North Lake Shore Drive Public Meeting #2
July 8, 2014

Welcome

Purpose of Meeting

• Why is North Lake Shore Drive being studied?
• Review Study Process
• Provide Update on Study Progress
• Next Steps
• Transportation Workshop Activities
Why is NLSD Being Studied?

• Study area
  - Grand Avenue to Hollywood Avenue
  - 11 neighborhoods, 6 wards
  - 24 bridges and tunnels
  - 12 cross-road junctions

• Over 80 years old and in need of reconstruction

Project Development Process

Funding for Phase I Study:

We Are Here

Phase I
Preliminary Engineering and Environmental Studies
2013–2018

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 2015–2020 Proposed Multi-Modal Transportation Improvement Program.
Environmental Impact Statement (EIS)

- Most detailed and rigorous study process
- Considers transportation needs
- Considers a range of alternatives
- Identifies potential impacts including environmental
- Considers stakeholder input
EIS Study Process

Stakeholder Involvement and Agency Input

Data Collection \rightarrow Purpose & Need \rightarrow Alternatives Development & Evaluation \rightarrow Preferred Alternative

Preferred Alternative

EIS Study Progress to Date

We Are Here

Phase I
- Preliminary Engineering and Environmental Studies

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

Phase III
- Construction

Define Existing Conditions
- Develop Purpose & Need
- Identify & Evaluate Alternatives
- Alternatives Carried Forward
- Select Preferred Alternative
- Obtain Environmental & Design Approvals

2013 \rightarrow 2014 \rightarrow 2015 \rightarrow 2016 \rightarrow 2017

TF = Task Force Meeting
PM = Public Meeting
Data Collection

• Crash Data
• Traffic Counts
• Speed Data
• Lakefront Trail Counts
• Transit Performance Data
• Environmental Data
• Stakeholder Input

Five Needs Categories...

Needs Assessment: Safety

• 5,800 crashes in 5 years (three crashes per day)
• 1,000 injury crashes
• Rear-ends, sideswipes
• Many attributed to speed during off-peak hours
• Frequent unreported crashes on Lakefront Trail
**Needs Assessment: Mobility**

- Congestion, poor mobility
- Affects buses
- Lakefront Trail on a summer weekend: 31,000 users per day

**Needs Assessment: Infrastructure Deficiencies**

- Bridges and tunnels over 80 years old
- Over half of the pedestrian tunnels do not accommodate today’s demands
- Most not compliant with ADA
Needs Assessment: Access and Circulation

- Lake Shore Drive inhibits park access and circulation
- Heavy vehicle traffic flows at ramps impede user access
- Need to improve east-west transit access to park and lakefront

Needs Assessment: Modal Connections

- 69,000 CTA bus users per day today
- Stops lack sidewalk space and shelters
- 85,000 CTA bus users per day by 2040
What is Purpose and Need?

- Clear concise statement of the transportation problems
- Developed from stakeholder input and technical analysis
- Must be approved by environmental regulatory and resource agencies
- Initial screening criterion for evaluating alternatives

NLSD Purpose and Need

The purpose of the project is to improve the NLSD multi-modal transportation facility.

- Improve safety for all users
- Improve mobility for all users
- Address infrastructure deficiencies
- Improve access and circulation
- Improve modal connections & opportunities
Alternatives Development & Evaluation

Stakeholder Involvement and Agency Input

Alternatives Development & Evaluation

- Data Collection
- Purpose & Need
- Initial Alternatives
- Alternatives Carried Forward
- Finalist Alternatives
- Preferred Alternative

Initial Alternatives

- Establish transportation performance criteria
- Identify existing environmental constraints
- Sketch alternatives
- Eliminate alternatives and combinations that do not address Purpose & Need
- Compare transportation benefits of alternatives – eliminate underperforming alternatives
Transportation Benefit Measures

Safety performance measures include:
- Reduce crash frequency and severity

Mobility performance measures include:
- Improve travel time for all modes
- Improve Level of Service for all modes

Infrastructure performance measures include:
- Improve bridge and tunnel condition
- Correct design and functional deficiencies
- Comply with Americans with Disabilities Act

Transportation Benefit Measures

Access and Circulation performance measures include:
- Improve access to and circulation within Lincoln Park for all modes
- Improve transit and vehicular access to NLSD

Modal Connection performance measures include:
- Improve access to transit
- Improve transit access to Lincoln Park
- Improve non-motorized connections
Environmental Evaluation

- Environmental evaluation follows NEPA process

- Level of analysis becomes progressively more detailed as alternatives are narrowed

- Initial “big picture” screening process

- Detailed identification of environmental features and impacts occurs later in process through field studies, research, and expert analysis

Environmental Evaluation Measures

Cultural Resources/Special Lands
- Archaeological and historic resource impacts, preserves

Natural Resources
- Wetlands, water quality, threatened & endangered species

Traffic Noise
- Noise sensitive receptors: residences, schools, churches, hospitals

Socio-Economic
- Neighborhood and public facility impacts, access to employment

Indirect and Cumulative Impacts
- Foreseeable impacts caused by the project outside the immediate area
- Foreseeable total of impacts
Alternatives Development & Evaluation

Stakeholder Involvement and Agency Input

Data Collection → Purpose & Need → Alternatives Development & Evaluation

Initial Alternatives → Alternatives Carried Forward → Finalist Alternatives → Preferred Alternative

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**Initial Alternatives**

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**Today's Workshop**

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Summary of Ideas from Task Force Mtg. 3

- April 2014
- 400 submittals, 1,200 ideas

Key Points
- Safety improvements
- Vehicular mobility
- Transit improvements
- Bicycle and pedestrian improvements
- Access improvements

Transportation Alternatives Workshop Tools

- Study Area Worksheets – 4 Stations
  - Grand to North
  - North to Diversey
  - Diversey to Montrose
  - Montrose to Hollywood

- Purpose & Need Station

- Online Mapping App
Submit Your Idea: Online Mapping Application

www.northlakeshoredrive.org
Next Steps

• Continue to refine draft Purpose & Need Statement
• Begin evaluation of alternatives
• Next Public Meeting in Summer 2015 to present an initial range of feasible alternatives
Get Involved & Stay Informed

- Visit the Project Website  www.northlakeshoredrive.org
- Attend Future Meetings
- Ask Questions
- Provide Input by August 1st

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Thank You