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 Addison Street and Irving Park Road junctions.

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**

![Map of North Lake Shore Drive Corridor with Addison Street and Irving Park Road junctions highlighted.]

*Irving Park Road junction east of NLSD*  
*Irving Park Road northbound exit ramp*
During the AM rush hour, large volumes of traffic enter the Drive at Irving Park Road in the south-bound direction. When this traffic merges into the Outer Drive lanes, it causes congestion that can sometimes spread as far north as Foster Avenue. During the PM rush hour, northbound traffic backs up on the exit ramps at Irving Park. The traffic backups effectively block up to two lanes on the Outer Drive and slow down other lanes. To get around stopped or slow-moving traffic, motorists make sudden stops and/or weave around vehicles, which contributes to rear end and sideswipe crashes.

There is currently no direct access between Addison Street and the Outer Drive. A significant share of the traffic entering or exiting the Drive at Irving Park Road and Belmont Avenue is from the neighborhoods between Irving Park and Belmont, in the vicinity of Addison. This traffic would use ramps at Addison if it could, thereby reducing demand at Irving Park and Belmont.

Recreation Drive provides vehicular access to Lincoln Park facilities and parking lots between Addison Street and Irving Park Road. It may be accessed from all directions at Irving Park and from the northbound Outer Drive only at Addison.

Seven bus routes currently travel through the Addison Street-Irving Park Road area, including #135 Clarendon/LaSalle Express, #136 Sheridan/LaSalle Express, #146 Inner Drive/Michigan Express, #148 Clarendon/Michigan Express, #151 Sheridan, #152 Addison, and #80 Irving Park. The Addison and Irving Park buses end their eastbound runs and begin their westbound runs at on-street bus stops along or near the Inner Drive in this area.

Stakeholder feedback and project team analysis identified the Lakefront Trail crossing east of NLSD at Irving Park Road and Recreation Drive as a hotspot for congestion and conflicts between people walking, biking, and driving.

Stakeholder feedback and project team analysis also identified Irving Park Road as an important area for improving lakefront bicycle and pedestrian access in general.
Ramps would be added to and from the south at Addison Street. These ramps would more evenly distribute traffic and relieve congestion at Belmont Avenue and Irving Park Road. They would also align with the project goal of providing vehicular access to NLSD every half-mile.

- **The new ramps would allow more direct access for motorists traveling to and from destinations on or near Addison Street.** This would reduce the amount of vehicular traffic moving through the neighborhoods south of Irving Park Road and north of Belmont Avenue.
- **The curve of the roadway between Addison Street and Irving Park Road would be adjusted** to provide a safer line of travel and better visibility for motorists.
- **Park facilities east of the Drive would be directly accessed at Addison Street,** eliminating the need for Recreation Drive. Some of the parking that’s currently along Recreation Drive would be relocated between the Inner and Outer Drives to better balance parking demand east and west of NLSD.

- **Bus-only priority signals and bus-only queue jump lanes** would be added to the ramps at Irving Park Road.
- **A new bus layover facility** would be created northeast of the new Addison Street junction. The new bus facility would facilitate bus operations and improve transit access to the park and nearby amenities, including the ball fields, tennis courts and golf course.

- **The design was developed to minimize impacts to nearby park facilities;** neither alternative would impact the Peace Garden or Sydney R. Marovitz Golf Course.

- **A bicycle and pedestrian crossing** would be provided on the Addison Street overpass. This crossing would allow people walking or biking to more easily access the park and fulfill a project goal of providing park access every quarter-mile.
- **Separated bicycle and pedestrian trails** would run between Addison Street and Irving Park Road on the Lakefront Trail. Separated trail facilities and grade-separated crossings on the bicycle and pedestrian trails would reduce conflicts between people walking, biking, and driving, and improve safety in a popular and heavily traveled area of the park.
- **The removal of Recreation Drive would better accommodate separated trails,** as well as the realigned Outer Drive roadway and the bus-only queue jump lanes at Irving Park Road.
Q: Why aren’t ramps provided to and from the north at Addison Street?
A: Current and anticipated travel patterns indicate that access to/from the south is the greatest travel demand at Addison Street. There would also not be sufficient space for ramps to/from the north.

Q: Why would the size of the Drive be reduced from four lanes in each direction to three north of Irving Park Road?
A: The elimination of a lane in each direction would “right size” the Drive so that its size is appropriate for the current and anticipated traffic volumes north of Irving Park Road, which are lower than those further south. This would also address a significant existing safety challenge with excessive vehicle speeds on this stretch and create additional green space within northern Lincoln Park.

Q: Would the parking on Recreation Drive be replaced?
A: Yes, replacement parking would be created east of the existing parking lot and east of the ball fields. Replacement parking would also be created between the Inner and Outer Drives between Addison Street and Grace Street.

Q: Would there still be a dog beach near Addison Street?
A: The dog beach would remain but would be moved to the north end of Belmont Harbor.

Q: Why will a pump station be needed near Addison Street?
A: In order to provide an at-grade east-west crossing for bicycles, pedestrians and motor vehicles at Addison, the Drive will need to be realigned below-grade at this location. A pump station will be needed to remove stormwater from this below-grade area. The project team is still assessing the best location for the pump station.

Q: With Transitways and Managed Lanes alternatives still under consideration, what potential modifications associated with Transitways and Managed Lanes features are being considered?
Transitways: One of the alternatives still under consideration is a dedicated bus lane that would run in the center of the Drive in this area. Access to these lanes would be provided by signalized bus-only entrance and exit ramps to and from the south. To reduce park impacts in the area south of the Irving Park Road junction, the bus-only entrance and exit ramps would be located in a tunnel beneath the main roadway.

Managed Lanes: The evaluation of Managed Lane alternatives is ongoing. Among the ideas being considered are bus-only ramps at the Irving Park Road junction which could allow buses to access managed lane facilities in some Managed Lane alternatives. Managed lane access for regular motor vehicles is also proposed for the Addison Street junction.

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.

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.