



COMMENT FORM

North Lake Shore Drive Phase I Study

RECEIVED
OCT 17 2018

BY:

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

As a member of the Board of Directors for Chicago Market. A community Co-op being built at the intersection of Wilson & Broadway, we feel it is critical to maintain access to Lakeshore Drive to & from Wilson.

Our Co-op has over 1400 member owners who I represent. Closing the ramps to Wilson from LSD could potentially cause a decrease in traffic flow to our store and a loss of business & revenue. Please find alternate solutions.

Please return this form to a project representative or email form to info@northlakeshoredrive.org or return mail to

NLSD Study
c/o Civiltech Engineering
30 N La Salle, Suite 2624
Chicago, IL 60602



1

REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

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Please design ramps so cars entering
have to STOP before ~~proceeds~~ proceeding.

ES

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Please consider a dedicated bus lane on LSD (without expanding the roadway)

Please consider widening the sidewalks at Montrose, increasing pedestrian access to the lakefront.

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

KEEP WILSON RAMPS OPEN

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Why does the bike path need to go east of Cricket Hill? This is a sidewalk used by families next to playgrounds and soccer fields. There is no other place for people to walk. Why can't the proposed pedestrian underpasses at Montrose and Wilson be expanded to also include a separate bike path.

The current "new" configuration east of Cricket Hill is unsafe and thus not used by cyclists. If bridges are being built all along the project to carry the bike traffic over access points — why not at Montrose and Wilson?

Do not perpetuate the current failed configuration.

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REDEFINE THE DRIVE



NORTH LAKE SHORE DRIVE

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I'm looking for better access for people to get to the lake, especially pedestrians and bike access - on Montrose, Wilson, and Lawrence, in underpasses, and sidewalks,

Also, as an uptown resident who works in Streeterville, we need dedicated bus lanes without widening the footprint of the drive.

Finally, whatever re configuration of the traffic interchanges, I would ask that they minimize their footprints to look more like Belmont.

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I really appreciate that not every intersection
needs a complete N/S/E/W ramp.

I also appreciate using lanes smarter with
dedicated transit or other HOV ideas.

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Please do not close the vehicle
Access ramps to LSD from
Wilson Drive.

I am a small business owner
We rely on traffic of commuters getting
on Lake Shore Drive to grow our
cafe business. When Wilson was closed
for commuters for building the red line station,
we saw a drop of 18% to 20% in sales.
To have this as a norm would be
catastrophic for our business & venue.

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Uptown should NOT be treated as second class citizens! We deserve to be treated the same as other neighborhood like Lincoln Park, Lakeview, etc. The state has neglected Uptown and would bridges to be unsafe and eye sores. The state, CTA, and city spend less in Uptown on comparable infrastructure and amenities. Compare the finishes at the Fullerton CTA Red Line Station with the second rate finishes at the new Wilson station. Mosaic tile for them, and cheap painted tin for Uptown. Not to mention the dripping oil over Broadway!

We will be watching and judging your respect for Uptown.

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I would like bus lanes on LSD to improve public transit.

This should be done using Managed lanes and not by adding more lanes.

Prioritize people over cars and fossil fuels!

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