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COMMENT FORM

North Lake Shore Drive Phase I Study

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.

great process, CONTINUE TO get Better

John Lee - JohnLee@icloud.com / 4848 N. Shore Dr # 303 - 60640

RE-Belmont Harbor Parking Access

Like the roadway access to parking lot from Briar - safer for Bikers, Peds, etc... Need 1/2 walk through / good because it vents

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Traffic away from Belmont/LSD intersection



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PLEASE RECONSIDER USING ALDINE AS A MAJOR THOROUGHFARE onto LSD

- 1) ALDINE IS NARROW, RELATIVELY QUIET RESIDENTIAL STREET EXCEPT -
- 2) DURING MORNING WHEN IT IS ALREADY A PARKING LOT BECAUSE
- 3) GARBAGE TRUCKS (!) CAN HOLD UP TRAFFIC FOR 15 MINUTES
- 4) TRAFFIC IN AND OUT OF ALDINE DRIVEWAYS IS ALREADY NEARLY IMPOSSIBLE IN THE MORNINGS BECAUSE DRIVER AGGRESSION and TERRITORIALITY
- 5) IN THE WINTER, ALDINE IS NOT A QUICKLY PLOWED THOROUGHFARE SUCH AS BELMONT or ADDISON. ANY HEAVY SNOW OR ICE WILL RENDER

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OVER



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ACCESS TO LSD USELESS.

(6) WHY NOT INCREASE VARIOUS ACCESS & EXIT PATHWAYS FROM ~~ADDISON~~ ADDISON, WHICH IS DESIGNED TO ACCOMMODATE 4-LANE TRAFFIC

(7) DURING MORNING RUSH, ALDINE IS ALREADY A HORN-BLARING DISASTER OF FRUSTRATED DRIVERS, ON WHAT SHOULD BE A QUIET, RESIDENTIAL STREET.

(8) YES! TO ELIMINATING THE LIGHT AT CHICAGO AVE.



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I know its not CS Dr., but
Diversey needs so much attention
on the asphalt, potholes.

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Do you (EVER) plan to lay a new surface on the
crosswalk at Addison St + Lake Shore Dr.?

I have been waiting for more than (4) months
for a decent crossing surface. I have made (4)
phoned inquires to CDOT in the last 4 months.

I want a
complete answer!!!

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- Robbed at Belmont
when got on bus, suspect backed +
man behind shaking packages on walker
& screamed + he ran off

- she reported to police
Police didn't report

- There should be a
security camera
@ Belmont +

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Leave Recreation Drive alone
Recreation Drive has walking, biking
we need that.
It seems to me they want to
eliminate park, but have more cars on/
exits

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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 ~~DO NOT~~ ADOPT THE ALTERNATIVE

FOR THE BELMONT EXCHANGE KEEPING THE TRAFFIC EAST OF THE DRIVE THAT IS GOING TO & FROM THE HARBOR. DO NOT, PLEASE, EXTEND BRIAR PLACE AND PUT IN A NEW TUNNEL, UNNECESSARY, UNSAFE TO TELFER PLAYLOT CHILDREN AS WELL AS NUMEROUS SENIORS IN AREA, ALSO VERY DISRUPTIVE TO NEIGHBORHOOD TRAFFIC FLOW IN ALREADY TIGHT AREA.

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P.S. THANK YOU FOR INCORPORATING MY SKETCHES



THAT TOM TUNNEL TURNED OVER FOR THE ALTERNATIVE

* WE LIKE THE BELMONT BUS TURNAROUNDS AT ST. JOSEPH HOSPITAL WHICH WOULD GO AWAY IF TURNAROUND AT BELMONT + LSD BECAUSE OF STOPS ON SHERIDAN + INNER DRIVE



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1) NICE IDEA BUT DON'T TAKE QUESTIONS IN MIDDLE OF PRESENTATION.

2) TABLES ARE NON-STOP BUSES FROM FULLERTON, (WHERE YOU CAN ENTER THE DRIVE) - IT'S JUST THAT THEY'RE ONLY DURING RUSH HOUR (ROUTE #143 I THINK) NEVER WERE NON-STOP FROM DIVERSEY

3) WHAT ABOUT WATER TRANSPORTATION TO TAKE TRAFFIC

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OFF THE DRIVE. THAT'S WHY CHICAGO IS HERE - WATER TRANSPORTATION.



IF YOU DO TURNAROUND, YOU'LL NEED TO
HAVE SOMETHING SERVICE THE HOSPITAL
LIKE #76 DIVERSEY, ~~PUT THEM~~ YOU'LL

HIGH CONCENTRATION OF SENIORS AT
LAKEFRONT - ADD SOME SENIOR (ONLY)
FACILITIES, SHUTTLES, SERVICES TO
ACCOMMODATE.

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- The LSD on ramp from the Navy Pier area seems too close to the proposed LSD off-ramp at Chicago. While people would be trying to merge left onto LSD, others will be crossing several lanes to exit at Chicago on the right.

- We are against the alternative that extends Brian for Belmont Harbor access

- We are in favor of bike/ped separation everywhere.

- We are in favor of raising and widening Diversen Bridge. And putting more

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space between bike/ped path & LSD - so dangerous there at Diversen Bridge



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Based off of public feedback and the sustainability of the environment as far as reducing greenhouse gases through less personal vehicle use, I recommend and fully support the "dedicated transitway - left" option. Chicago brags about how green it is as a city with all its LEED construction, to fall in line with those priorities. Green space will be lost with construction of the transitway but the less need to drive, the less vehicles and less parking facilities which ^{give} opportunities for the creation of more green space, long-term. Managed lanes are a bad idea in a city as divided and segregated as Chicago, pitting the haves vs. the have-nots. It will also diminish the effectiveness of a solo transit lane, which

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doesn't align with the



Public's feedback for prioritizing transit and bikes over cars.

Second recommendation: "Transitway - off alignment"



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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.

BARRY PASS STAY AS IS

DO NOT CREATE BARRIER UNDER PASS

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LEAVE BRIDGE ALONE.

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Briar Alternative 1 looks like it is pass under street which would comprise much work and is too near the children's playground between Briar + Barry. Why? We had do tennis players park if you remove parking?

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- 1- PLEASE, NO EXIT BETWEEN FULLERTON AND BELMONT
- 2- ADRIANO WOULD ALLEVIATE A LOT OF TRAFFIC!!
- 3- PERHAPS HAVE #143 RUN OTHER THAN AT BUSY RUSH HOUR
- 4- TO GET TO YACHT CLUB EXIT RIGHT OFF OF BELMONT EXIT

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① Nice job in presentation!
(especially the aerial ROADWAY SWTH)

② My compliments to the full length pedestrian!

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WITH ONLY 6 CARS PER HOUR
WHY DO ANYTHING TO BRIAR

ALT # 2 BUT LEAVE TUNNEL
AT BARRY

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I noticed that at Diversey a bus turn around was created at the end of the east parking lot at the driving range and at Addison buses actually go east over LSD. I think this is unnecessary - Bus staging areas should not be in the park so close at the lake. More pollution, more pavement and less green!

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Keep Barry Underpass.

Do not create Brer Underpass

Not worth it for just 1 small parking lot!

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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.

LEAVE BEAR ALONE

LEAVE TUNNEL AT BARRY

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RBS Scarce Fill

- How many cubic yards - estimate

- where will it be sourced from (Not needed according to that project team)

↳ what will it consist of

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RE: TRAFFIC DATA - COUNTS !

- When will new counts + Data Be Available?
↳ Kind of bad to ignore Plans on such old DATA

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re: Chicago Ave exit Ramp

- Lake St. Tower on Ramp will create Bottleneck w/ Those Approaches
To merge right to The Chicago Av. exit Ramp - They are competing,

SOLUTIONS Begin Chicago Ave off Ramp PRIOR TO Lake St. Tower
& have the Roadway be a separate Lane BRIDGE That
completely eliminates any merging issues
↳ DO THIS 1ST!!!

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No matter which alternatives are chosen, the art (much of it by Chicago Public Art Group) that is currently on the walls of Fullerton, Belmont, etc. underpasses will be destroyed. Plans that address documenting, archiving, etc. should be included, and the new construction should be designed to accommodate new art.

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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.

1
1200 WILSON AVE SBOUND exit Ramp Removal area
Looks really good - all aspects. great job

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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.

Do not put people, bikes, cars, trucks + boats together into one (Briar) underpass, but retain (or rebuild, more correctly) the underpass at Barry.

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PED/BIKE

- ① PLEASE KEEP ACCESS UNDERPASS AT BARRY.
- ② Do not allow cars to access LSD PARKING FROM BARRY OR FROM BRIAR, BETTER VIA BELMONT.
- ③ BUS ACCESS LANE AT BELMONT IS A GOOD IDEA.
- ④ ADDISON LSD ON/OFF RAMP IS A GOOD IDEA.

[noise + pollution SAFETY FOR TOT LOT]

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I am already somewhat concerned about all the dogs that are allowed to run free (off leash) in the park - they don't obey owner's commands and they are sometimes frightening. As we are a neighborhood with many seniors I would prefer to maintain + enforce our leash laws! Thank you!

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Having access to parking Soroffe harbor by having access via BRIAR does not make sense. After you have access eastbound at Briar will do nothing but endanger children at TELSER Playground. These are CHILDREN playing in a PARK. The last thing these kids need are cars zipping past the park on their way to the harbor.

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Waveland Park / Marcovitz

I am opposed to the creation of additional parking to the east of the existing parking. It is too near the bird sanctuary. It adversely impacts the open space now available between parking lots and Lake Shore. This lot is not used at night and in daytime rarely full now. Any parking vis-a-vis Recreation Drive should only focus on accessibility to parks and nearby

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Look for more residential parking needs.



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I'm the Executive Director at Brookdale Lake View at corner of Sheridan & Briar. I represent a very vulnerable population of approximately 275 seniors who could be negatively impacted by alternative 1 which would include reconfiguring Briar to allow left hand turn onto Briar to access the harbor. There are many emergency vehicles that use Briar to get to our residents and anything that impedes their ability to get to our building would be a very unworkable solution. Please use Alternative 2

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for access to the harbor.



Sincerely - 1 1 1



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We were relieved to learn that there would be no entrance to the outer drive from Bihar. We don't need anymore congestion on the inner drive which is full of the elderly, children, cyclists, etc. Please leave our neighborhood alone!

Thank you;

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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.

Please, NO Change to the Barry underpass. Keep the area WEST of LSD between Diversey & Belmont as is.

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I use this portion of N. LSD twice daily for my commute, mostly by bike, sometimes by 148 or 146 bus, and occasionally by private car or carshare.

I want to see no new interchange at Addison, no new car crossings of LSD (esp. at Barry), and nothing that would speed or smooth car traffic.

We need bus lanes on N. LSD!

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Belmont Avenue Junction Plan

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Here is my understanding of the proposed plan for the area surrounding the.....
junction of Belmont Avenue and Lake Shore Drive based on the map provided by the city. It appears that the major purpose of the city's plan is to eliminate the short drive running from Belmont to the Belmont Harbor south parking lots and to replace it with new access along Briar Place extending east from Lake Shore Drive West to these two parking lots. I haven't seen anything written describing removing this short parking lot access drive, but if this isn't done, the rest of the project would be meaningless.

The major changes planned for our immediate area (LSD West from Belmont to Wellington) are removing the existing bicycle/pedestrian LSD underpass at Barry and replacing it with a new motor vehicle/bicycle/pedestrian extension and underpass at Briar, one block to the north. My comments below are regarding this new Briar Place eastward extension.

The proposed plan will increase southbound vehicular traffic on LSD West from Belmont to as far south as Diversey. Traffic would also increase on Briar Place west of LSD West because of vehicles returning from the Belmont Harbor south parking lots.

Because of this increased traffic congestion at the LSD West – Briar Place intersection during the boating season, I believe it will be necessary for the city to install either a stoplight or stop signs with flashing red lights at that intersection between May 1st and October 31st. A stoplight shouldn't be necessary during the rest of the year; the stop signs should be sufficient then.

Another issue that I have not seen addressed is truck access to the Chicago Yacht Club Belmont Harbor Station located at the SE corner of the harbor. Trucks now access the yacht club via the current access drive east of LSD. Once this access drive has been demolished it will be necessary for these trucks to use LSD West and the proposed Briar Place extension. There are two major issues involved here; truck turning radius at the intersection and truck clearance under the new underpass.

I will leave turning clearances to the city's traffic engineers. Underpass clearance is a different issue. The new underpass should be built high enough to provide adequate truck clearance. I believe the Illinois state truck height limit is still 13'-4". Adding two more inches for safety's sake would give us 13-1/2 feet.

Please feel free to share this document with anybody who you believe would be interested. If you have anything else that you think I should add here, please let me know.

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Problems with the proposed Briar Street Tunnel project

BY:

- 1) It's putting a major thorough fare immediately adjacent to a children's playground endangering arriving and departing children.
- 2) It's placing a burdensome amount of exiting traffic directly in front of the Brookdale Senior Living Solutions building. This causes them multiple problems. Ambulances which make frequent calls to this building are forced to come east on Briar, a westbound street, to gain access to their driveway quickly for medical emergencies. How badly will the additional traffic delay these vital emergency services?
- 3) Also, many of their residents have limited mobility and use canes, walkers or wheelchairs. An increased flow of traffic would make it even more difficult for them to cross streets and to move freely around the neighborhood.
- 4) We need to consider the number of people using the harbor and the Yacht Club for whom this project would improve ease of access versus the number of people in the buildings lining the proposed new route for whom this would be a major inconvenience at best and an outright danger at worst. A very rough estimate might put it at one person for whom it would be more convenient for every nine people inconvenienced.
- 5) Furthermore, this major, costly project would only be of benefit to boaters for five months of the year at most when their boats are in the water.
- 6) One should question how many days of the week the Yacht Club is open the other seven months of the year and how many people on average visit on those days.
- 7) One should also question why such a huge amount of time, energy, expense and disruption should even be considered when a very simple, relatively inexpensive, non-invasive solution exists by just adding a second exit road directly from the northbound Outer Drive into the parking lot. Access from the southbound Outer Drive is already convenient by simply turning left at Belmont and right onto the existing roadway.