of the US (WOUS) • Green Space/Footprint: Quality of Spaces • Impervious Surface • Natural Resources - Trees • Natural Resources – Species • Climate Change/Climate Resiliency • Reasonably Foreseeable Effects

Study Spotlights Related to Level 3 Screening

- Trees | *July 2024*
- Environmental Justice and Equity | *Nov. 2023*
- Travel Markets | *Nov. 2023*
- NDLSL Level 3 Screening – Performance Criteria | *Nov. 2023*
- Climate Change | *Nov. 2023*
- Funding | *Jan. 2022*
- NDLSL Level 3 Safety Spotlight | *Feb. 2022*
- NDLSL Level 3 Environmental Spotlight | *Feb. 2022*
- Surface Waters | *Feb. 2022*
- Social Factors | *Feb. 2022*

CLIMATE CHANGE
Level 3 Screening Graphic: Informational
November 2023

The NDLSL Climate Change Assessment was completed in 2023. State and local requirements, with the foundation being the federal Executive Order 14174, have led to an analysis of the potential effects as part of the Section 303(b) process. Statewide funding has also been reported, with the Climate Change Act of 2023 (Public Act 100-001) signed on 1/11/23. The Act provides for a \$100 million fund to be used for climate change projects. The Act also provides for a \$100 million fund to be used for climate change projects. The Act also provides for a \$100 million fund to be used for climate change projects.

CLIMATE CHANGE ASSESSMENT
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How would the NDLSL Alternative affect Climate Change?
As a result of the NDLSL Alternative, there will be a net increase in greenhouse gas emissions. This is due to the fact that the Alternative will result in a net increase in traffic volume. This increase in traffic volume will result in a net increase in greenhouse gas emissions. This increase in greenhouse gas emissions will result in a net increase in global warming. This increase in global warming will result in a net increase in sea level rise. This increase in sea level rise will result in a net increase in flooding. This increase in flooding will result in a net increase in property damage. This increase in property damage will result in a net increase in economic loss. This increase in economic loss will result in a net increase in social costs. This increase in social costs will result in a net increase in the cost of the Alternative. This increase in the cost of the Alternative will result in a net increase in the cost of the project. This increase in the cost of the project will result in a net increase in the cost of the project.

2019 regional emissions by sector

Sector	CO2 (MMT)	CH4 (MMT)	N2O (MMT)	Other (MMT)
Transportation	1.2	0.1	0.1	0.1
Electricity & Heat	1.1	0.1	0.1	0.1
Manufacturing & Construction	0.8	0.1	0.1	0.1
Buildings	0.7	0.1	0.1	0.1
Land Use, Change, and Forestry	0.6	0.1	0.1	0.1
International Air and Sea	0.5	0.1	0.1	0.1
Other	0.4	0.1	0.1	0.1

CO2E emissions by sector and year

Year	Transportation	Electricity & Heat	Manufacturing & Construction	Buildings	Land Use, Change, and Forestry	International Air and Sea	Other
2019	1.2	1.1	0.8	0.7	0.6	0.5	0.4
2020	1.1	1.0	0.7	0.6	0.5	0.4	0.3
2021	1.0	0.9	0.6	0.5	0.4	0.3	0.2
2022	1.1	1.0	0.7	0.6	0.5	0.4	0.3

FUNDING
Level 3 Screening Graphic: Informational
January 2022

What are the typical funding/financing sources for large transportation projects in Illinois?
The North DuPage Lake Shore Drive (NDLSL) Phase 3 Study project will not only select a preferred alternative but also identify potential funding/financing for the project. Typical funding sources for Phase 3 and Engineering/Construction/Phase 3B. A study of funding sources are typically used to fund a public improvement of this magnitude, and it is anticipated that a combination of funding sources will be needed.

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 cost. The federal government requires states and local governments to match the grant financially. Federal funds are appropriated by the State and the State requires reimbursement from the local government.

State Funds
The Illinois Department of Transportation (IDOT) funds and finances projects through revenue from the state motor fuel tax, license plate fees, bonds, and other state sources. The Illinois Tollway uses toll revenue to finance bonds that fund its major projects. State funds may be used as match money to leverage federal funds.

Local and Regional Funds
Municipalities, counties, and other local or regional governmental organizations generally fund and finance projects through local motor fuel taxes, sales tax, property taxes, bonds, or the Investment Financing Trust. Local funds may also be used to match money to leverage state and federal funds.

WHAT ARE THE ESTIMATED COSTS OF THE ALTERNATIVES?

Alternative	Estimated Cost
Alternative 1	\$2.8
Alternative 2	\$2.7
Alternative 3	\$2.7
Alternative 4	\$2.7
Alternative 5	\$2.7

NOISE
Level 3 Screening Graphic: Informational
January 2022

The North DuPage Lake Shore Drive (NDLSL) Phase 3 Study is evaluating several environmental topics as part of Level 3 screening, including potential changes in traffic noise. Traffic Noise Analysis is required for projects that involve impacts from the federal highway Administration (FHWA) and where projects include specific improvements in the case of FHWA. A Traffic Noise Analysis is required because the increasing alternative traffic changes, such as alterations to horizontal or vertical alignments, and new bus lanes or bus lanes. During Level 3 screening, potential changes in traffic noise levels associated with the remaining alternatives under consideration will serve as one of many criteria to help inform the selection of the preferred alternative.

SOUND VS NOISE
Sound is a mechanical wave that can be detected by the human ear. Noise is unwanted or annoying sound that can interfere with normal activities.

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 contribution of vehicle volume and speed. On NDLSL, this occurs during the morning peak hours, which is the hour used in the analysis for this project. During a typical hour, there will be periods of higher density of vehicles, a period of a motorcycle, or an accelerating car with a modified exhaust system, and other factors. When there is a gap in the traffic stream, a momentary increase in noise levels may be heard.

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

Examples of health noise sources

- Acoustically Transmitted
- Exhaust
- Tire/Traction

What (matrix traffic) noise?

- At lower speeds:
 - Engine
 - Gear Shift & Transmission
 - Exhaust
- At higher speeds:
 - Wind Resistance
 - Aerodynamic of Vehicle

Check out all 20+ of our Study Spotlights!

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Level 3 (Final) Screening Engagement

Task Force Meeting #12

March 2021

- Public Input Opportunity Recap
- Level 3 Screening Criteria Review & Input

Task Force Small Group Meetings

July 2022

Equity, Climate Change, & Boulevard Characteristics Discussions

Public Life Study

June 2022

- Over 100 community researchers involved

Task Force Meeting #13

March 2022

- Public Life Study & Survey Preview
- Level 3 Screening Results: Performance Criteria & Green Space
- Alternatives Summary & Mentimeter Activity

Access & Experience Along the Lakefront Survey

March - May 2022

- Over 5,000 responses received

Recommended Preferred Multimodal Roadway Alternative



Task Force Meeting #14

TODAY



Public Open House

August 2024

**Additional community input opportunities will be provided following the Public Open House*

What We Heard...



Prioritize Transit

Prioritize improvements for CTA's north lakefront express bus services; increase opportunities for transit access to the lakefront.



Design for People

Prioritize access improvements to, from, and along the lakefront for people walking, running, rolling, and bicycling.



Improve Safety & Operations

Improve traffic safety and operations along Inner and Outer Drives; minimize neighborhood cut through traffic.



Enhance Parks

Increase green space; enhance the park environment and park experience for lakefront neighbors and visitors alike.



Build in Climate Resiliency

Protect lakefront facilities from wave overtopping, flooding, and increasingly intense storms resulting from climate change.



Preserve Character

Emphasize "boulevard" characteristics and de-emphasize expressway-like characteristics of the Drive.

An aerial photograph of a cityscape. In the foreground, there is a lush green park with many trees and a winding path. To the right, a multi-lane highway with several cars is visible. In the background, there are several tall, modern buildings, including a prominent white skyscraper. The sky is a clear, light blue. A large, semi-transparent white rounded rectangle is overlaid in the center of the image, containing the text 'Finalist Alternatives' in a bold, blue, sans-serif font.

Finalist Alternatives

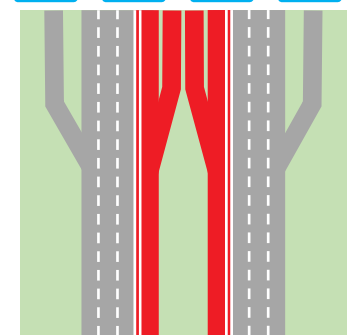
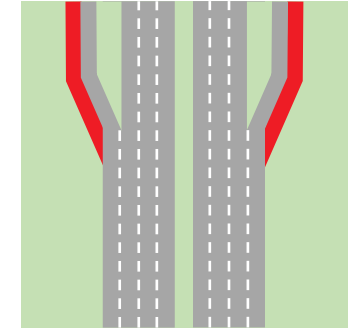


NDLSD Finalist Alternatives

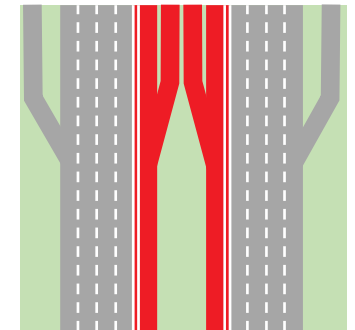
Bus only lanes on ramps



Bus Lane Road Park



Center median access ramps



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Existing Conditions

Fullerton Parkway

Looking Northeast



Proposed Conditions

Fullerton Parkway

Looking Northeast

The Essential



Proposed Conditions

Fullerton Parkway

Looking Northeast

The Exchange



Existing Conditions

LaSalle
Looking South



Proposed Conditions

LaSalle

Looking South

The Essential



Proposed Conditions

LaSalle

Looking South

The Exchange



Existing Conditions

Irving Park

Looking Southeast



Proposed Conditions

Irving Park

Looking Southeast

The Essential



Proposed Conditions

Irving Park

Looking Southeast

The Exchange



An aerial photograph of a cityscape. In the foreground, a multi-lane highway with several cars is visible. To the left of the highway is a lush green park area with many trees and a winding path. In the background, several tall, modern buildings are visible against a clear blue sky. A large white rounded rectangle is overlaid on the center of the image, containing the title text.

Travel Performance Assessment

What We Heard...



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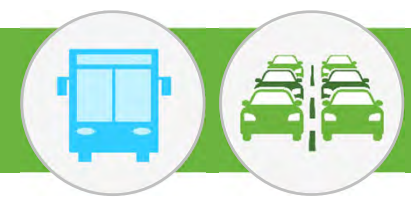
Build in Climate Resiliency

Protect lakefront facilities from wave overtopping, flooding, and increasingly intense storms resulting from climate change.



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Refinement of Future Transit Operations

Previous Modeling

- Essentially doubled the frequency of buses using the CTA's express service
- Infrastructure to accommodate future potential transit growth
- Stress Test

Revised Modeling

- Revised bus operational assumptions to match *ONTO 2050* Plan.
- Consistent with CTA's established planning.
- Assumes a 25% to 30% increase in capacity



Check out
our Study
Spotlight!

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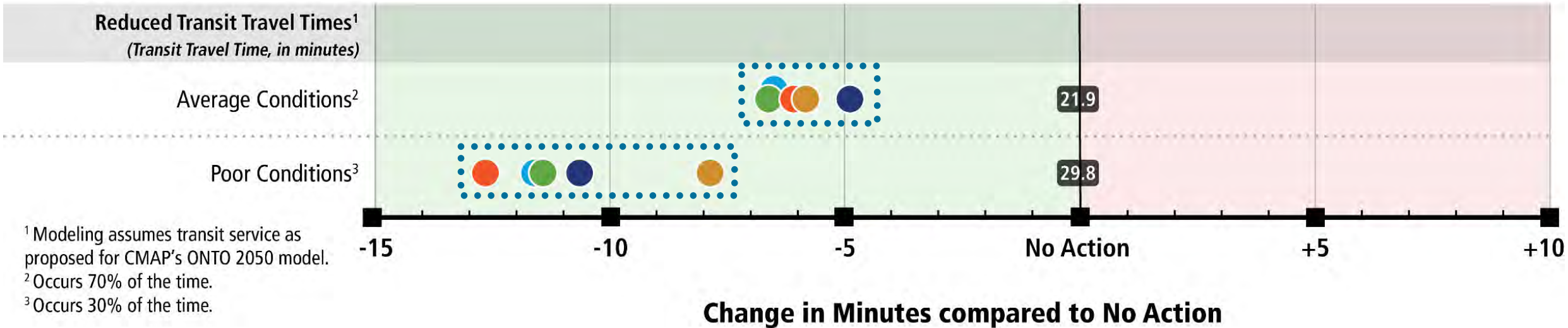
Transit Travel Times



Criteria

← Better Performance

Worse Performance →



¹ Modeling assumes transit service as proposed for CMAP's ONTO 2050 model.

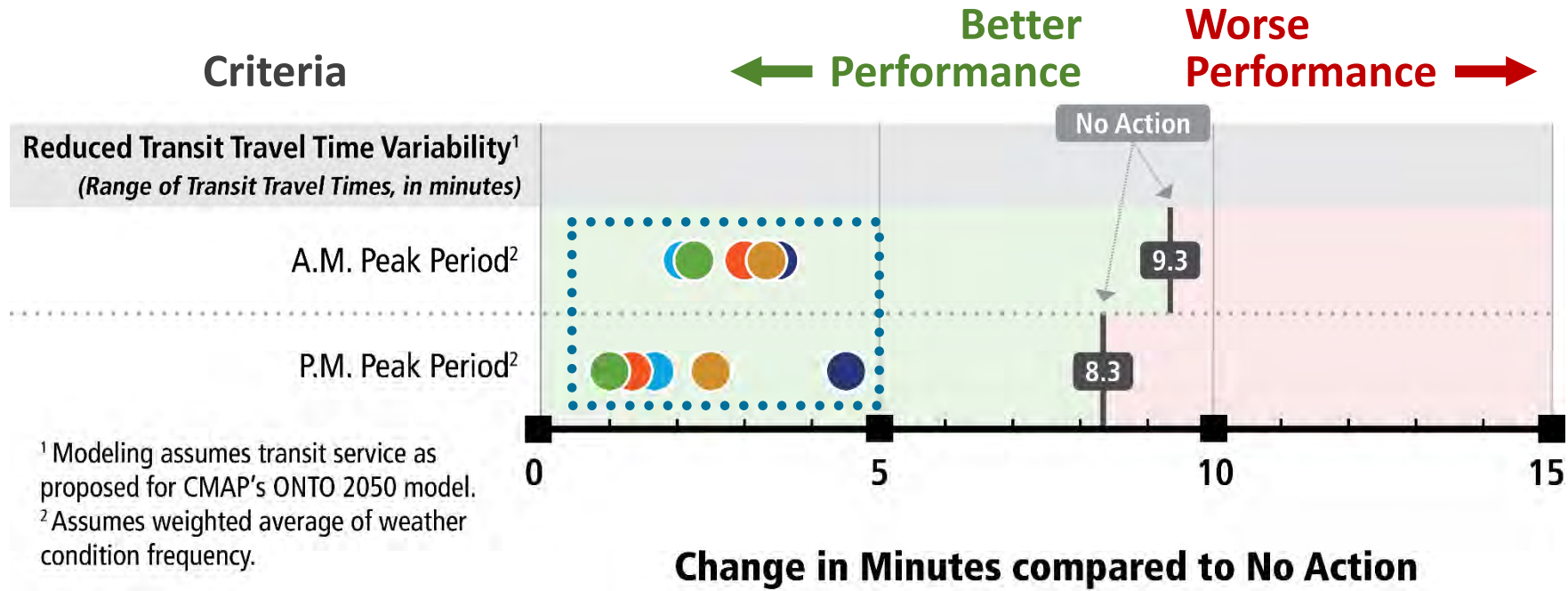
² Occurs 70% of the time.

³ Occurs 30% of the time.

- Essential
- Addition
- Exchange
- Flex
- Double Flex

All alternatives improve transit travel times by 7 – 9 minutes during the average rush hour.

Transit Travel Times Variability



¹ Modeling assumes transit service as proposed for CMAP's ONTO 2050 model.

² Assumes weighted average of weather condition frequency.

Essential
 Addition
 Exchange
 Flex
 Double Flex

Regardless of how transit capacity is increased, all alternatives improve mobility and reliability.

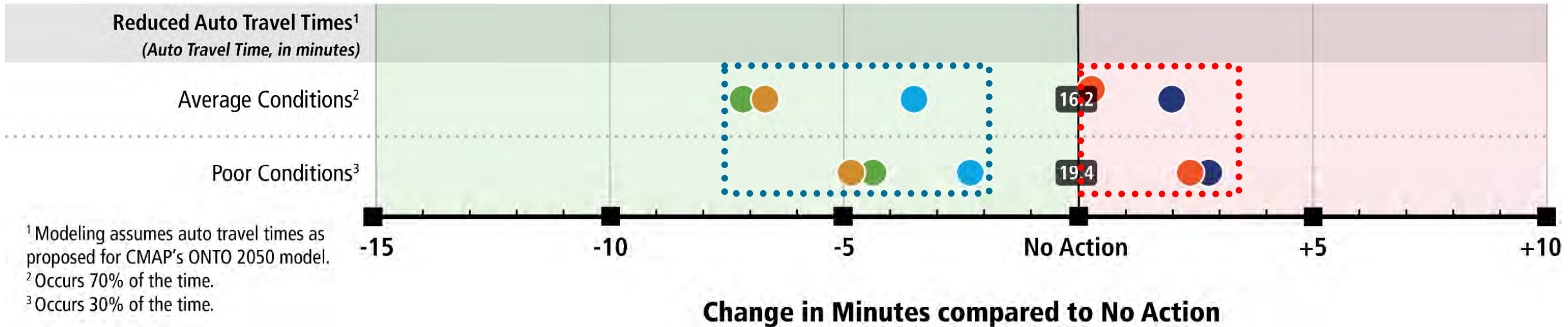
Auto Travel Times



Criteria

← Better Performance

Worse Performance →



● Essential ● Addition ● Exchange ● Flex ● Double Flex

Exchange and Double Flex Alternatives worsen auto performance.

Mode Shift Refresher

Level 2 Screening Results:

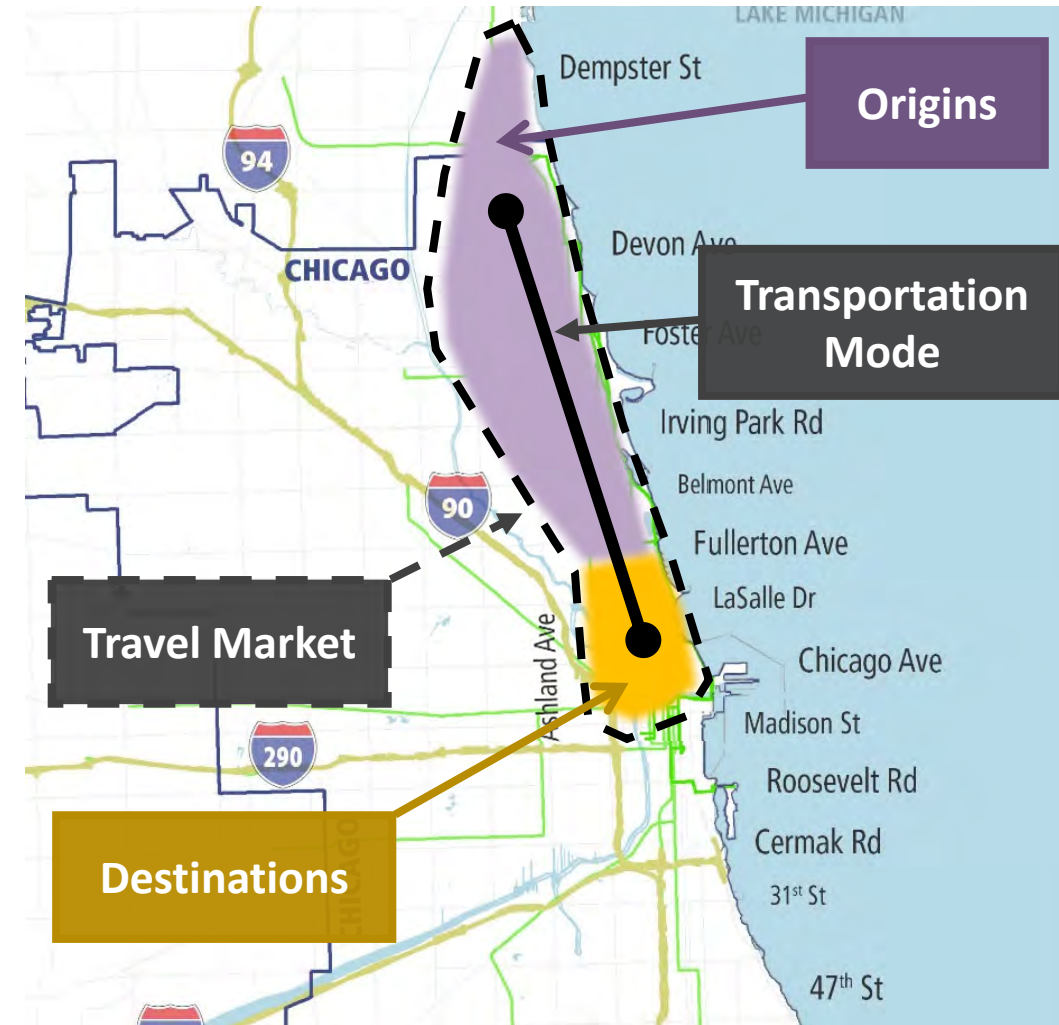
- Less than 2% shift from auto trips to transit trips.

Travel Market Geographies

- Area served by a transportation mode.
- Origins and destinations are a major factor for choosing a travel mode.

Travel Market Comparison

- NDLSD Express Bus Trips
- CTA Red Line Trips
- NDLSD Auto Trips



Travel Market Geographies

Travel Market Geographies

Observation 1

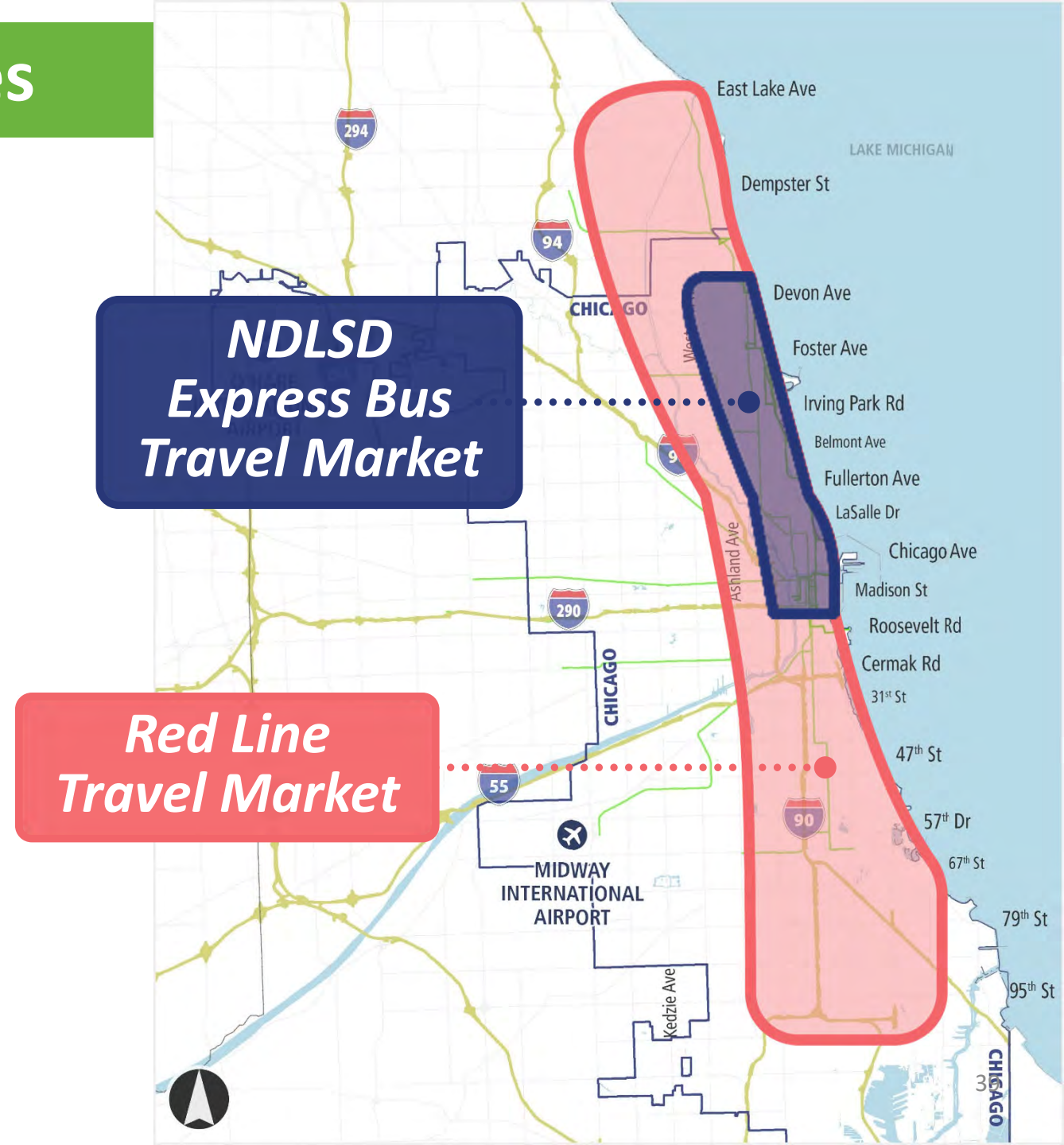
When NDLSO express bus performance improves, riders attracted away from CTA Red line and vice versa



Check out our Study Spotlight!

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**Observations validate CMAP modeling results for little mode shift (<3%) across finalist NDLSO alternatives.*



Travel Market Geographies

Observation 2

About two thirds of auto trips that use NDLSA have either/or:

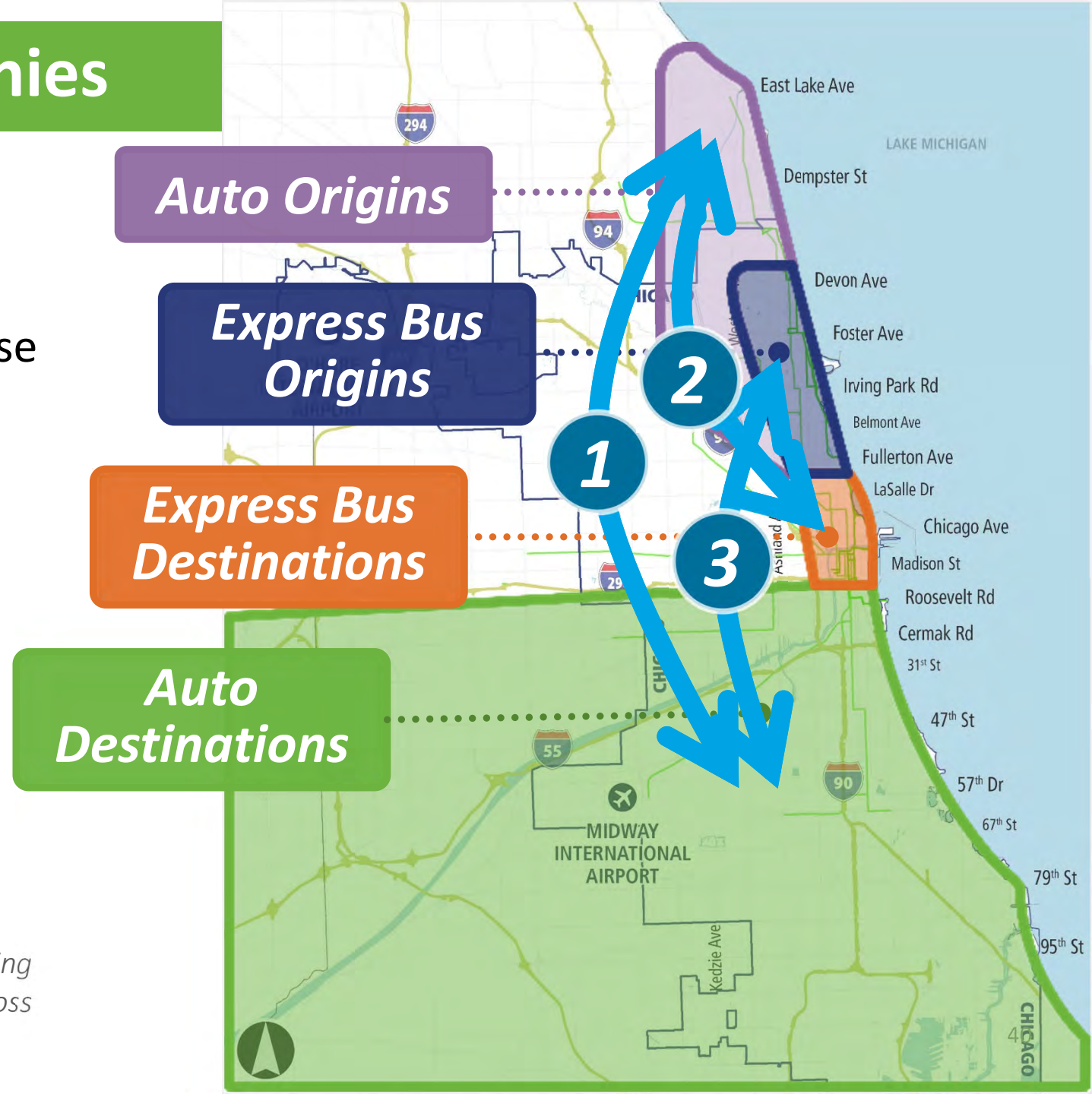
- 1 Origins and destinations **outside** the express bus travel market
- 2 Origins **outside**, destinations inside the express bus market
- 3 Origins inside and destinations **outside** the express bus market



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**Observations validate CMAP modeling results for little mode shift (<3%) across finalist NDLSA alternatives.*



Travel Market Geographies

Observation 3

Areas served by NDLS D express buses have high express bus mode share (about 75%), leaving few trips to switch modes based on future express bus performance improvements.



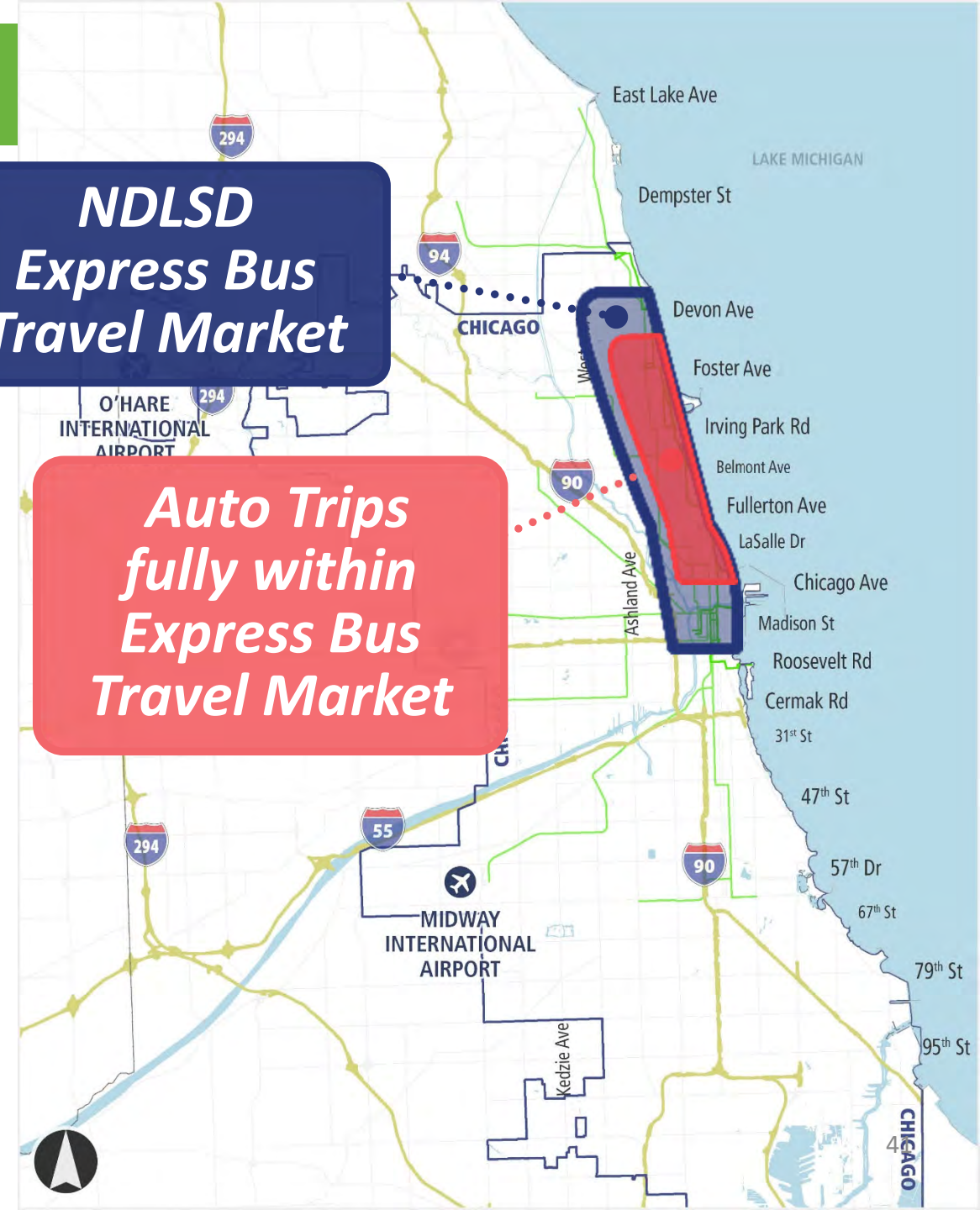
Check out our Study Spotlight!

ndlsd.org

**Observations validate CMAP modeling results for little mode shift (<3%) across finalist NDLS D alternatives.*

**NDLS D
Express Bus
Travel Market**

**Auto Trips
fully within
Express Bus
Travel Market**



Travel Market Geographies Summary

NDLSD Express bus and Red line travel markets completely overlap

- Share the same pool of riders.
- Improvements redistribute existing transit trips.

NDLSD auto and express bus markets are not the same

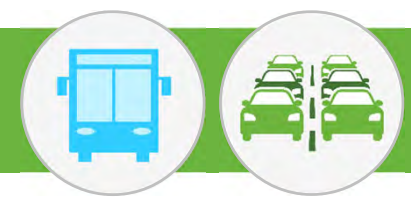
- Two-thirds of NDLSD auto trips are outside express bus travel market area.
- Relatively few NDLSD auto trips remain to be shifted to transit.

NDLSD transit improvements will not cause a substantive mode shift from auto to transit

- Validates Travel Demand Model Results



2050 Travel Performance Assessment



Travel Behavior

All alternatives provide similar changes to transit mode share*

**Results within CMAP model margin of error (+/-3%)*

← Better Performance | Worse Performance →

Transit Mobility Transit Reliability

Essential
Exchange
Flex
Double Flex
Addition

All Alternatives improve Transit Mobility and Reliability over No Action

Auto Mobility

Essential
Flex
Addition
Exchange
Double Flex

Compared to No Action:

- Essential, Addition, and Flex Alternatives improve auto mobility
- Exchange and Double Flex worsen auto mobility

An aerial photograph of a city park and highway. The park is lush with green trees and a winding path. A multi-lane highway runs alongside the park, with several cars visible. In the background, there are several tall, modern buildings. A large, semi-transparent white box with rounded corners is overlaid on the center of the image, containing the title text. The sky is a clear, light blue.

Park Effects Assessment

What We Heard...



Prioritize Transit

Prioritize improvements for CTA's north lakefront express bus services; increase opportunities for transit access to the lakefront.



Design for People

Prioritize access improvements to, from, and along the lakefront for people walking, running, rolling, and bicycling.



Improve Safety & Operations

Improve traffic safety and operations along Inner and Outer Drives; minimize neighborhood cut through traffic.



Enhance Parks

Increase green space; enhance the park environment and park experience for lakefront neighbors and visitors alike.



Build in Climate Resiliency

Protect lakefront facilities from wave overtopping, flooding, and increasingly intense storms resulting from climate change.



Preserve Character

Emphasize "boulevard" characteristics and de-emphasize expressway-like characteristics of the Drive.



Criterion Definition

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





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



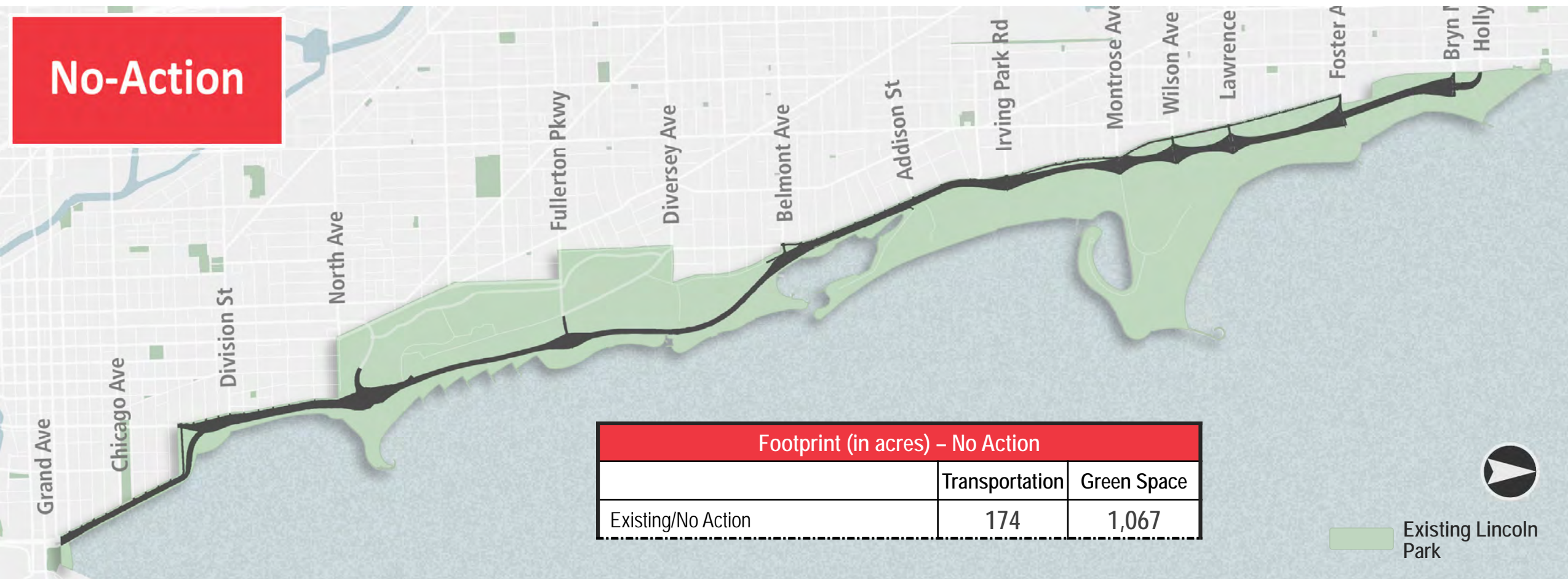
Check out
our Study
Spotlight!

ndlsd.org

Net Green Space



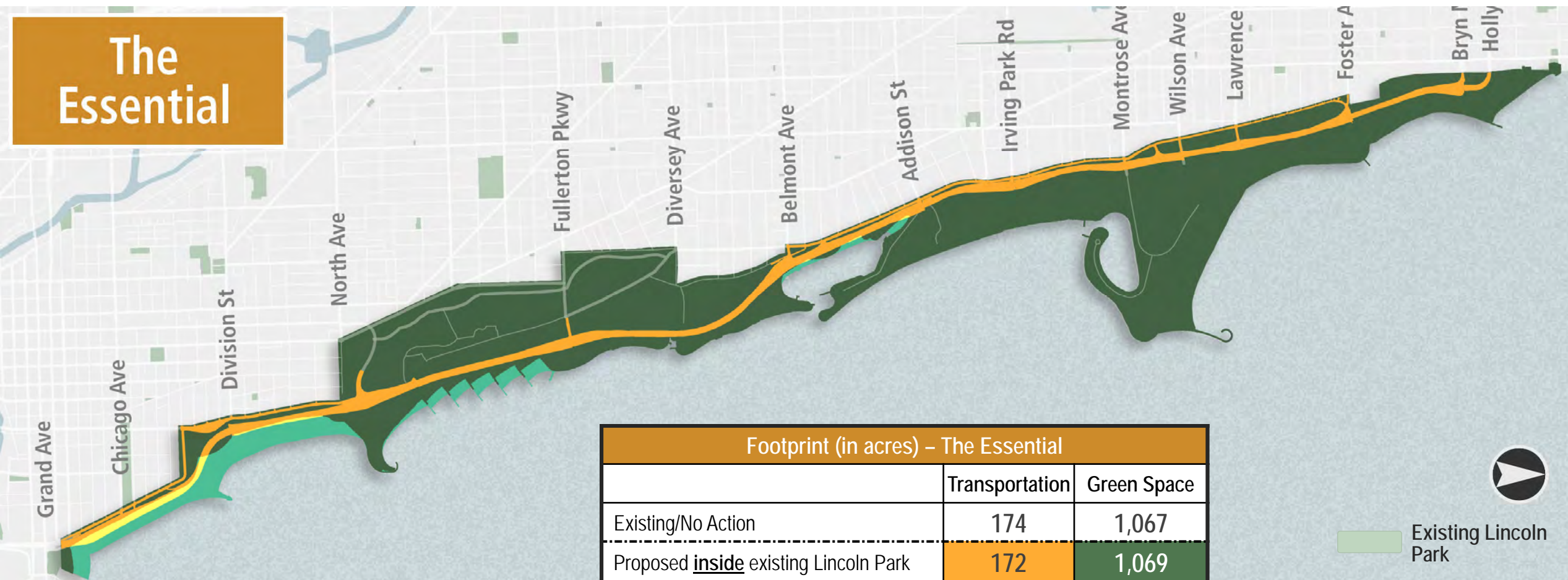
No-Action



Net Green Space



The Essential

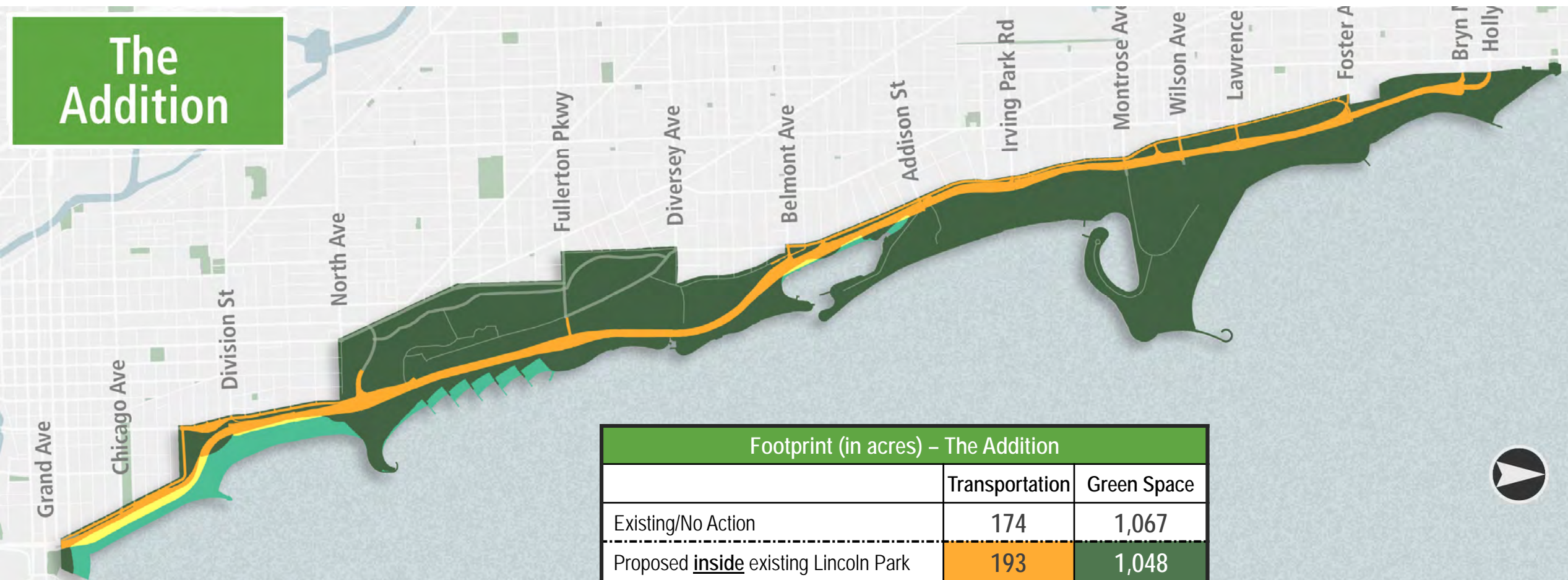


Footprint (in acres) – The Essential		
	Transportation	Green Space
Existing/No Action	174	1,067
Proposed <u>inside</u> existing Lincoln Park	172	1,069
Proposed lakefill in Lake Michigan	16	101
Total Proposed	188	1,170
Net Change	+14	+103

Net Green Space



The Addition



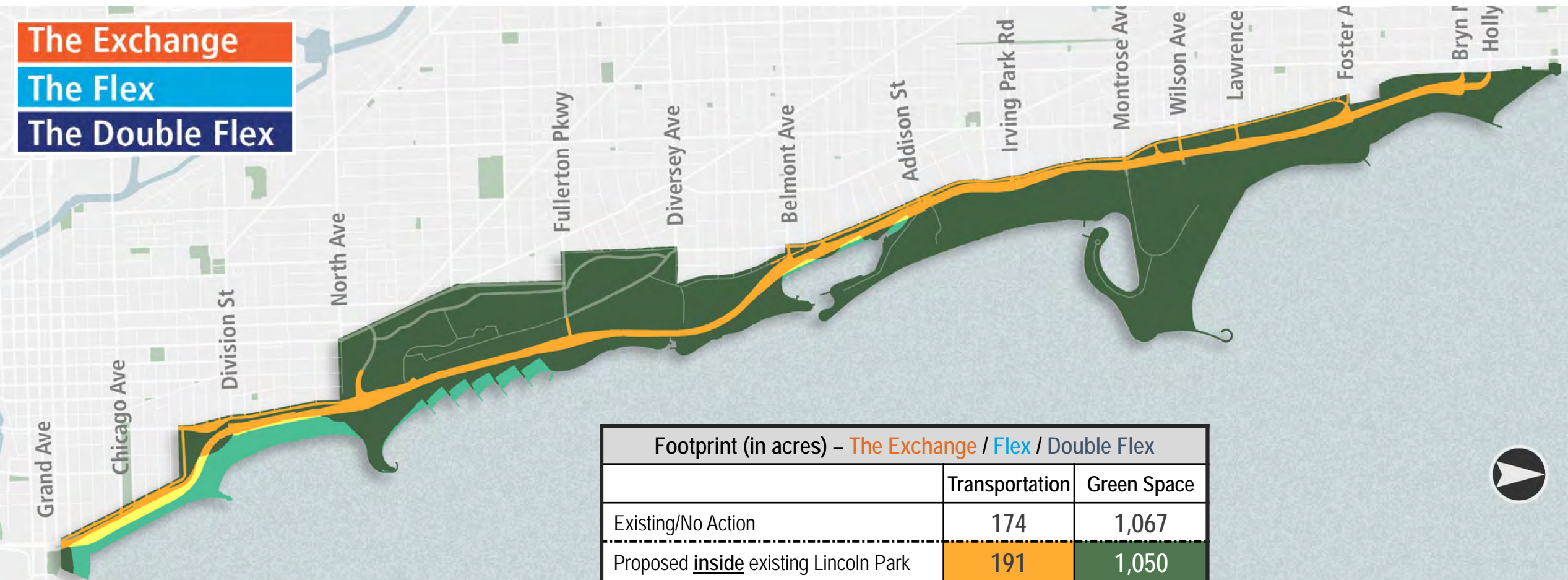
Footprint (in acres) – The Addition		
	Transportation	Green Space
Existing/No Action	174	1,067
Proposed <u>inside</u> existing Lincoln Park	193	1,048
Proposed lakefill in Lake Michigan	20	102
Total Proposed	213	1,150
Net Change	+39	+83



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
Total Proposed	210	1,153
Net Change	+36	+86



Qualitative Changes by Alternatives



Comparison between infrastructure elements and equipment needed for implementation

Goal

Minimization of elements that create an expressway-like corridor, while maintaining a safe and modernized facility





Infrastructure Comparison



The Essential

The Exchange



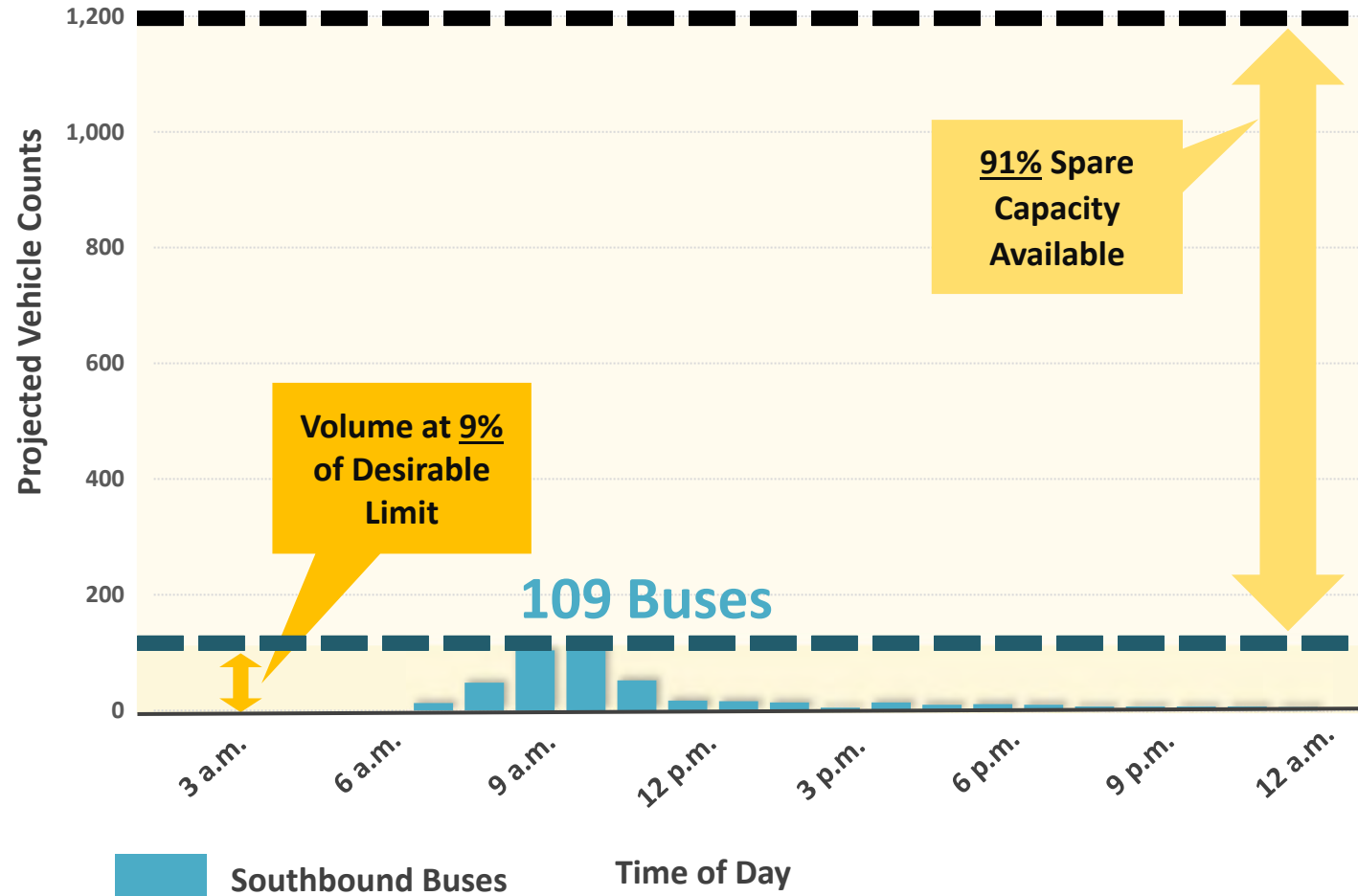
Enforcement Needs



Exchange

Addition

1,230 = Target Volume to Maintain 45 mph speed



Signage Requirements



Dedicated lanes would require additional signage for specifying use and user navigation

- › Overhead changeable message signs required for informing toll rates



Exchange
Addition



Flex
Double Flex

Park Effects Summary



← Better Performance

Worse Performance →

Net Green Space

Essential
Exchange
Flex

Double Flex
Addition

All alternatives increase net green space by over 80 acres.

Infrastructure Needs

Essential

Exchange

Flex

Double Flex

Addition

Essential: Reduces footprint in Lincoln Park; no added lane miles

Exchange, Flex, Double Flex, Addition: Increase transportation footprint; add between 5-10 lane miles

Boulevard Characteristics

Essential

Exchange

Flex

Double Flex

Addition

Essential: Continuous landscaped median; more space for plantings

Exchange, Flex, Double Flex, Addition: Limited plantings, added equipment and signage needs

An aerial photograph of a city street scene. In the foreground, a multi-lane road with traffic flows from the bottom right towards the center. To the left of the road is a green park area with trees and a winding path. In the background, a marina filled with many small boats is visible on the left, and several tall, modern buildings are on the right. The sky is a clear, light blue.

Recommended Preferred Multimodal Roadway Alternative

Alternative Comparisons



Pedestrian and Bike Experience



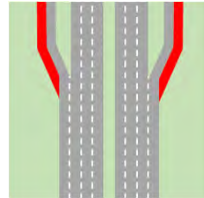
Transit Experience



Auto Experience



Green / Park Space

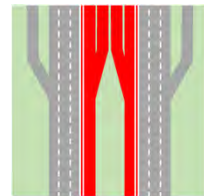


Significantly improved access to / from / along North Lakefront

Approx. 7 min less delay during average rush hour

Approx. 6 min less delay during average rush hour

No additional miles of ramps & lanes in the park*

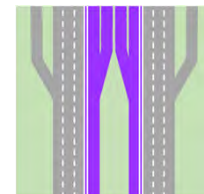


Significantly improved access to / from / along North Lakefront

Approx. 8 min less delay during average rush hour

Approx. 1 min more delay during average rush hour

*5 more miles of ramps & lanes in the park**

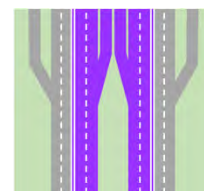


Significantly improved access to / from / along North Lakefront

Approx. 8 min less delay during average rush hour

Approx. 3 min less delay during average rush hour

*7 more miles of ramps & lanes in the park**

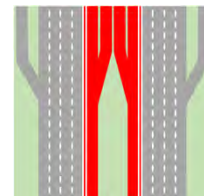


Significantly improved access to / from / along North Lakefront

Approx. 7 min less delay during average rush hour

Approx. 2 min more delay during average rush hour

*7 more miles of ramps & lanes in the park**



Significantly improved access to / from / along North Lakefront

Approx. 9 min less delay during average rush hour

Approx. 6 min less delay during average rush hour

*10 more miles of ramps & lanes in the park**

* Excluding Chicago Ave junction modifications common to all alternatives

Recommended Preferred Multimodal Roadway Alternative



- Substantial improvements to the North Lakefront
- Meets all objectives of the project's Purpose and Need:
 - Improves safety for all users
 - Improves mobility for all users
 - Addresses infrastructure deficiencies
 - Improves access and circulation for all users
- Minimizes impacts and infrastructure in historic Lincoln Park

Recommended Preferred Multimodal Roadway Alternative Reflects What We Heard...



Prioritize Transit

Significantly reduces delay & increases reliability for CTA express buses; improves rider comfort & access to lakefront.



Design for People

Significantly improves access to, from, and along the lakefront for people walking, rolling, and bicycling.



Improve Safety & Operations

Improves traffic safety & operations along Inner & Outer Drives; minimizes neighborhood cut through traffic.



Enhance Parks

Significantly increases park space and improves access to/from/along North Lakefront.



Build in Climate Resiliency

Protects lakefront facilities from wave overtopping and flooding.



Preserve Character

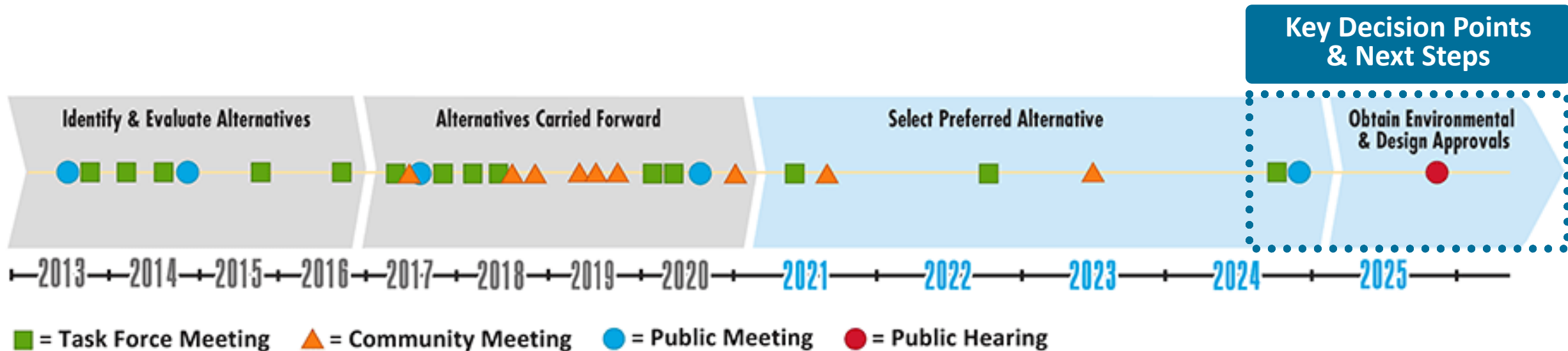
Emphasizes “boulevard” characteristics and de-emphasize expressway-like characteristics of the Drive.



Questions? *(15 minutes)*

Completion Timeline

- Receive Task Force feedback | **TODAY**
- Advance design details
- Hold final Public Open House | *August 2024*
- Hold Public Hearing | *2025*
- Complete Phase I Study to become eligible for federal funding | *2025*
- Secure funding and initiate Phase 2 detailed design | *TBD*



Public Open House

Date Thursday, August 8, 2024

Time 3 – 7 p.m.

Location Harry S. Truman College
Main Building Cafeteria
1145 W Wilson Avenue
Chicago, IL 60640

- Open House Format: Exhibits & pre-recorded audio-visual presentation playing continuously
- Feel free to arrive at any time!

Help us promote by sharing with your networks and neighbors!



The Illinois Department of Transportation and the Chicago Department of Transportation invite you to attend a Public Open House regarding future improvements to U.S. 41 (North DuSable Lake Shore Drive) from Grand Avenue to Hollywood Avenue in Chicago (Public Meeting #5). Since the last Public Input Opportunity (Public Meeting #4), the project team has evaluated the five remaining multimodal roadway alternatives through environmental reviews, technical analyses, and community input. The Recommended Preferred Multimodal Roadway Alternative reflects the results of these reviews, analyses, and input.

The Public Open House will feature staffed exhibit areas to share and discuss the analyses and proposed project features as well as an audio-visual presentation that will be shown continuously. Exhibits will review the 5 finalist multimodal roadway alternatives presented earlier, along with their evaluation results, the Recommended Preferred Multimodal Roadway Alternative, and recommended Lakefront Improvements for people walking, biking, and taking transit to, from, and within the north lakefront corridor and Lincoln Park. Project team members will be present to discuss the project and answer questions.

Date	Thursday, August 8, 2024
Time	3 to 7 p.m.
Location	Harry S Truman College Main Building Cafeteria 1145 West Wilson Ave Chicago, IL, 60640

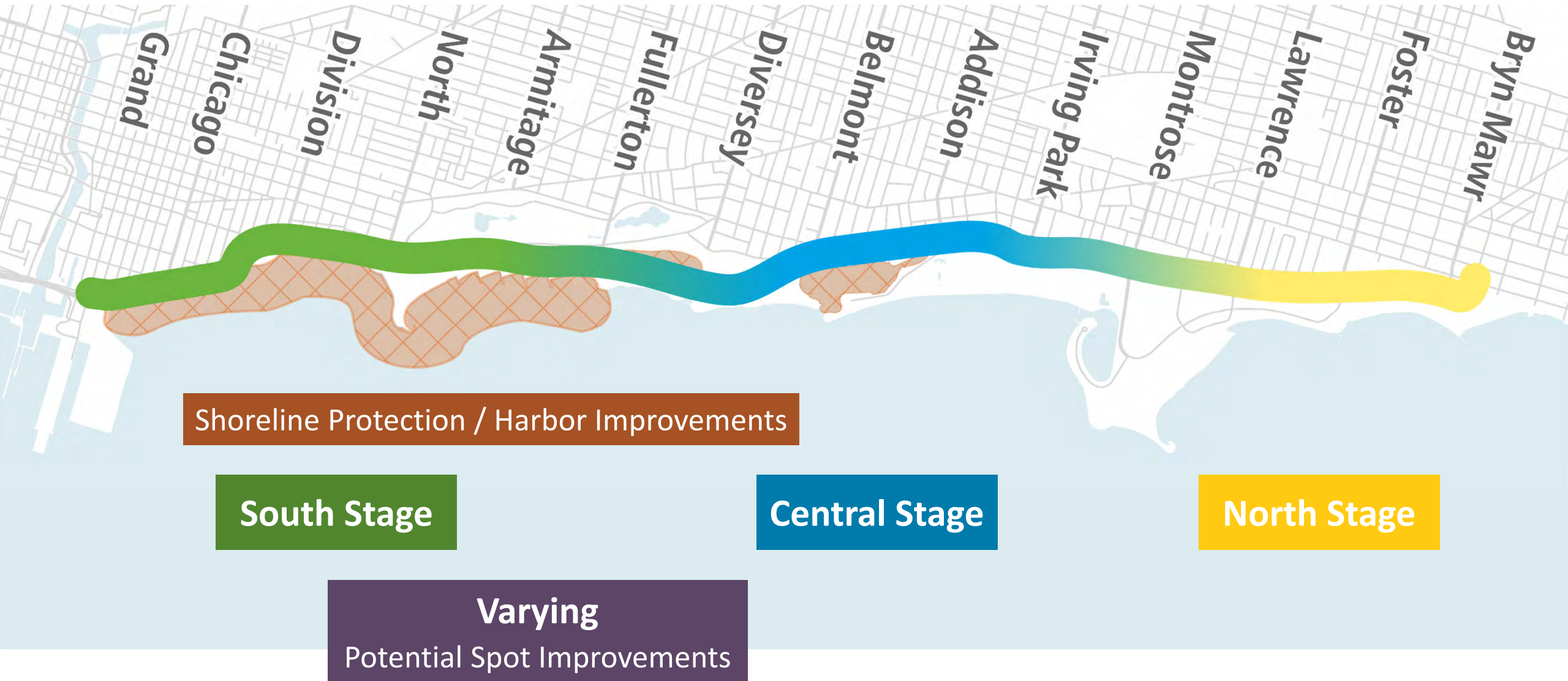
Staffed exhibit areas and a pre-recorded audio-visual presentation will be available continuously. Feel free to arrive at any time!

All Public Open House materials will be made available on the project website the day after the meeting. Written input on the project is accepted at any time, but comments received at the meeting or by email to the project team at info@ndisd.org by September 9, 2024 will be included as part of the official record for this meeting.



This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact info@ndisd.org or (630) 735-3086. ASL interpreters will be available. Any persons planning to attend who will need similar accommodations should notify the Department's TTY/TD number (800) 526-0844/for 711; TTY users (Spanish) (800) 501-0864/for 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

Construction Staging



Funding Design and Construction

- Funding will be sought from multiple sources
 - Federal
 - Formula funds and/or discretionary grants
 - Potential federal sources: FHWA, USACE, FTA
 - State
 - Local/Regional
- A Financial Plan is required and will be developed as part of the Phase I Study report.
- Phase II (design) and Phase III (construction) will follow.

Preliminary Estimated
Construction Cost:

\$3.4 Billion (2021 dollars)

*Approximately 1/3 of this cost is
needed for shoreline improvements*



An aerial photograph of a cityscape. In the foreground, a large green park with many trees and winding paths is visible. To the right, a multi-lane highway with several cars is shown. In the background, several tall, modern apartment buildings or office towers rise against a clear blue sky. A body of water with many boats is visible on the left side of the image.

Community-Focused Design Workshop

What We Heard...



Prioritize Transit

Prioritize improvements for CTA's north lakefront express bus services; increase opportunities for transit access to the lakefront.



Design for People

Prioritize access improvements to, from, and along the lakefront for people walking, running, rolling, and bicycling.



Improve Safety & Operations

Improve traffic safety and operations along Inner and Outer Drives; minimize neighborhood cut through traffic.



Enhance Parks

Increase green space; enhance the park environment and park experience for lakefront neighbors and visitors alike.



Build in Climate Resiliency

Protect lakefront facilities from wave overtopping, flooding, and increasingly intense storms resulting from climate change.



Preserve Character

Emphasize "boulevard" characteristics and de-emphasize expressway-like characteristics of the Drive.

Lakefront Trail Conflicts and Grade Separation





Table Workshops



- Improve Safety for all users
- Minimize conflicts at access points
- Provide simple and intuitive trail access
- Design for the future
- Minimize infrastructure in the park



Table Workshops



- Improve Safety for all users
- Minimize conflicts at access points
- Minimize infrastructure in the park
- Provide simple and intuitive trail access
- Design for the future

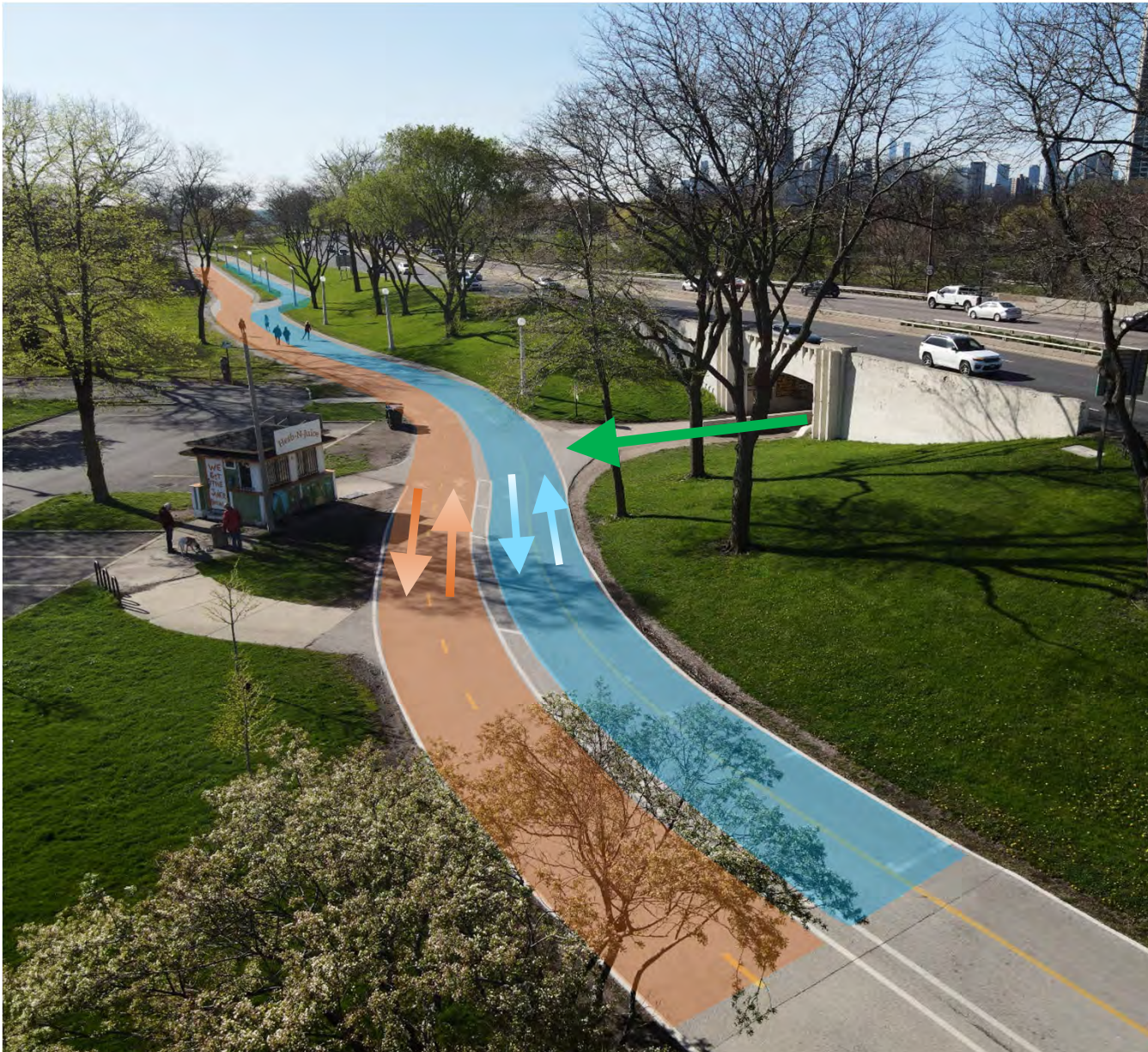
Table Workshops



Review four Lakefront Access locations

- Review current conflicts
- Evaluate alternative solutions
 - At-Grade trail crossings
 - Grade Separated trail crossings
- Determine frequency and amount of grade separation needed

Table Workshops



Existing Conditions are not grade separated at access points

- Everyone has to cross the bike trail at-grade to access the lakefront
- These at-grade crossings create conflicts

Table Workshops

At-Grade design options:

- Improve sight lines with wider underpasses
- Add additional features to slow down and alert everyone

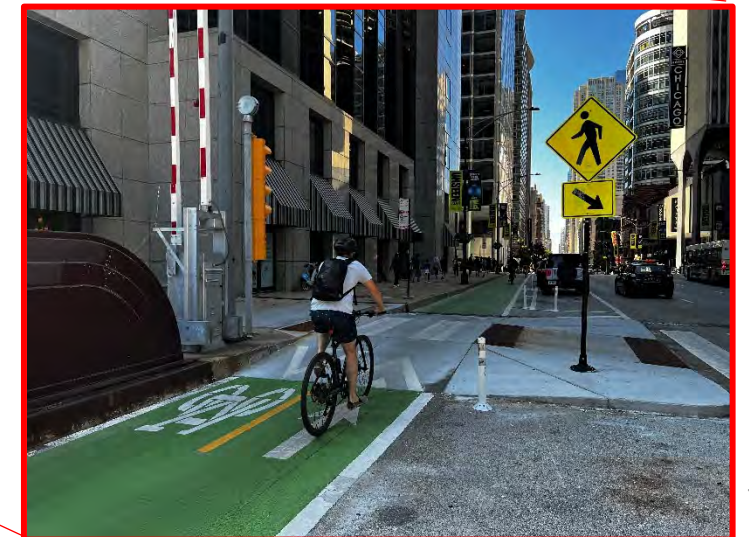


Table Workshops

Grade separated design option:

Bike trail located above underpass opening

Connection path from underpass to bike trail

This option requires a longer underpass and introduces grade changes to the bike trail.

Table Workshops



- Provide feedback at your table on park access for people walking, rolling, and bicycling
- Each table has a facilitator to walk through exhibits
- Report back to the larger group, as time allows, for last 10 minutes

Thank you!

REDEFINE THE DRIVE



NORTH DUSABLE
LAKE SHORE DRIVE

