



## **Comprehensive Summary Montrose-Wilson-Lawrence Community Meeting #3**

The last of the three community meetings requested by Ald. James Cappleman (Ward 46) focusing on the Montrose Avenue-Wilson-Lawrence Avenue (MWL) corridor within the North Lake Shore Drive (NLSD) project area was held September 26, 2019 at the Larry McKeon Student Services Building at Truman College. The meeting was held from 6 to 8 p.m., and featured a PowerPoint presentation at 6:30 p.m. The meeting was open to the general public and was advertised through the Alderman's electronic newsletter.

From 6 to 6:30 p.m., attendees examined exhibits located around the room that displayed information on the NLSD Phase I Study process, the MWL alternatives development and evaluation process, and the recommended top performing alternative for the MWL area. Corridor-wide exhibits displaying the Context Tailored Treatments Top Performing Alternative were also provided. This was followed by a PowerPoint presentation that reviewed previous public feedback received for the area, the project team's finalist alternatives evaluation process, evaluation results, and the top performing alternative for the MWL area. A fifteen-minute question-and-answer period was provided at the conclusion of the presentation. Questions received concerned topics such as potential traffic operations east of NLSD, the effects of signalization, and the incorporation of improvements to pedestrian and bicycle infrastructure in the alternatives development process. Despite a few strong voices, the tone throughout the discussions was curious but not adversarial. There did not appear to be widespread opposition to the information presented.

Following the presentation, project team members were located near the exhibit boards and were available to answer questions from attendees. Comment forms were available for attendees to submit more detailed feedback if desired. The meeting concluded at the anticipated time.

In total, there were 45 attendees; 6 written comment forms were received.

Elected Officials in attendance:

- Alderman James Cappleman (Ward 46)
- Matthew Trewartha, Representative of Alderman James Cappleman (Ward 46)
- State Representative Greg Harris (District 13)

The following Project Study Group (PSG) agencies were represented: IDOT, CDOT.

## Feedback and Comments Received

**The following analysis includes feedback received from the open house that took place before and after the presentation, the designated question-and answer session, and written comment forms provided at the meeting. This analysis has also been informed by comments submitted through the project's online comment portal through October 18, 2019.**

### Montrose-Wilson-Lawrence Preferred Alternative Design

-Attendees were curious as to how the preferred alternative (Alternative A-3) would operate and generally expressed approval upon discussion with project team members. A small number of attendees requested clarification regarding the proposed reconfiguration of the Montrose Avenue junction, which would direct eastbound Montrose traffic north on Marine Drive in order to access southbound NLS D.

-Some of the attendees voiced concerns that the proposed design at Montrose and Wilson would turn Montrose junction into "another Belmont," i.e. a location of heavy congestion. The project team responded by pointing out the features that differentiated the Montrose location from the Belmont junction and explaining how the proposed improvements would operate.

-Multiple attendees wanted to know why the proposed stop light at the Montrose junction was not being implemented now if it would alleviate congestion. The project team responded that the expense of stoplight installation makes it important to finalize the design for the MWL area first, as the team does not want to demolish newly installed infrastructure.

-Questions were received regarding potential traffic operations at the Montrose junction, especially during large events. Those who have experienced this situation cite that they have waited an upwards of 45 minutes at this junction during events in the past. The project team noted that many of the proposed improvements, such as grade-separated trail crossings and signalization, could improve safety and operations at Montrose by reducing conflicts between users and enabling the more efficient movement of traffic through the area.

-One attendee was interested in how the proposed improvements would affect traffic entering and exiting Montrose Harbor and how the proposed improvements would impact traffic on Simonds Drive. Another attendee was interested in how traffic would operate east of NLS D and expressed a desire for additional illustrations and traffic data.

-Some attendees stated that they would like the exhibits to provide more detail on design components such as lane widths, length of turns, curb cuts, on-street parking, etc.

### Lakefront Trail

-Multiple attendees voiced concern with proposed use of underpasses on the Lakefront Trail rather than bridges, believing that underpasses could encourage unauthorized activity more often than bridges. Others also commented that the underpass design seems to favor motorists instead of people who bike and people who walk.

-Numerous attendees voiced their dissatisfaction with the current bicycle trail configuration that directs people who bike around Cricket Hill. These attendees prefer the bicycle trail to be adjacent to the pedestrian trail.

-Attendees generally were in favor of adding or maintaining park space and limiting the footprint of concrete and pavement regardless of which alternatives is carried forward.

-One attendee expressed their desire for the design plots to show greater detail regarding the pedestrian and bicycle-oriented components of the design.

-One attendee was concerned that the Buena Peace Garden would be impacted by the bicycle flyover path adjacent to NLSD.

### Lakeview Corridor

-Attendees were interested in how the proposed ramps at Aldine Avenue would affect traffic volumes and flows in the neighborhood.

-Concerns were raised by some attendees regarding the proximity of the bus staging facility to the bird sanctuary and the size and position of the proposed parking lot next to the sanctuary.

-One attendee expressed concern with the proposed below-grade NLSD road configuration at Addison, citing flooding that occurred on NLSD in 1987 and the possibility that the proposed pump stations would not suffice in the event of a severe storm.

-A couple of attendees stated that they were concerned with the potential aesthetic impacts of the proposed bus staging area near the Belmont junction.

-One attendee stated their dissatisfaction with the proposed Addison junction and expressed concern that added traffic could make it difficult for residents in the adjacent high rises in the area to access their garage entrances.

### Miscellaneous

-Multiple attendees and commenters noted a desire for the addition of a bus-only lane to NLSD, citing the future impacts of climate change and mobility issues from congestion for transit users.

-Multiple attendees were curious how the current proposed design at Foster Avenue and Marine Drive would affect the bus stop at the southwest corner of the intersection.

-Multiple questions were raised about how the project would be funded and how much longer the Phase I study process was projected to last. Similar questions were raised regarding the duration of construction and how the project team would prioritize different sections.

-A handful of attendees asked how the project might be funded. One attendee wanted to know if this project had the ability to use TIF funding.

-One attendee wanted to know whether the projected modeling includes potential changes to corridor demographics and future work/travel patterns.