Welcome
North Lake Shore Drive Public Meeting
August 2013

Purpose of Meeting

• Present an overview of study process.
• Present a summary of existing conditions.
• Solicit input regarding issues and concerns.
Project Description

Grand Avenue to Hollywood Avenue

- 11 neighborhoods in 6 wards
- 7 miles of roadway
- 22 bridges and tunnels
- 12 junctions

History of Lake Shore Drive & Lincoln Park

Photos courtesy of the Chicago Park District Special Collection
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Oak Street Curve

Photos courtesy of the Chicago Park District Special Collection
History of Lake Shore Drive & Lincoln Park

Belmont Avenue
Photos courtesy of the Chicago Park District Special Collection
History of Lake Shore Drive & Lincoln Park

Wilson Avenue, Lawrence Avenue, Foster Avenue
Photos courtesy of the Chicago Park District Special Collection
History of Lake Shore Drive & Lincoln Park

Lincoln Park Today

- One of the crown jewels of Chicago’s park system.
- Listed on the *National Register of Historic Places*.
- Enjoyed by millions of local and regional visitors per year.
- A chain of local park spaces heavily used by residents.
Lake Shore Drive Today

- Affords one of urban America’s most iconic views of a world class city and lakefront park.
- Critical traffic artery designated as U.S. Route 41.
- Under IDOT Jurisdiction.
- Trucks are prohibited.

Existing Conditions - Traffic

**NLSD is a critical traffic artery**
Travel Demand = 70,000 to 155,000 vpd.

**Significant traffic bottlenecks**
- Chicago Avenue
- LaSalle Drive
- Fullerton Parkway
- Belmont Avenue
- Irving Park Road
Existing Conditions - Safety

• 5-Year crash history:
  o 5,800 crashes
  o 17 fatal and 1,005 injury crashes
  o Average of 1,100 crashes/year.

• Predominant Crash Types:
  o Rear End – 37%
  o Sideswipe – 21%
  o Fixed Object – 20%

Existing Conditions - Safety

• 2012 State of Illinois Five Percent Report:
  o Locations in Illinois exhibiting pressing safety needs
  o 80% of study area is classified as Five Percent Segment.
**Existing Conditions - Safety**

- **NLSD High Crash Locations:**
  - Oak Street Curve (780 crashes)
  - LaSalle Drive Junction (540 crashes)
  - Fullerton Parkway Junction (450 crashes)
  - Belmont Avenue Junction (820 crashes)
  - Irving Park Road Junction (430 crashes)

**Existing Conditions - Transit**

NLSD is also a critical transit corridor

- **Outer Drive:** 42,300 riders/day
  - 7 express bus routes
- **Inner Drive:** 26,500 riders/day
  - 2 local bus routes

**Total Corridor Transit Ridership = 69,000 riders/day**
Existing Conditions – Lakefront Trail

Lakefront Trail serves:
- Bicycle commuters
- Recreational users
- Tourists

Peak Trail Usage:
25,300 users*/day
at highest use areas

*Users = Pedestrians, Cyclists and others. Usage data from August 2010

Existing Conditions - Infrastructure

• Much of NLSD was constructed in the 1930s under the WPA Program.

• Most bridges and tunnels have reached the end of their useful design lives.
Existing Conditions - Infrastructure

- Some bridges are in poor structural condition.
- Many bridges are functionally obsolete for traffic and pedestrian demands.

Most tunnels are inadequately sized for pedestrian/bicycle demands.

Many tunnels do not meet ADA requirements.
Existing Conditions - Infrastructure

Wave action, flooding and ice buildup are regular problems along some portions of NLSD and the Lakefront Trail.

Rare Opportunity

The need for improvements to NLSD opens an opportunity that has not existed for 80 years.

“Redefine the Drive”
Federal-Aid Project Phases

Funding for Phase I Study:

We Are Here

Phase I
Preliminary Engineering and Environmental Studies
2013–2016

Phase II
Contract Plan Preparation and Right-of-Way Acquisition

Phase III
Construction

* Schedule to be determined. Phases II and III are not currently included in IDOT’s FY 2014–2019 Proposed Multi-Modal Transportation Improvement Program.

Phase I Study

PHASE I MILESTONES

- Define Existing Conditions
- Develop Purpose and Need for Improvement
- Identify and Evaluate Alternatives
- Identify Alternatives to be Carried Forward
- Select Preferred Alternative
- Obtain Environmental and Design Approval
**Phase I Study**

- Stakeholder Involvement
- Context Sensitive Solutions Process
- NEPA / 404 Merger Process
- Public Understanding
- Environmental Resource Agency Coordination
- Design Approval
- Highway Agency Concurrence
- IDOT / FHWA Implementation Process
- Project Design Studies

**Context Sensitive Solutions (CSS)**

- Interdisciplinary approach.
- Develop transportation facilities that fit into surroundings or “context”.
- Early, frequent & meaningful communication with stakeholders.
- Flexible and creative approach to design.
- Improve safety & mobility.
- Preserve and enhance the scenic, economic, historic, and natural qualities.
Stakeholder Involvement Plan

- Guide for Implementing Context Sensitive Solutions
- Decision Making Process
- Dynamic Document
- Available for Public Review on Website

Project Study Group (PSG)

- Ensure compliance with design & environmental policies.
- Promote partnership with stakeholders.
- Work to achieve general project understanding.
- Make final project recommendations.
- Ultimate decisions are made by IDOT.
Corridor Planning Committee

- Representatives from a broad cross section of stakeholders.
- Aid in identifying problems & solutions.
- Share information with constituents/members.

Task Forces

- Environmental
- Transportation
- Park Users
- Business & Institutional
- Geographic Stakeholders
  - Grand to Diversey
  - Diversey to Montrose
  - Montrose to Hollywood
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**CSS Outreach Tools**
Phase I Study Schedule

- We Are Here
- Phase I: Preliminary Engineering and Environmental Studies
- Phase II: Contract Plan Preparation and Right-of-Way Acquisition
- Phase III: Construction

![Timeline Diagram]

CPC = Corridor Planning Committee
PM = Public Meeting

Get Involved & Stay Informed

- Visit the Project Website: www.northlakeshoredrive.org
- Attend Future Meetings
- Ask Questions
- Provide Input

Social Media Icons: Facebook, Twitter
North Lake Shore Drive

Thank You