The Next Presentation Will Begin in 3 Minutes
The Next Presentation Will Begin in 2 Minutes
The Next Presentation Will Begin in 1 Minutes
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Note:

This presentation includes 25 slides and has a run time of 15 minutes.
North Lake Shore Drive
Public Meeting #3
July 12, 2017
Welcome
Why is NLSD Being Studied?

- Grand Avenue to Hollywood Avenue
  - 11 neighborhoods, 6 wards
  - 24 bridges and tunnels
  - 12 junctions
- Over 80 years old and in need of reconstruction
- Average of 3 crashes a day
Renewing all of Lake Shore Drive

- **Museum Campus** – 1995-1998
  - Roosevelt Road – McCormick Place
- **South LSD Rebuild** – 2001-2004
  - McCormick Place – 67th Street
- **South LSD Extension** – 2012-2013
  - 79th Street – Harbor Avenue
- **South Lakefront Bridges** – ongoing
  - 35th Street, 41st Street, 43rd Street
- **Lakefront Trail Separation** – ongoing
  - 71st Street – Ardmore Avenue
- **North LSD Rebuild** – estimated 2020+
  - Current project
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 and FHWA.
Study Progress to Date

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

**Timeline**:
- **Identify & Evaluate Alternatives**: 2013, 2014, 2015, 2016
- **Alternatives Carried Forward**: 2017
- **Select Preferred Alternative**: 2018
- **Obtain Environmental & Design Approvals**: 2019, 2020

- **Task Force Meeting**
- **Public Meeting**
- **Public Hearing**
NLSD Purpose and Need

• Improve safety for all users
• Improve mobility for all users
• Address infrastructure deficiencies
• Improve access and circulation

• The complete Purpose & Need document can be found on the project website: http://northlakeshoredrive.org/info_environment_documents.html
We are here
Alternatives Development & Evaluation

Iterative Process of Evaluation

- Initial Alternatives
  - Major Flaws
  - Purpose and Need Agreement
  - Performance Assessment
  - Planning Level Cost Estimate
  - Level 1 Screening

- Alternatives to be Carried Forward
  - Detailed Performance Assessment
  - Assess Environmental Impacts
  - Level 2 Screening

- Finalist Alternatives
  - Further Performance Review and Evaluation
  - Detailed Environmental Analysis and Review

- Preferred Alternative
  - Address Public Hearing Comments
  - Prepare Draft and Final Environmental Impact Statement
  - Prepare Final Record of Decision

Increasing Level of Alternative Refinement and Analysis

PSG/Agency Coordination and Public Involvement
Initial Range of Alternatives

- No-Action
- Transitways
- Managed Lanes
- Tunnels and Causeways
- Context Tailored Treatments
2040 No-Action Alternative

Assumes that routine maintenance is performed on North Lake Shore Drive, but there are no additional trail, transit or roadway improvements.

The No-Action alternative does not meet Purpose & Need, but is carried forward as the benchmark against which all other alternatives are measured.
## Transitways

<table>
<thead>
<tr>
<th>INITIAL RANGE OF ALTERNATIVES CATEGORY</th>
<th>INITIAL RANGE OF ALTERNATIVES</th>
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<tbody>
<tr>
<td>Transitways</td>
<td>Bus on Left – Dedicated Transitway</td>
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<tr>
<td></td>
<td>Bus on Right – Shoulder/Weaving Zones</td>
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<td>Transitway Off Alignment</td>
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<td>Light Rail Transit</td>
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</tbody>
</table>
Transitways

- Bus on Right – Shoulder or Weaving Zones
- Bus on Left – Dedicated Transitway
- Off-Alignment Transitway

It is recommended that these alternatives be further evaluated
It is recommended this alternative be dismissed from further consideration as a standalone alternative.
## Managed Lanes

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<tbody>
<tr>
<td>Managed Lanes</td>
<td>High Occupancy Vehicle Lane</td>
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<td>High Occupancy Toll Lane</td>
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<td>Express Toll Lane</td>
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<td>Bus Only Lane</td>
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<td>Express Reversible Lanes</td>
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It is recommended that these alternatives be further evaluated.
### Tunnels and Causeways

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<tbody>
<tr>
<td>Tunnels and Causeways</td>
<td>Submerged Express Tunnel in Lake</td>
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<td>Land Based Express Tunnel</td>
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<td>Causeway in Lake</td>
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Tunnels and Causeways

Submerged Express Tunnel in Lake Michigan

It is recommended these alternatives be dismissed from further consideration.
It is recommended this alternative be dismissed from further consideration.
## Context Tailored Treatments

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<tr>
<td>Context Tailored Treatments</td>
<td>Corridor Modernization</td>
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<td>Compressed Roadway</td>
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<td>Frontage Drive</td>
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Context Tailored Treatments

• Improvements that are tailored to the varying roadway, transit, bicycle/pedestrian travel and shoreline protection needs along the corridor.

• Recognize that locations along the corridor have varying needs and different contexts within which to satisfy those needs.

• These treatments can be combined to form many different alternatives.
Treatments include:

- Bike and pedestrian improvements
- Transit improvements
- Shoreline protection
- Roadway improvements
Context Tailored Treatments

Corridor Modernization Concept (Alternative 1)
  • Modernizes existing facility to improve safety and reduce bottlenecks.

Compressed Roadway Concept (Alternative 2)
  • Minimizes transportation footprint.

Frontage Drive Concept (Alternative 3)
  • Depresses Outer Drive below grade and splits Inner Drive into one-way frontage drives: Grand to ELSD and Belmont to Montrose.

It is recommended that this category of alternatives be further evaluated
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Please view the Context Tailored Treatment exhibits in the Main Exhibit Room

Comment forms and surveys available for your input!
North Lake Shore Drive

northlakeshoredrive.org

Thank You