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

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 as weather allows in the spring, and 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 foot, bikers, teens on skateboards, and thousands of other people taking a leisurely stroll.

- Lakefront Trail Separation Update
- Lessons Learned

Trail Separation Project Status

<table>
<thead>
<tr>
<th>Park</th>
<th>Segment</th>
<th>Status</th>
<th>Estimated Construction Start</th>
<th>Estimated Construction Completion</th>
<th>Images</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnham Park</td>
<td>35th to 41st St.</td>
<td>Complete</td>
<td>Fall 2016</td>
<td>Trail Separation – Completed June 2017</td>
<td>View 35th - 41st separation plan</td>
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<tr>
<td>Burnham Park</td>
<td>41st to 55th St.</td>
<td>Construction</td>
<td>Mid-Aug. 2017</td>
<td>Spring 2018</td>
<td>View 41st - 55th separation plan</td>
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<tr>
<td>Grant Park</td>
<td>From Chicago</td>
<td>Construction</td>
<td>Early October 2017</td>
<td>Spring 2018</td>
<td>View Grant Park separation plan</td>
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<tr>
<td></td>
<td>River to approx.</td>
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<td></td>
<td>Roosevelt Rd.</td>
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<tr>
<td>Lincoln Park</td>
<td>Ardmore to</td>
<td>Construction</td>
<td>Spring 2018</td>
<td>Late Summer 2018</td>
<td>View Ardmore-Montrose separation plan</td>
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<tr>
<td></td>
<td>Montrose</td>
<td></td>
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<tr>
<td></td>
<td>Montrose to</td>
<td>In Design</td>
<td>Summer 2018</td>
<td>Late Summer 2018</td>
<td></td>
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<tr>
<td></td>
<td>Fullerton</td>
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https://www.chicagoparkdistrict.com/parks-facilities/lakefront-trail
Lakefront Trail and Park Access

- Lincoln Park Framework Plan
- Pedestrian & Bike Counts
- CPD Facilities & Programs
- Design Considerations
- Shoreline Protection
- Structures
- Historically Significant Places
- CTA Access
- Stakeholder Input
- Existing Bicycle Facilities
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

Bike trail: 12’ paved

Pedestrian trail: 14’ paved
3’ crushed limestone shoulders

Lakefront promenade
Lakefront Trail and Park Access

Design Guidelines: Junctions

- Bike trail access
- Direct access to pedestrian trail
- Grade-separate bike trail from access path
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.
Bus and motor vehicle access to park
Lakefront Trail and Park Access

Shoreline Protection
Lakefront Trail and Park Access

LEGEND

<table>
<thead>
<tr>
<th>Below Grade</th>
<th>At Grade</th>
<th>Above Grade</th>
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- 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)
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 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

<table>
<thead>
<tr>
<th>INITIAL RANGE OF ALTERNATIVES CATEGORY</th>
<th>ALTERNATIVES TO BE EVALUATED FURTHER</th>
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<tbody>
<tr>
<td>Context Tailored Treatments</td>
<td>Corridor Modernization</td>
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<td></td>
<td>Compressed Roadway</td>
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<td>Frontage Drive</td>
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All 3 CTTs modernize the existing facility, improve safety, and reduce bottlenecks
## Transitways and Managed Lanes

### Previous Meeting:
*Task Force #7*

<table>
<thead>
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<th>ALTERNATIVES TO BE EVALUATED FURTHER</th>
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<tbody>
<tr>
<td>Transitways</td>
<td>Transit Advantages at Junctions</td>
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<tr>
<td></td>
<td>Bus on Shoulder - Right</td>
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<tr>
<td></td>
<td>Dedicated Transitway - Left</td>
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<tr>
<td></td>
<td>Dedicated Transitway - Off Alignment</td>
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<tr>
<td>Managed Lanes</td>
<td>High Occupancy Vehicle Lane</td>
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<td></td>
<td>High Occupancy Toll Lane</td>
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<tr>
<td></td>
<td>Express Toll Lane</td>
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<tr>
<td></td>
<td>Bus Only Lane</td>
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<tr>
<td></td>
<td>Express Reversible Lanes</td>
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<td>Toll Lanes</td>
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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
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

- 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

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

Alternative 2: Compressed Roadway Concept with Transit Advantages

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

Grade-separated, full-access junction
Alternative 1 –
Corridor Modernization Concept with Transit Advantages

Bus turnaround

Pedestrian and bicycle access
Alternative 1 –
Corridor Modernization Concept with Transit Advantages
CTT Alternatives

Typical Pump Station

- Wet Well: 60'L x 30'W
- Concrete driveway and access
- Perimeter fencing with gates at driveways
- Generator building: 40'L x 12'W x 12'H
- Concrete driveway and access
- Pump control building: 40'L x 15'W x 12'H
CTT Alternatives – Chicago Avenue

Alternative 3 – Frontage Drive Concept with Transit Advantages

NLSD lowered below grade
Alternative 3 –
Frontage Drive Concept with Transit Advantages
Alternative 3 –
Frontage Drive Concept with Transit Advantages
CTT Alternatives – Michigan Avenue

Alternative 1 –
Corridor Modernization Concept with Transit Advantages

Realignment of Oak St curve and relocation of Oak St Beach

DRAFT
CTT Alternatives – Michigan Avenue

Alternative 1 –
Corridor Modernization Concept with Transit Advantages

Street level pedestrian and bicycle access
CTT Alternatives – Michigan Avenue

Alternative 1 –
Corridor Modernization Concept with Transit Advantages

Increased separation between Inner and Outer drives
CTT Alternatives – Michigan Avenue

Alternative 1 –
Corridor Modernization Concept with Transit Advantages
Alternative 1 –
Corridor Modernization Concept with Transit Advantages

In review: CTA bus staging and turnaround

In review: parking and pick up/drop off location
Expanded boardwalk around North Ave Beach Boat House

Alternative 1 –
Corridor Modernization Concept with Transit Advantages
CTT Alternatives – LaSalle Drive

Alternative 1 – Corridor Modernization Concept with Transit Advantages

Pedestrian and bicycle underpasses
Alternative 1 – Corridor Modernization Concept with Transit Advantages

NLSD shifted west to accommodate bike path
CTT Alternatives – Fullerton Parkway

Alternative 1 – Corridor Modernization Concept with Transit Advantages

Replace a portion of aging seawall
Alternative 1 –
Corridor Modernization Concept with Transit Advantages

Pedestrian and bicycle access
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
CTT Alternatives

Diversey Parkway to Montrose Avenue

**Alternative 1:** Corridor Modernization Concept with Transit Advantages

**Alternative 2:** Compressed Roadway Concept with Transit Advantages

Dismissed due to costly tri-level junction at Belmont Ave. with a 4,000-foot long tunnel for the northbound travel lanes

**Alternative 3:** Frontage Drive Concept with Transit Advantages

Dismissed due to cost and constructability concerns with lowering the Drive near Belmont Harbor
Alternative 1 –
Corridor Modernization Concept with Transit Advantages
CTT Alternatives – Belmont Avenue

Alternative 1 – Corridor Modernization Concept with Transit Advantages

Modification to boat slip layout
Alternative 1 –
Corridor Modernization Concept with Transit Advantages
Alternative 1 –
Corridor Modernization Concept with Transit Advantages

In review: parking added east of current lot

One-way circulation driveway with angled parking
CTT Alternatives – Addison Street

Alternative 1 – Corridor Modernization Concept with Transit Advantages
Four lanes reduced to three lanes north of Irving Park Rd.

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
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
Alternative 1 –
Corridor Modernization Concept with Transit Advantages
Alternative 1 –
Corridor Modernization Concept with Transit Advantages
Alternative 1 – Corridor Modernization Concept with Transit Advantages
CTT Alternatives – Lawrence Avenue

Alternative 2 –
Compressed Roadway Concept with Transit Advantages

Compressed diamond junction
Alternative 2 –
Compressed Roadway Concept with Transit Advantages
CTT Alternatives – Foster Avenue

Alternative 2A
Compressed Roadway Concept with Transit Advantages

Half diamond junction with compressed ramps
CTT Alternatives – Foster Avenue

Alternative 2A
Compressed Roadway Concept with Transit Advantages
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

Half diamond junction
CTT Alternatives – Bryn Mawr/Hollywood

Alternative 2
Compressed Roadway Concept with Transit Advantages

Bus turnaround
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)

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