The Illinois Department of Transportation (IDOT) and Chicago Department of Transportation (CDOT) initiated the North Lake Shore Drive (NLSD) Phase I Study in 2013 to improve NLSD from Grand Avenue to Hollywood Avenue. The study is anticipated to continue through 2021 with many opportunities for input throughout the project process. Please visit the project website, northlakeshoredrive.org, to provide comments and view previous meeting materials.

As part of the study, the project team is working with stakeholders to develop a plan that improves safety and mobility for all users. The following is an overview of current issues and the proposed improvement concept for the Fullerton Parkway junction.

There are three categories of alternatives being examined as part of the NLSD Phase I Study: Context Tailored Treatments; Transitways; and Managed Lanes. The top performing alternatives from these categories can be layered on top of one another in combination, or serve as standalone NLSD corridor designs. The following information addresses only the design features associated with the Context Tailored Treatments category.

**North Lake Shore Drive Corridor**
The area surrounding the Fullerton Parkway junction contains a number of popular destinations including: the Lincoln Park Zoo, Peggy Notebaert Nature Museum, the Alfred Caldwell Lilly Pond, North Avenue Beach, and Theater on the Lake.

- The many nearby attractions draw large numbers of people walking, biking, driving, and taking public transportation to this location.
- There is currently no connection across the South Lagoon and NLSD linking the Lincoln Park Zoo area with the park and beach east of the Drive. The only nearby crossing is the Fullerton Parkway underpass. Because of this, the existing crossing at Fullerton Parkway is often congested, creating unsafe conditions for all users.
- The Fullerton Parkway junction is heavily congested during peak periods. The southbound entrance ramp to the Drive experiences the most severe congestion during the morning peak hour and operates at a very low level of service. There is also significant evening peak hour congestion in the northbound direction at Fullerton because of congestion backing up from the northbound exit ramp to Belmont Avenue.
- Two CTA buses—the #134 Stockton/LaSalle Express and the #143 Stockton/Michigan Express—enter and exit NLSD to and from the south at this junction. Bus travel speed and reliability are negatively impacted by peak hour congestion.
Two pedestrian and bicycle bridges would be added across the lagoon. Both bridges would connect the Lincoln Park Zoo area with the park and beach east of NLSD, allowing users to more easily travel between those two locations.

- A 75-foot-wide pedestrian and bicycle bridge would be added over the South Lagoon just south of Fullerton Parkway. The bridge would connect to an underpass to the east, allowing users to cross NLSD unencumbered by auto traffic or traffic signals. A new shared-use bridge would also be added at Armitage Avenue and would cross over the lagoon and NLSD. Both crossings would reduce congestion on Fullerton and improve safety, while helping to fulfill the goal of providing lakefront access every quarter mile.

- The pedestrian crossing along Fullerton Parkway would be widened and separated from the roadway, and would connect with the pedestrian trail east of NLSD. The improved pedestrian crossing would reduce conflicts between people walking, biking, and driving, and provide a direct connection to the Lakefront Trail.

- Grade-separated crossings east and west of NLSD would allow people walking and biking to safely cross Fullerton Parkway, further reducing conflicts between all users.

- NLSD would be shifted slightly west in order to route the bicycle trail west of Theater on the Lake. This would allow people biking to avoid conflicts with pedestrians and preserve the popular area near Theater on the Lake.

- West of NLSD, the existing limestone jogging trail and supporting bicycle trail would remain.

- Bus priority signals and bus-only queue jump ramps would be added to the ramps to and from the south, allowing buses to bypass traffic and quickly enter and exit NLSD.

- Improvements to the corridor south and north of the Fullerton Parkway junction would improve traffic flow and reduce congestion at this location.

- Widened ramps to and from the south would allow for two-lane operation and would connect to weaving zones between LaSalle Drive and Fullerton Parkway. Weaving zones would improve safety by providing adequate space for merging and diverging traffic.
### COMMON QUESTIONS

**Q: Will the slight realignment of NLSD to the west impact the lagoon?**

A: Shifting the Drive and bicycle trail to the west would cause the western edge of the roadway to slightly impact the lagoon, which would require the rebuilding of portions of the sea wall. The historic comfort station east of the Drive near the lagoon would be preserved.

**Q: How will boating activities be affected by these proposed improvements?**

A: Nearby boating facilities would not be impacted by these changes and no alterations related to this project are expected to these structures. The two proposed bridges across the South Lagoon would be tall enough to accommodate the boating activities that currently take place in the area.

**Q: Are there plans to extend the #74 Fullerton route to the park?**

A: This project is not proposing any changes to existing CTA routing at this location. However, improvements made at Fullerton Parkway and other locations in the corridor would improve bus operations and provide flexibility for future service changes.

**Q: With Transitways and Managed Lanes alternatives still under consideration, what potential modifications associated with Transitways and Managed Lanes features are being considered?**

**Transitways:** There is a possibility that dedicated bus lanes could run in the center of the Drive at Fullerton Parkway. Access to these lanes would be provided by signalized bus-only entrance and exit ramps to and from the south.

**Managed Lanes:** Similarly, bus-only ramps to and from the south could also provide access to managed lane facilities at Fullerton Parkway in some Managed Lane alternatives.

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**How can I comment on this proposal?**

We welcome comments on the project and the Foster Avenue concept. Please visit our online comment form on the project website (northlakeshoredrive.org), email info@northlakeshoredrive.org, or mail feedback to NLSD Study c/o Civiltech Engineering, 30 N. LaSalle St., Suite 2624, Chicago, IL 60602.

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For more information about the overall study, or to join our mailing list, please visit the project website northlakeshoredrive.org

We look forward to continuing to work with you to **Redefine the Drive.**