



# PREFERRED MULTIMODAL ROADWAY ALTERNATIVE

August 2024



## WHAT WE'VE HEARD...

Public engagement to date for the North DuSable Lake Shore Drive (NDLSD) Phase I Study includes:

<b>80+</b> Stakeholder Meetings	<b>14</b> Task Force Meetings
<b>13</b> Community Meetings	<b>5</b> Large-Scale Public Meetings

<b>5,000+</b> survey responses to latest survey in 2022	<b>3,500+</b> e-newsletter contacts	<b>2,000+</b> written comments
<b>2,000+</b> e-newsletters distributed	<b>5+</b> pop-up events	<b>100+</b> community researchers at Public Life Study

Throughout this engagement, the project team has consistently received input that the redesign of NDLSD should:

<p><b>PRIORITIZE TRANSIT</b></p> <p>Prioritize improvements for CTA's north lakefront express bus services, and increase opportunities for transit access to the lakefront.</p>	<p><b>DESIGN FOR PEOPLE</b></p> <p>Prioritize access improvements to, from, and along the lakefront for people walking, running, rolling, and bicycling.</p>	<p><b>ENHANCE PARKS</b></p> <p>Increase green space, and enhance the park environment and park experience for lakefront neighbors and visitors alike.</p>
<p><b>BUILD IN CLIMATE RESILIENCY</b></p> <p>Protect lakefront facilities from wave overtopping, flooding, and increasingly intense storms resulting from climate change.</p>	<p><b>IMPROVE SAFETY &amp; OPERATIONS</b></p> <p>Improve traffic safety and operations along Inner and Outer Drives, and minimize neighborhood cut-through traffic.</p>	<p><b>PRESERVE CHARACTER</b></p> <p>Emphasize "boulevard" characteristics and de-emphasize expressway-like characteristics of the Drive.</p>

# THE PREFERRED MULTIMODAL ROADWAY ALTERNATIVE DIRECTLY REFLECTS WHAT WE'VE HEARD...



## Prioritize Transit

- Transit mobility improvements along the Inner and Outer Drives and bus only lanes on ramps used by CTA express buses will reduce transit travel times by more than 25%. That is a time savings of approximately 6.5 minutes during the average rush hour trip.
- Transit access to/from lakefront parks will be enhanced with 11 new bus turnaround and boarding areas.
- Passenger comfort will be improved both at and going to and from bus stops, especially along northbound Inner Drive.
- All transit-related improvements will be designed to provide capacity for future transit growth.



## Design for People

- Increase east-west access points for people walking, rolling, and bicycling from 22 to 27, achieving ADA-compliant lakefront access every 1/4 mile or less. Path widths and underpass heights will increase to improve visibility & comfort and better accommodate existing and future users.
- The existing narrow spaces between Inner and Outer Drive will be widened, landscaped, and equipped with continuous sidewalks/park paths to enhance the safety, comfort, and overall experience of entering Lincoln Park from across Inner Drive.
- Lakefront Trail bike and pedestrian paths will be separated to improve safety for all modes, and waterfront pedestrian promenades will be created.
- Lakefront Trail bike path will be grade separated from motor vehicle access at key junctions (on and off ramps) to minimize conflicts and improve safety.



## Build in Climate Resiliency

- Shoreline protection improvements between Grand and Fullerton Avenues will prevent wave overtopping and flooding onto expanded lakefront park spaces, the Lakefront Trail, and the Outer Drive. This will reduce closures of the Lakefront Trail and the Drive.
- Nature-based shoreline treatments will also be used to protect the improved and expanded beaches and lakefront park areas.



## Enhance Parks

- The net amount of lakefront park land will increase by more than 100 acres.
  - » New park spaces will be created between Grand and Fullerton Avenues and along Belmont Harbor.
  - » On and off ramps will be moved closer to the Outer Drive to increase usable parkland throughout the corridor.
  - » Outer Drive north of Irving Park Road will be reduced from 4 lanes to 3 in each direction, increasing adjacent park land.
- All park trails, bridges, tunnels, and lighting along NDLSL will be reconstructed or replaced.
- Popular beaches at North Avenue, Oak Street, and Ohio Street will be improved and expanded.
- New landscaping will provide opportunities to diversify tree species and enhance the urban forest.
- New enhanced areas for aquatic and terrestrial species and habitats will be created.
- Primary and secondary treatments for stormwater runoff will improve water quality.
- Improved drainage facilities at pedestrian paths under Outer Drive will prevent flooding during large rainfall events.



## Improve Safety & Operations

- A new Outer Drive underpass and roadway ramps at Chicago Avenue will replace the existing traffic signal, reducing delay and improving safety and lakefront access for people walking, bicycling, using transit, and driving in this area.
- Outer Drive access will be added at Addison Street and reconfigured near Belmont Avenue, reducing delay and neighborhood cut-through traffic.
- Redesigning Oak Street curve and other high-crash areas will further improve safety and reduce delay for people using buses and cars.
- These improvements will reduce motorist delay by approx. 6 min and express bus delay by approx. 6.5 min during average rush hours.
- Landscaped clear zones along roadway edges will improve traffic safety and protect park users.



## Preserve Character

- The entire 80+ year-old roadway will be rebuilt including 7 miles of Outer Drive, 12 junctions, 20+ bridges/tunnels and parts of Inner Drive.
- Boulevard characteristics of the roadway will be enhanced by establishing continuous landscaping featuring trees and other vegetation along the median and both edges of the roadway for the entire corridor from Grand Avenue to Hollywood Avenue.
- Creating aesthetic structural design treatments and ensuring scenic vistas along the Drive will further enhance boulevard characteristics.
- Accommodating bus only priority lanes at side ramps rather than in medians will avoid 5 miles of expressway-like structures.
- Eliminating one lane in each direction between Irving Park Road and Foster Avenue will add park space and further reduce expressway-like features.
- Modern LED lighting will be installed along the entire corridor, enhancing aesthetics and eliminating safety hazards from dark spots.

## WE WANT TO HEAR FROM YOU!

Provide your input to the project team in multiple ways! Talk to project team members throughout the Public Open House exhibit room, fill out a comment form, or email comments after the meeting to [info@ndlsd.org](mailto:info@ndlsd.org). Public comments are welcome at any time, but comments received by September 9, 2024 will be included as part of the Public Open House record.